

**BICYCLE  
MOTOCROSS  
ACTION**  
OFFICIAL TEST

# CYC STORMER

## THRASHER-BASHER DELUXE



Okay, okay. You don't have to light off an M-80 in our crash helmet to make a point with us. We keep our ear to the

ground (you can always tell who is listening carefully because of their dirty ear). We know what you want. And, while we don't even try to keep everybody happy (an absolute impossibility), we do work our buns off trying to maintain a good average. So stick with us, pard, and sooner or later we'll do a test article on the EXACT bike you want to read about. Of course it will probably be a lot sooner if you shoot off a letter and let us know your fondest wish, article-wise.

Which is why we're testing this here CYC Stormer MX . . . 'cause a lot of buckeroos out there wanted to see a test of a cheapo . . . uh, inexpensive . . . bike that could be raced and thrashed. And the Stormer MX qualifies on both counts although it was built primarily as a thrasher.

Perhaps it is time that we clarified what is meant by 'thrasher.' Most serious racers have two bikes. They use one of them for racing only; and when we say "only," we mean "only." It is never used for street transportation because it

**Ah, magnificent! Poetry in machinery!  
Class thrashing equipment! Gadzooks!  
Eureka!Zounds!And cheap! (Who knows  
whose toes are those?)**

would be ripped off three minutes after it was left somewhere . . . locked or not. Also, the first trip down to the local hot bananas jumping area would thrash it and most race bikes cost too many bucks to thrash.

Enter the serious racers' second bike which, obviously, is his thrasher. This one is equipped with heftier parts so it can survive the pain inflicted upon it from massive doses of jumping and thrashing. Generally a thrasher will cost way less than a race bike because it doesn't require the extensive use of exotic metals to keep weight down to a minimum. And naturally, the less it costs the less effort some creep will put into trying to steal it. Which means you can lock it up somewhere and expect it to usually still be there when you get back.

There is one more point that con-

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## CYC STORMER

### CYC STORMER MX SPECIFICATIONS

**FINISHES:** Chrome plated, candy apple red, candy apple blue

**WEIGHT:** 32 lbs. 8 oz.

**RETAIL COST:** Around \$135

**FRAME:** Stormer mild steel

**FORKS:** Tange TX-500 chrome-moly

**HANDLEBARS:** Mild steel tall box

**GRIPS:** Winners Circle

**STEM:** Ashtabula black forged single-clamp

**WHEELS:** Femco steel dimpled rims laced with .105 spokes

**REAR BRAKE:** Bendix 76 coaster

**TIRES:** Cheng Shin 20X2.125 knobblies front and rear

**PEDALS:** KKT with chrome-moly heat treated shaft

**CRANKS:** Ashtabula black heat treated 6 1/2

**FRONT SPROCKET:** Steel 44T

**REAR SPROCKET:** Bendix 16T

**SEAT:** Mesinger 2-wire padded

**SEAT POST:** Mild steel

**EXTRAS:** Stormer crossbar pad included

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... continued



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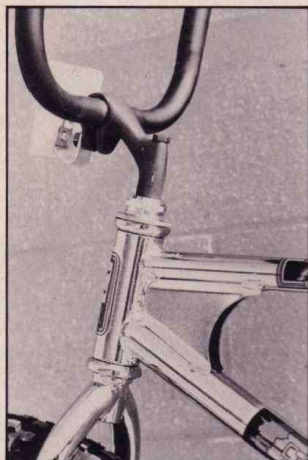
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# CYC STORMER

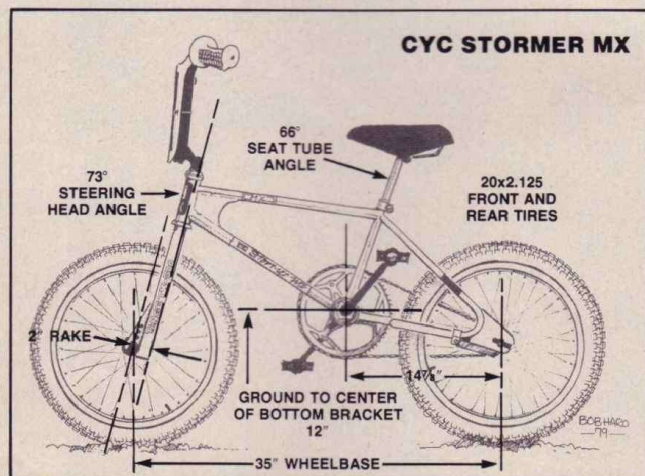


The new Stormer frame has double-gussets and quicker steering. The Ashtabula forged gooseneck helps keep the price down, but will bend under heavy stressing.

**OZ:** Well, what do you think of it?  
**R.L.:** Uh, it handles good . . . like a Mongoose . . . everything is the way it's supposed to be. Nothin' funny. **Feels good.**  
**OZ:** It costs 135 dollars.  
**R.L.:** Huh?  
**OZ:** One . . . three . . . five.  
**R.L.:** They'll sell tons. Millions.

A full-on race bike will weigh 23 or 24 pounds and cost at least 275 dollars. The Stormer MX weighs 32½ pounds and costs about 135 dollars. There is a message here, racing heroes: If you're just getting into BMX and want a bike that doesn't cost megabucks, and can be both raced and thrashed; or if you want a tough, good handling thrasher so you don't destroy your zenith-of-works-perfection racer, then you'd better take a long hard look at the CYC Stormer MX.

One interesting fact that we're going to lay on you is that in the last three years the Stormer has increased only ten dollars in retail price. And now you get the Tange TX-500 tubular forks in-



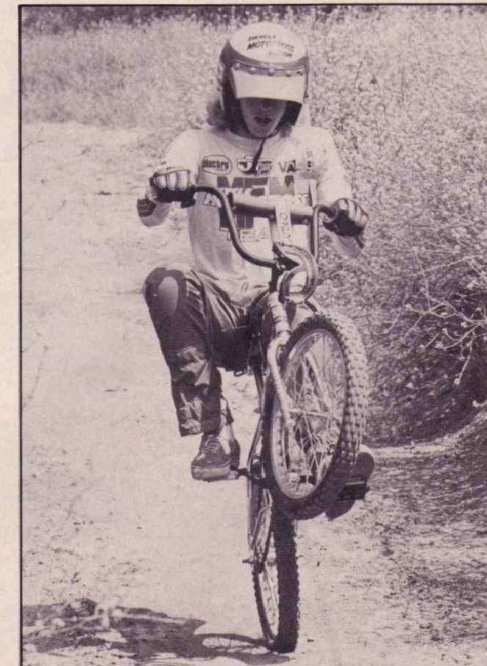
stitutes a good thrasher . . . The geometry and balance must be every bit as good as a race bike because BMX'ers usually get way more radical when they're jumping and thrashing than when they're racing. In other words, the only thing that would hinder a primo thrasher from doing double duty as a racer is weight.

stead of the Ashtabula forged blade forks. When you consider how much the price of everything has inflated during the same period of time, this is incredible! Our Electros are off to CYC for holding the price line. We may buy a dozen Stormer MX bikes just because at that price they're such a good investment.

*continued*



Berms, slides, jumps, wheelies, or whatever . . . the CYC Stormer MX is quick, instantly precise, at times hairy, and always a gas to ride.



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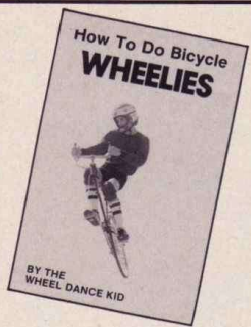
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## CYC STORMER

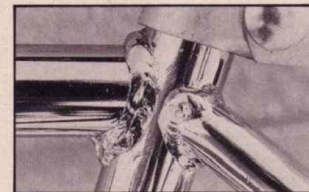


matured, things became somewhat more manageable.

But the new Stormer MX is a different breed of cat entirely. The bottom bracket has been moved back a bunch, the wheelbase has been shortened a hair, and the steering head angle has been increased a few degrees. Translated into handling, this new geometry is: Quick... instantly precise... at times hairy... and always great fun!

You don't get much help from this bike when you're peaked, flying down a trail or track. You have to ride it. You have to control it... master it. If you do something wrong, it will not smooth out the mistake... the rear wheel will whip past you quicker'n greased owl poop!

But do it right and this Stormer will stick with you like glue. It'll do anything you're crazy enough to do, and do it extremely well... right up to where you are limited-out. Which is exactly what a thrasher is supposed to do. Exactly.



The welding on the Stormer MX is stronger than Superman... and uglier than seagull poop.

The Stormer MX is not, however, free of fault. By now you should know us well enough to realize that we can always find something to snivel about, no matter how good a bike is. Like the Ash-tabula forged stem will bend if too much stress is put on it (and what thrasher isn't over-stressed occasionally?). And the grips could be improved on. And medium butterfly bars would be our choice over the tall box bars that come with it. But even these few flaws fade to insignificance in light of the Stormer's easy-to-swallow price.

### CONCLUSIONS

As a street bike, the CYC Stormer MX will still be around when you're reading test reports on the latest rocking chairs.

As a thrasher, if price is no object, the Stormer MX is one of the best you can get. If price is an important factor, the Stormer is the best. Period.

As a race bike, the Stormer is just right for a beginner. He doesn't have the initial megabucks investment; he can race it as is for awhile, then later on he can switch to the more exotic component parts that will reduce the overall weight for peak performance.

Of course when he does that, he'll have to get another Stormer MX for thrashing and bashing. ★

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Speaking of the Old Stormers, their handling was not exactly what you would call perfecto mudo. The location of the bottom bracket used to be about two inches forward of where it is on the new Stormer MX. This resulted in pretty close to a fifty-fifty split of fore and aft weight distribution... which sounds good on paper, but in actual fact caused some terrifying moments for those uninitiated into the wonders and mysteries of the aerial dynamics of the old Stormers.

When one of these old buggers was launched off a jump, it was a toss-up whether the thing would loop or endo. The only thing you knew for sure was that it would do something weird. Until such time as the individual rider adjusted to the idiosyncrasies of the beast, things could get pretty hairy. Naturally, once the driver/vehicle relationship