



MCS MAGNUM

The Test



By Todd Britton

□ TEST? We're sure most of you have heard enough of that word. For nine months of the year that's all you hear. A test in history, a test in science, a test in math, test, test, test! We know that school doesn't start for a while, but we figured we'd make this month's test a, well, test. This one doesn't take weeks of preparation, or years of schooling to pass, though. All you need is common knowledge of BMX and some common sense. We guarantee you'll get every answer right on the first or second try . . . it's true or false. Ready? Begin.

1. T or F: MCS stands for "My Calluses are Sore."

False. MCS stands for Moto Cross Specialties. In MCS' early days it stood for Moto Cycle Specialists. Why? Because they manufactured motorcycle accessories. (Just like Red Line, DG and FMF.) However, they realized BMX

was hip, and now their specialty is building some NICE BMX frames, forks and components.

2. T or F: If you haven't heard of MCS before, you must have been living in a cave.

True. A year ago the answer would have been false, but when MCS picked up Terry Tenette they increased their credibility by about 500 percent. MCS is serious about their team. In addition to Terry, they've also picked up Mike Ellis, Vince Percell, Rob Zahnow, Shawn Bone, Dustin Lindberg and Todd Mitchell.

3. T or F: Their first complete bike, the Magnum, is different from any other bike in more ways than . . . two.

True. More later.

4. T or F: One of the most notable things about the Magnum is that it retails for just under \$900, making it the most expensive production race bike.

False. The suggested retail price is \$249-\$269.

5. T or F: If you buy one you've got more color choices than Baskin Robbins has flavors.

False. Black, red, white or chrome are the only hues it comes in.

6. T or F: Every single part of the bike is U.S.-made.

False. Although the most important parts (frame, fork, bars, stem and seatpost) are all MCS-made in Florida, the majority of the remaining parts are made overseas: Sumo alloy rims, Joytech hubs, Cheng Shin tires, Victor beartrap pedals, Anlun one-piece chromoly cranks (never mind that ours were Suginos), a compact disc sprocket (once again, never mind that ours was a Sugino; after all, this was THE FIRST complete bike they had), a YST bottom bracket and headset. The seat's a Viscount and the clamp's Anlun. ACS brakes and A'ME grips were the

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other American-made goodies, in addition to all the MCS stuff.

MCS believes (and so do we) that if you use lower-priced components and bolt them to an American-made frame, fork, bars, stem and post, it'll keep the cost down, but performance up. And when Junior decides to upgrade his bike, he's already got a great foundation to start with (and he doesn't end up replacing every single part, including the frame). And the ever-sinking dollar value makes American-made bikes more affordable than ever before (and foreign bikes more expensive). Smart, very smart.

7. T or F: Terry Tenette rides one exactly like this.

False. Terry rides a custom 40-inch-wheelbase Magnum. The regular Magnum's wheelbase is a more normal 35-1/2 inches to 36-1/2 inches. The Magnum (stock) is geared toward the 14- or 15-year-old kid, but can easily be

made to fit the 17-and-over crowd with the addition of a longer stem and a laidback post.

8. T or F: A lucky horseshoe was used to help put the bike together.

Amazingly enough, it's true. Todd B. found the horseshoe while building a set of doubles at Soledad Hills. It was the only thing lying around that we could use to put in the bottom bracket cups, so we used it!

9. T or F: Terry and the Plus! staff met at the Soledad spot for the test.

True. And the locals were stoked to

see a real live BMX PLUS! photo session taking place in their neck of the woods.

10. T or F: The Magnum weighs in at a hefty 28 pounds. But what do you expect for under \$300?

False. Our complete test bike (with pads and plate) weighs just under 24 pounds according to the high-zoot, and amazingly accurate, Hi-Torque scales.

11. T or F: Sounds good so far, but the handling was hatin' it.

Not even close to being true. Combine the 72-degree headtube angle with the straight forks and you get semi-quick handling and a very comfortable ride. Level flights are the norm. The MCS is easy to get used to and was fun to jump and style with.

12. T or F: Things were going good for about a half hour, then the bike started to self-destruct.

No way, Jose! When the dust had settled, the MCS was still standing!

MCS MAGNUM

Terry Tenette redefines the words "power wheels." The MCS is deadly. Maybe they should rename it the .357 Magnum? . . .



◀ The Magnum (stock) is a bit cramped for six-foot-tall types, but for the serious 13- or 14-year-old who's on a budget, don't look any further.



◀ For around 260 Georges, the Magnum is a great deal. Heck, if it was \$340 it'd still be a bargain. It's that good!

