

Photo by Bob Osborn

# JMT RACING'S FOX

## THE ORIENTAL EXPRESS

BY ANDY JENKINS

"Herro, this is your BMXA oriental correspondent, Wayo Radahama, constantry searching the far east

for radness. Today I'm reporting from Taiwan."

"Ah-so, honorable BMX ACTION readers. You say you wan a bike

**BMX**  
**ACTION**  
OFFICIAL TEST



Eeeee-yaaaahhhh! It's the elder Rupe, 'ol Robby, kickin' out the jams at "The U" in Palmdale. This place is insane! We're talkin' more jumps and more fun per square inch than just about any thrashing area we've ever been to. The dude next to the ramp is Wayne Croasdale, a B Pro, bike shop owner, "U" local, and all-around cool dude.





"And here come the style points from the judges, 9.7, 9.6, 9.9, another 9.9, and there it is, a perfect 10 - from the Russian judge even!" There IS some classic stylin' goin' on here, sports fans.

wid decent components, good works and a vewy row price tag? Well wook no furda my sons, for I have foun it. The Fox by Ming Tien Hang Corporation, arias MT Racing."

"Afta few terephone calls, one was put on a boat to de Mos Factory Guys at BMX ACTION Magazine

for a heavy duty thrash and bash session. Can it survive da vigarous punishment the Mighty BMXA Test Pirot's put test bikes through? You'll just have to keep reading for da results 'cause I now turn da froor over to da high-tech writers at Mighty BMXA, and I'm off to Mongolia to

investigate rumors of new freestyle bike. Sayonara, reader-san."

Thanks Wayo Rad. Whew. Well, we just got back to the office after picking up the box at the dock and we're too curious to let it just sit here unopened, sooo . . . (TEAR, RIP, SHRED . . .)

## FIRST IMPRESSIONS

This is a good looking bike. Both the polished chrome finish and weld-

## MT RACING — THE FOX



## Price & Specs

**COMPLETE BIKE PRICE:** \$165.00.

**FINISH AVAILABLE:** Chrome with black components.

**COMPLETE BIKE WEIGHT (without pads or plate):** 25 pounds, 14 ounces.

**FRAME WEIGHT:** 4 pounds, 10 ounces.

**FORK WEIGHT:** 2 pounds, 2 ounces.

**HANDLEBAR RISE (C/L of stem clamp to C/L of grips):** 8 1/2 inches.

**HANDLEBAR WIDTH:** 25 3/4 inches.

**TOP TUBE O.D.:** 1 1/8 inches.

**DOWN TUBE O.D.:** 1 1/4 inches.

**FORK LEG O.D.:** 1 1/8 inches, oval.

## Components

**FRAME & FORK:** MT Racing TA, high-tensile steel.

**HANDLEBAR:** Hsin Lung, high-tensile steel.

**HANDLEBAR STEM:** Hsin Lung, aluminum and high-tensile steel.

**GRIPS:** Fuan, vinyl.

**HEADSET:** YST.

**RIMS:** Sumo, aluminum.

**SPOKES:** 36, .080, with brass nipples.

**HUBS:** Sih Yuen, small flange, aluminum.

**TIRES:** Cheng Shin, 20 X 1.75 front and rear.

**BRAKE:** Lee Chi calipers, aluminum, front and rear.

**BRAKE PADS & LEVERS:** Lee Chi.

**BRAKE CABLES:** Safety Control.

**PEDALS:** Welgo, nylon and chromemoly.

**CRANK:** CSH one-piece forged, heat-treated, 170mm.

**BOTTOM BRACKET SET:** YST.

**FRONT SPROCKET:** Tracer steel chainwheel, 44 teeth.

**SPIDER:** Tracer, steel.

**FREEWHEEL:** SunTour, 16 teeth.

**CHAIN:** TYC, 1/8 inch.

**SEAT:** Viscount Dyna.

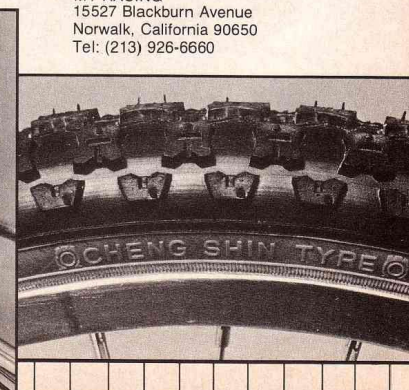
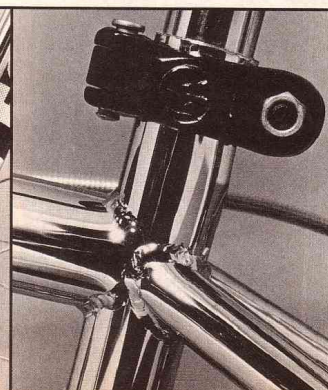
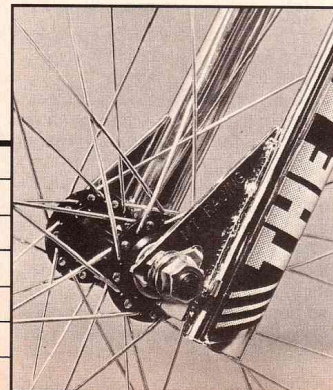
**SEAT POST:** Mengfa, lay-back, high-tensile steel.

**SEAT POST CLAMP:** Lee Chi hinged, aluminum.

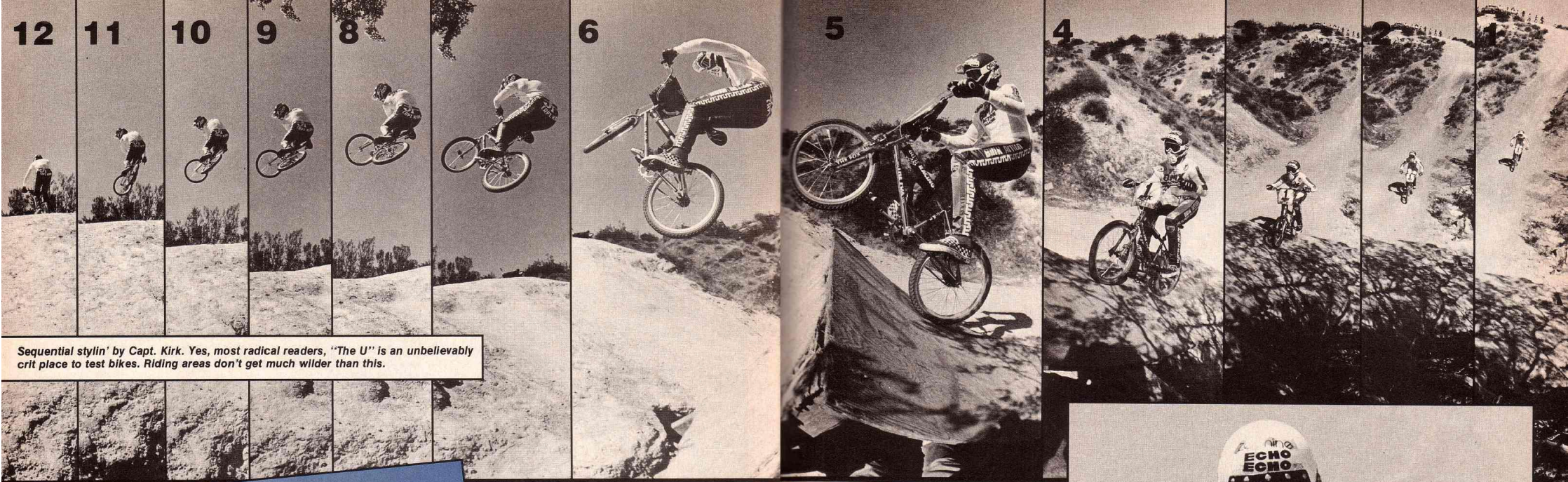
**ACCESSORIES:** MT pads. 5mm and 6mm allen keys.

**MANUFACTURER:**

MT RACING  
15527 Blackburn Avenue  
Norwalk, California 90650  
Tel: (213) 926-6660







Sequential stylin' by Capt. Kirk. Yes, most radical readers, "The U" is an unbelievably crit place to test bikes. Riding areas don't get much wilder than this.

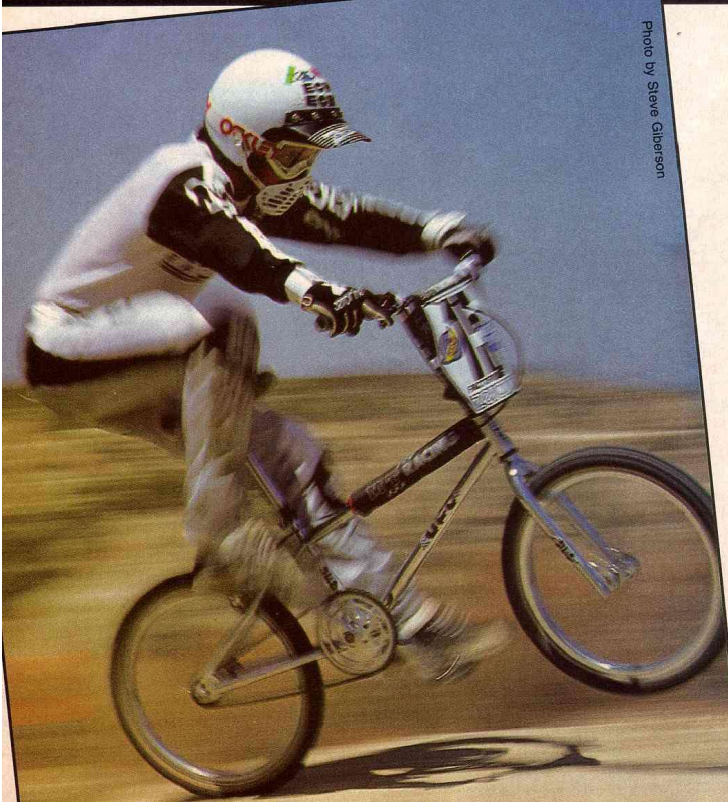


Photo by Steve Gibson

Robby bookin' and cookin' on one of "The U's" multitude of downhills. Thanks Robby, it was totally cool workin' with you on the test.

ing are surprisingly clean. Choice of colors and graphics are both very eye-pleasing.

Let's take it over to the scales and check out the weight — WHOA! A mere 25 pounds 14 ounces! And this is on a bike that has a high-tensile steel frame, fork, bar and seat post. That's almost unbelievable. Confucius say, "That very light for a low buck racer and street thrasher!"

Did Confucius say low buck? He did. Like would you believe this scooter goes for the incredibly low sum of 165 frogskins? It's true.

And this bike *looks* like it has some qual goodies on it — although as you zoom in for closer scrutinization you'll notice that these goodies aren't quite what you thought. About the only recognizable brand names on the bike are SunTour, Viscount, and Cheng Shin — which accounts for the freewheel, seat, and tires. Everything else is a Taiwanese replica of someone else's parts — like Dia-Compe MX calipers and levers and Araya 7X rims.

But Taiwanese replicant pieces have been improving in quality, and the only way MT could even BEGIN to think about prices as low as they've got is to buy in their own country — and the MT guys take real pride in what they do so they've been careful in their choice of componentry.

Another point to ponder: this isn't a full-blown-ultra-lightweight-drilled-out-titaniumified race bike — but it IS a qual beginner or novice race scooter. A first bike. Or a day in, day out street thrasher. For that, the choice of components is excellent.

**SIZIN' IT UP**

The next step is to see how it fits. Hmm, feels good — except for the bars. At only 25 3/4 inches, they're WAY too narrow for modern day BMX thrashin' and bashin'. Yuk. A set of Galindo GX's that are sittin' in Gibey's office will replace the stockers before we hand the bike to our test apes.

The Viscount seat is comfortable, which'll come in handy when you're just sittin' down and cruisin' around.

Robby Rupe gettin' with the program on a WFO downhill.





# The Perfect Pair...



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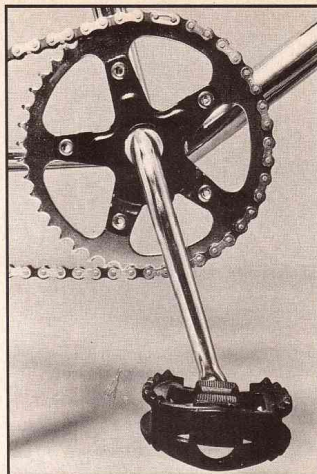
Clint Miller, Deric Garcia and the 1983 Kuwahara Factory Team use Ukai lightweight alloy rims because they deliver just exactly what they need, maximum performance with minimum weight. Clint chooses the standard Ukai rim 'cause its a proven winner, very reliable and about two ounces lighter than that other popular brand. Deric chooses the new 1 1/2" Speed rim, one of the new narrow alloy rims pioneered by Ukai. They perform and handle like sew-ups without all the hassles and are over three ounces lighter than the standard rim.



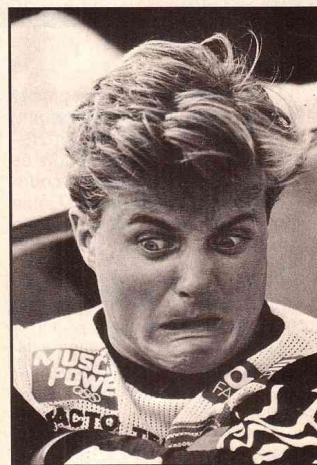
Ukai 1.75" rims are available in 16, 20, 24 and 26" sizes. The new Speed rims are available in two sizes: 20" x 1 1/4" and 20" x 1 1/2". They are available anodized in all colors and in chrome, which improves braking performance. Standard rims come with polished sides and silver speed lines. Ukai, the perfect choice, for your wheels, whether it's BMX, mini's, cruisers or ATB's.

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We did manage to tweak the cranks just a tad, but after all the high-powered testing that we put The Fox through, we'd have been completely surprised if we hadn't. Note the quick-change spider and chainwheel. The platform of the pedals is nylon, and they're a little slippery, but not too bad.



"You want me to jump THAT canyon? Off that rickety wood ramp? Are you CRAZY?" (Actually, we had a hard time keepin' Robby on the ground long enough to talk to him. He has "The U" wired like it's his usual practice track. What? It IS his usual thrashing area? Oh, okay.)

A look down from the seat shows the quick change chain wheel and spider — classy looking and functional items here.

The hubs look totally clean, too. Actually the complete wheel setup looks pretty good.

## THE FOX — VITAL STATS

**PURPOSE:** Racing (up to and including low level expert), ultra econo-qual street assault scooter.

**AGE RANGE:** 12 to 14 racing, 11 to 15 street.

**QUALITY OF FINISH:** Very good to excellent.

**QUALITY OF WELDING:** Good to very good.

**QUALITY OF COMPONENTRY:** Good.

**GEOMETRY:** Very good.

**STEERING HEAD ANGLE:** 72°.

**SET TUBE ANGLE:** 73°.

**FORK RAKE:** 1 3/8".

**BOTTOM BRACKET HEIGHT:** 11".

**REAR SECTION LENGTH:** 14 7/8"

with 35 1/2" wheelbase.

**WHEELBASE:** 35 3/4" — 36 3/4".

**HANDLING:** On the quick side of neutral, feels like a full bore race bike ... Easy to ride ... If you're a bigger dude, the back end will want to drop down on you a little when you're jumping, but if you're about 12 or 13 it's no prob at all.

**MISCELLANEOUS COMMENTS:** "It needs bigger bars and when you change 'em it makes a world of difference."

... "It looks really big but when you climb on it feels smaller." ... "I can't believe how good this thing is for the bucks." ... "Good looking bike. I don't know about the prism stickers." ... "You'd think it would flex more than it did with it being mild steel."

The grips are okay — if you're wearing gloves. If you've got a few extra bucks layin' around you might want to get some rubber ones. Your hands will thank you.

The plastic pedals are a little bit slippery, but nothin' real major. 'Course if we were gonna race it, we'd probably be trading 'em in for something a little grippier.

Enough of this drivel, now the REAL test — lettin' our official wild n' crazed testers loose on this puppy. We'll report back as soon as we're through.

## "THE U"

(Pant, pant) 'Kay, we're back. We hauled the MT and the test woobies out to an ultra-rad thrashing site called "The U". This place is INCREDIBLE. It's out in the desert, has just about every type of jump imaginable, and is SMACK DAB in the middle of the San Andreas fault (could this be the cause of all the jumps?). Yup, this is one prime piece of gnarly BMX real estate.

And you know something that's really cool? Almost everyone who rides out there (and there's a whole bunch of folks) ALWAYS wear their helmets when they're out thrashing. It didn't even matter how old they were — like from about 6 years

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old all the way up to pro. Cool!

Robbie Rupe, MT Racing factory star and official guest tester on this trip, and Wayne Croasdale, who races B Pro for KHS and owns BMX Radness (a pretty cool bike shop in Palmdale), can be given the credit for passing on the info about this test area — this is their official stompin' grounds for practicing and gettin' nuts. Thanks guys.

When we got to "The U" the heat was intense — Gibey claims it was over a 120 degrees. Actually, it was more like 130. Didn't effect the testers though, they stomped and fully failed on the MT. We're talkin' complete poundage. And the MT survived it all in stride.

What about the handling traits, you say? Nothing to complain about here, the Fox handled very well indeed. Pretty neutral, yet a little on the quick side, which is as it should be.

The Cheng Shin rubber helped the bike out in the handling department — they stick in the corners and it won't slide out unless you want 'em to.

Jumping characteristics weren't too shabby. Kirk mentioned that it had a tendency for the back end to drop, mostly due to the fact that the bike's just a little short for him. If you're in the intended age range (about 12 to 14 for racing, and increase the range one year in each direction for street riding), it'll probably handle just fine. We couldn't believe how good the high-tensile steel frame and fork held up.

Mostly, the whole test went by with very few complaints, besides the time when (heh, heh) the stem shaft slipped inside the forks on one of Kirk's landings and he bailed into a tree. That was it. Not bad, MT.

## DURABILITY

The Sumo rims are still pretty straight, but we did manage to twink the cranks just a little. Not bad at all. You should keep an eye on the spokes as they did tend to loosen up.

## DID WE LIKE IT?

You bet. Actually, we couldn't get over the quality and performance of the MT Fox when compared to its price tag. If you're looking for a bike to start racing on, or to rip up the streets on for a low sum of moolah — this may be your ticket to inexpensive radness and badness. For \$165 you can't lose. ■



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