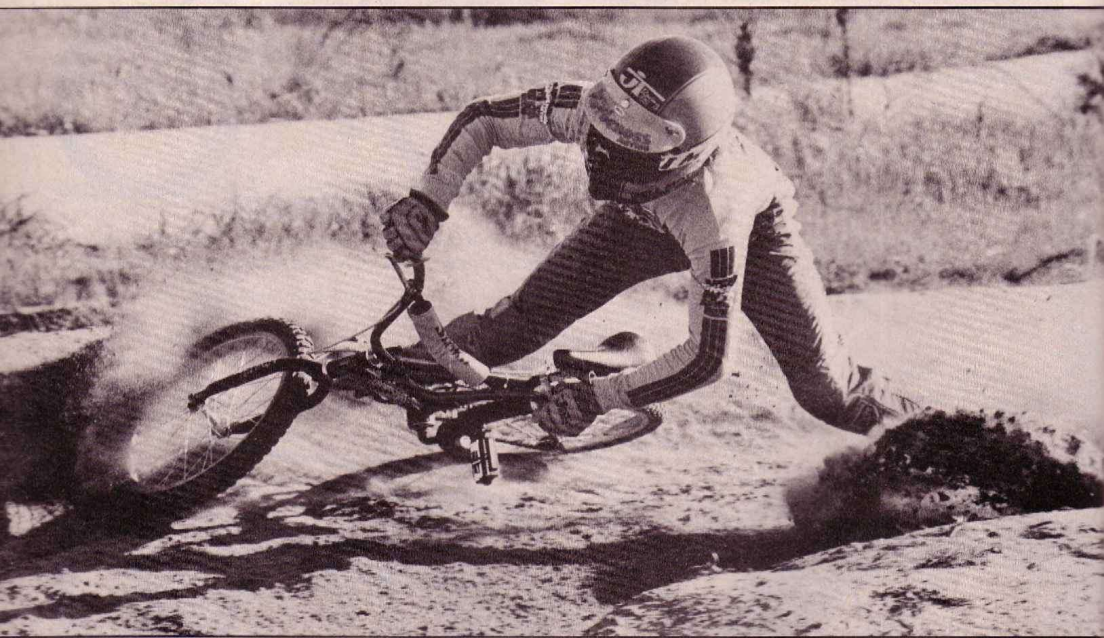


LEAPIN' LEOPARDS, BATMAN, IT'S A . . .

CYC PANTHER



When your front wheel crabs (turns under) on you, it is usually the result of very quick steering and a moment's inattention to biz.

**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

**WOULD YOU RATHER
HAVE A TIGER BY THE
TAIL OR A PANTHER BY
THE PEDALS?**

STORY BY LEN WEED
PHOTOS BY WEED AND OSBORN

The Panther stalks the middle ground of CYC's wham-bam jammin'

jungle. A rung down the price ladder is the Stormer MX ("If the price is important, it's the best, period."—BMXA). The Stormer is the econo-cornerstone of the CYC pyramid. Atop the mountain—the Ames Stormer.

One thing that ought to dazzle prospective Panther purchasers is the one year warranty on the frame. No jive—a full three-six-five—even if you race it or thrash it or trick ride it until your feet turn blue. Natchery, don't come lookin' for a new frame if Dad runs over it with the family Sherman Tank. But basically, you break it and they take it—and give

you a new one. Sorta' indicates CYC expects their chrome-moly frames to hold up, doesn't it?

Borrowing from its namesake, the Panther is shiny black, with a choice of gold anodized Araya alloy 80 gauge spokes or yellow Tuff Wheels. Or you can pick their Silver Panther—chromed frame, forks and bars.

The Panther's set to go prowlin' with Shimano Freehubs, Race Inc. alloy seat post, high tensile steel Tange TX-1200 forks, steel bars, and forged steel cranks. Even though the Panther is aimed at the beginning or novice racer, it weighs

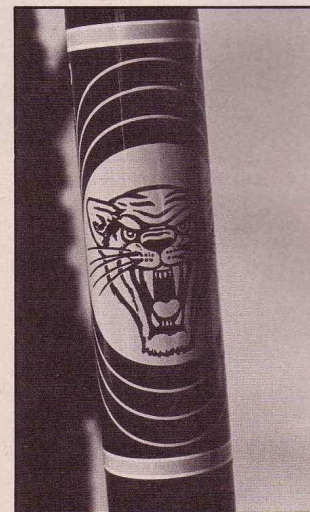
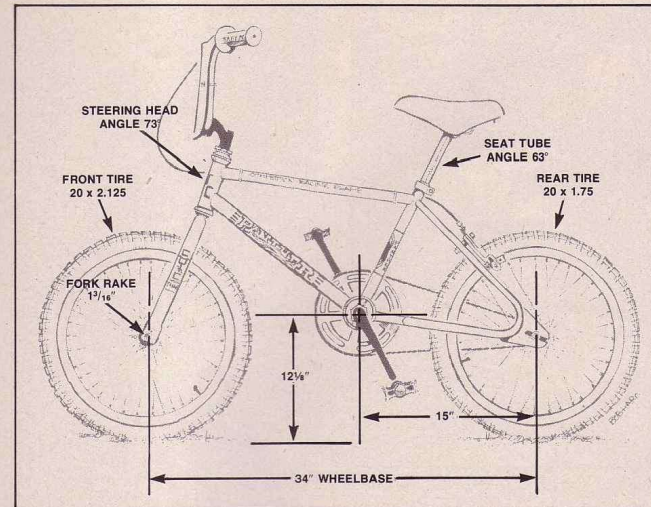


With a 73 degree steering head angle, 34 inch wheelbase, and 1³/₁₆ inch fork rake, this is a QUICK handling bike. And we do mean QUICK.

What are heroes for if not for doing daring deeds? Like Buffy leapin' the Panther.



Rippin' down mountain trails was wild on the ultra-quick handling Panther.



Graphics are where it's at lately.

in just over 27 pounds. That's purty darn good for a bike with a suggested retail of under \$200. And, for what it's worth, CYC hasn't raised their price during the past year.

Now for your listening pleasure, we'll take a brief musical interlude

while our gnarly gang gets into their go-gear . . .

Sha boom, sha boom. Yadada, yadada, yadada, yadada.

And there goes R.L. with the first jump of the day. And there goes the Ashtabula single clamp gooseneck. Bent. It's flunked its high flyin', long leapin', ground poundin' test. By day's end the bars were also tweaked. The Ashtabula stem does help keep the cost of the Panther riding. But if you're a buckin' buckeroo, it's best to replace it with a double clamp gooseneck. Problem is, you can't use just any double clamp. You need one wide enough to fit around the flair of the bars. Either the Mongoose Gold-Stem or the Cook Brothers Slantline stem will do the job.

The Panther's 34 inch wheelbase and steep 73 degree steering head angle make for a quick handler that the smaller guys will feel right at home on. Sixteen R.L. found the bike too small. He also felt the center of gravity was a bit on the high side. While jumping he didn't want to shift his weight much because the red warning light on his loop-out indicator panel kept coming on.

Buff, a couple of years smaller,

CYC PANTHER SPECIFICATIONS

FINISH: Black with gold anodized Araya rims or yellow Tuff Wheels. Also available: Chrome frame, forks, and bars
WEIGHT: 27 pounds 3 ounces

RETAIL COST: Approximately \$175

FRAME: CYC Panther, 4130 chrome-moly

FORKS: Tange TX-1200, high tensile steel with heat-treated stem

HANDLEBARS: Mild steel butterfly V-bars, gold

GRIPS: Winners Circle vinyl

STEM: Ashtabula single-clamp forged steel gooseneck

RIMS: Araya box C-type aluminum

SPOKES: .080/36

HUBS: Shimano Freehub set, aluminum

BRAKE: Shimano Tourney side-pull caliper, rear only, pre-bent lever

TIRES: Swallow Motocross knobbies

PEDALS: Chair No. 2500 with chrome-moly shafts

CRANKS: Ashtabula black heat-treated 6 1/2 inches.

FRONT SPROCKET: 44T steel

REAR SPROCKET: 16T cassette for Freehub

SEAT: Kashimax padded plastic

SEAT POST: Race Inc. heat-treated aluminum

SEAT POST CLAMP: Regular old-fashioned steel jobber

MANUFACTURER:

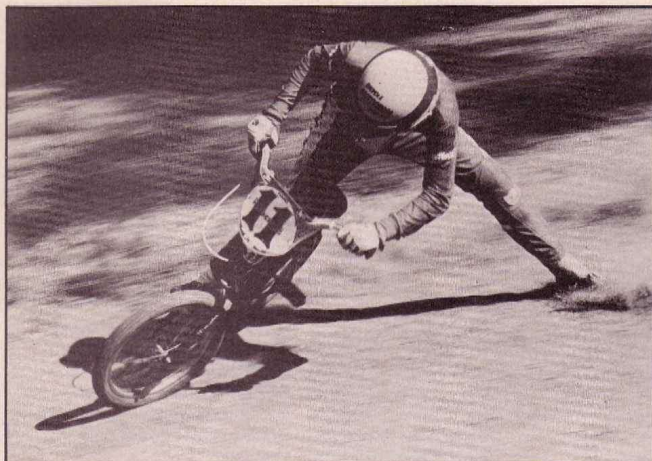
CYC Distributing
P.O. Box 467

Hawthorne, CA 90250
(213) 538-2824

MISCELLANEOUS: Send \$2 for a CYC catalog. Send name and address to get on CYC's new product mailing list.

kept raving about the neat "hang time" of the Panther while jumping. Hang time? Maybe Buff is really Charlie Brown's Mad Punter.

Despite its short wheelbase, the



Short bikes are a buzz to slide . . . just get up some speed, lay it over, whip out the rear end, then just hang on.



The Panther was great for flattrackin'. It wasn't the least bit inhibited about stickin' its rear end out.



Buff was jumpin' the CYC farther than you can 4-iron a buffalo chip.

Panther had sound ground balance. Buff kept chuffing along with full confidence while R.L. was hanging back some, de-stoked by the shortness.

Buff thought the Panther would make a good racer—once a sturdy double clamp gooseneck was added. Oh yeah—a different set of grips. He started moaning about them while loading the bike in the truck.

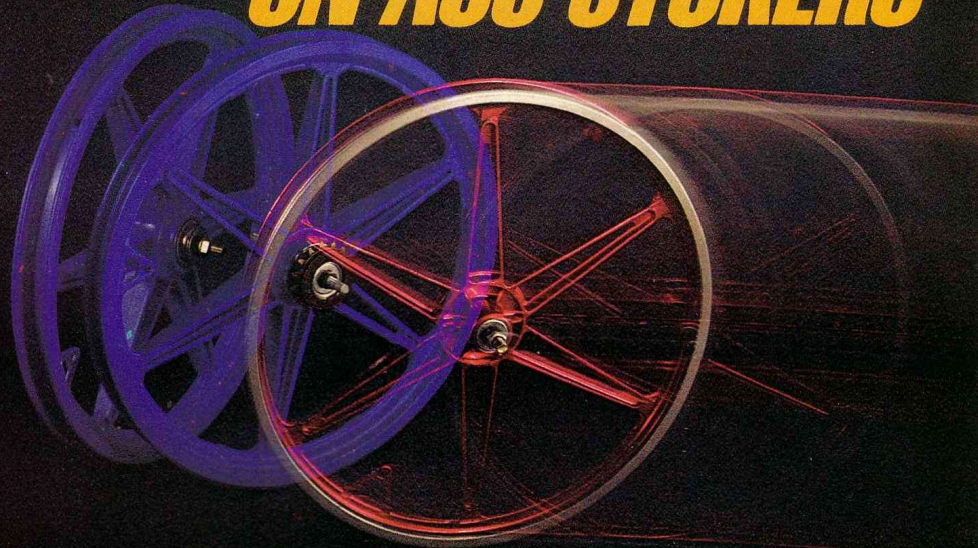
Bar shape? Fine.

Power position. Good.

The Swallow tires. Buff liked them while R.L. found them slidey.

The Panther shapes up as a snarlin' catquick crosser, offering light weight for a good price. It seems best suited to riders 13 or younger. Make the stem swap and it could put you in the beginner or novice trophy hunt. Or, as Louie the Lisp thez, "The Panther may be your anther." ■

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