

MCS goes back to the days of BMX and square-wheel moto-mags, or just about. The main (and obvious) difference between MCS and other major, exclusive BMX companies is that it isn't from California. Pompano Beach, Florida is home for MCS and along with their new line of Magnum frames, they have moved into a new, ultra-slick facility.

The history of MCS is quite amazing, but hardly known. For example, did you know that Timmy Judge was on the MCS factory team for many years? Greg Esser, one of the first stars to be recognized from the east, was on and off the team for many years.

Other notables who flew the first frames for MCS included Bryan "Beaker" Esser, Greg's brother. Nel-

son Fulcher, one of Florida's top older racers around 1977, and Kim Wyatt, the fastest and cutest powder puffer of her time (1975-77). Way back when, she used to give TJ a battle on the track.

Pro racer, Jamie Burrows raced for MCS for a couple of years, scoring a second in the 1980 World Championship on the then new 26 inch Magnacruiser.

The 1982 program for this innovative company is simple: High quality line of products all around and personable racers to promote them.

Unlike most major teams, MCS has no PRO racer. Instead, their major investments are spread out between three kids in three different age groups.

The senior member is Kerensky

Bullard from Florida's Gold Coast. "Bootsy," as Kerensky's people call him, earned top ten National honors in both 16 Expert and Cruiser class in 1981.

Mark Lopez, a heavy hotshoe out of New Jersey, raced on the support team most of the '81 season, and was named to the full factory team after scoring National #10 in the closely contested 13 Expert class.

Rounding out the team is minispeedster Shelby James. Shelby is one quick dude. Going into the '81 NBL Grands, he was tied with the bionic Andrew Soule with a perfect score. Shelby hails from the Orlando area of Florida and will wear the National #2 plate in 8 Expert this year after earning the number in 7-ex.



Andy Patterson and a few other onlookers watch as Charlie Litsky makes final preparations on the MCS twenty incher.

MCS Magnum 2000:

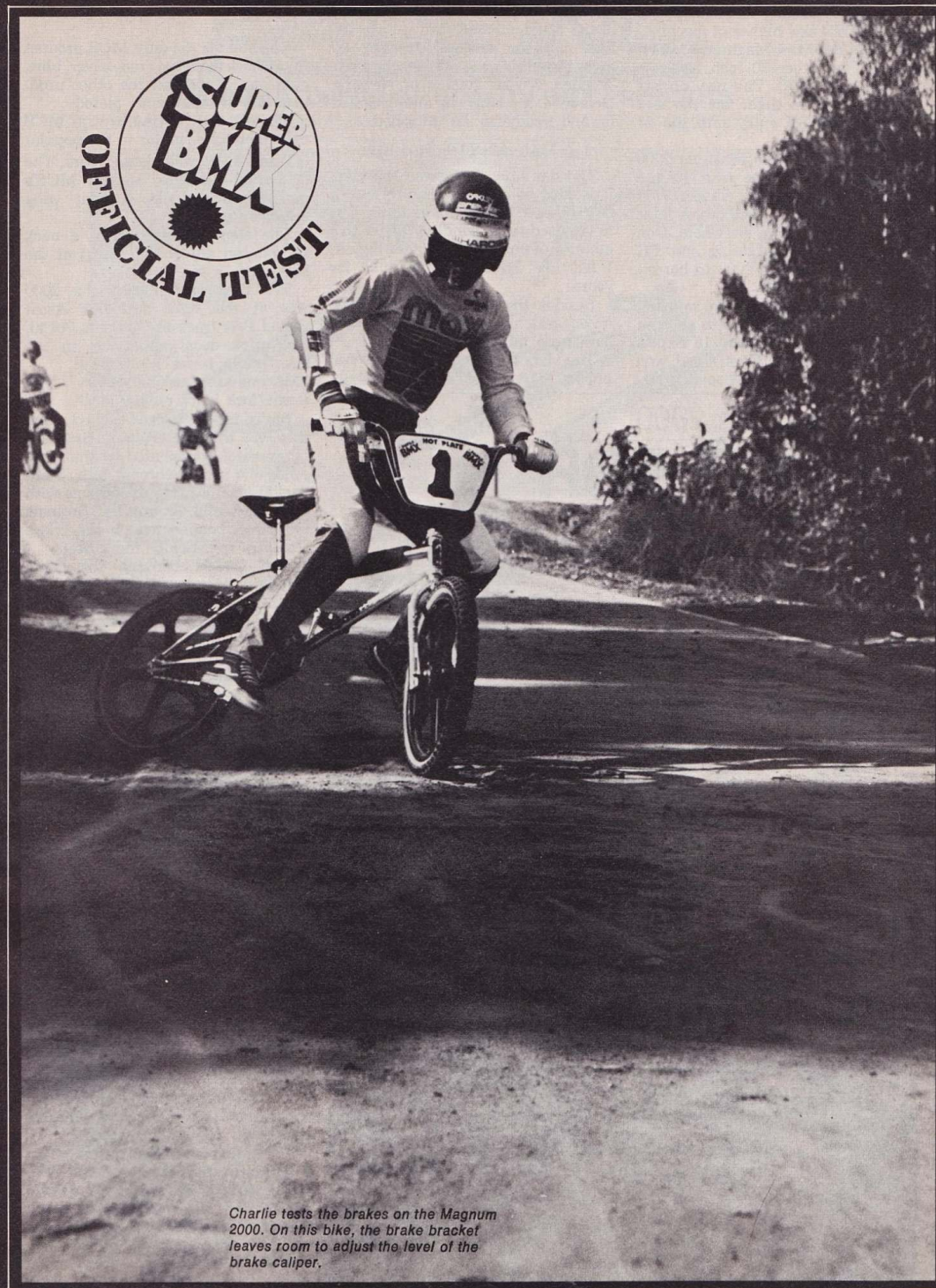
SHOOT FOR THE TOP

The MCS 2000 is one of the finest 20 inch BMX racing bikes alive — and that's no jive!

Story by "Leapin'" Charlie Litsky

Photos by Mike Aquirre

Test Ridden by "Leapin'" Litsky and Rob Robison



Charlie tests the brakes on the Magnum 2000. On this bike, the brake bracket leaves room to adjust the level of the brake caliper.

The three factory buckeroos will be on MCS's new high-zoot machines this year: the Mini-Magnum (James' mount), the other 20 inch frame is the Magnum 2000. The new cruiser line has the spotlight on the 240 Magnum, MCS's entry into the 24 inch field.

The premier of the Magnum 2000 was a fairy tale come true. At the Knott's/Mongoose race, Tracer Finn (CW Racing) was without a bike because his got flown elsewhere. Don Hutelin, MCS's marketing and PR wiz offered Finn the 2000 to borrow for the weekend.

The rest, as they say (oh, so many times) is history. Finn, with an hour to get the bike wired, won 16 Expert (took fourth in his Open) and won the Trophy Dash . . . whoo-ah

MCS Magnum 2000:

SHOOT FOR THE TOP

The 20 inch MCS is part of the Magnum Professional Series and is in the top ten of full-on racing frames.



Super got one of the first glimpses of the Magnum 2000 and we are the first magazine to test the new 20 inch Florida flyer. With help from Wooden Wheels Racing of Newark, Delaware, the bike was totally dialed in and ready to be thrashed.

A DAY AT THE RACES

The day after I received the bike, I decided to race it. Usually with a new bike, I ride it for a week just to get used to its handling. After five minutes of neighborhood showing off, I felt like I'd ridden this bike for years.

Besides the new 2000 frame, the forks, seat post, stem and handlebars were all MCS.

The stem has gone through several phases. The latest is the four-bolt,

weighing an incredibly light 16.5 ounces.

The stem is the only MCS product that comes in colors (red, silver, blue, gold and black), all the other products are show-chrome plated.

The eight inch Wing bars, as MCS calls them, are similar to the popular GT and JMC wide, power bars. The cosmetic difference being MCS's cross-bar looks like a bent wing (chicken wing?!).

The stem has enough of a neck so you can adjust the height of the bars quite a bit.

My first race aboard the 2000 was at the tight and fast Ascot Grand Prix track in Gardena, SoCal. The trick decal appearing on the new frame series says it all . . . "Magnum Professional Series." The frame/fork is for racing, no jive.

Many top racers got excited when they saw the bike. Tommy Brackens (Powerlite) commented on the clean welds and perfect chrome. Toby Henderson (Hutch) dug the chrome with black and gold set-up. Jeff Bottema (Murray) commented on the bike's strength, specifically the gussets.

The gussets between the chain stays provides less flex according to Rick Connery, head honcho of MCS. He also mentioned the brake bracket which has room to adjust the level of the brake caliper . . . trick.

The unique stuff is just starting. There's more behind the scenes trickiness, most of which goes unnoticed by the MCS customer.

The head tubes on all the new MCS frames are MCS's own size, no one else's. The company now buys the tubing direct from the mill. So what? Well, bottom line is a thicker and stronger headtube without more weight and cost.

Final neat cosmetic notes include MCS's sister company, Hot Inc., which allowed us to premier their new number plates in our test.

Barely noticeable, but appreciated all the same, are the tube plugs found at the chain and seat stays, and at the bottom of the fork legs. The plugs are one of those little things that you figured "why didn't I think of that?"

The MCS Magnum 2000 is in the top ten of full-on racing frames, and in my book, easy top five. The order is up to the individual.

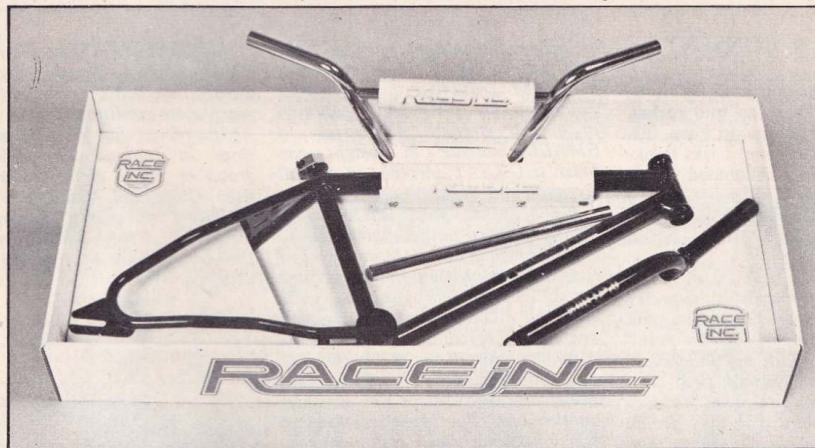
It's three pound, nine ounce weight is attractive for sure, but I was definitely sold when I rode it around school and girls ran over to check it out. They were probably just checking their make-up in the shiny chrome, but I wasn't complaining!

☆

RACE INC.

MANUFACTURERS OF QUALITY BMX PRODUCTS

Currently available are 6061-T6 aluminum frames, handlebars and seatposts, 100% cro-moly frames, forks, handlebars and seatposts. More products are being tested and will be available soon. All products are Race, Inc. engineered for maximum strength, performance and appearance. 100% fixture welded. All aluminum products and forks are heat-treated after welding.



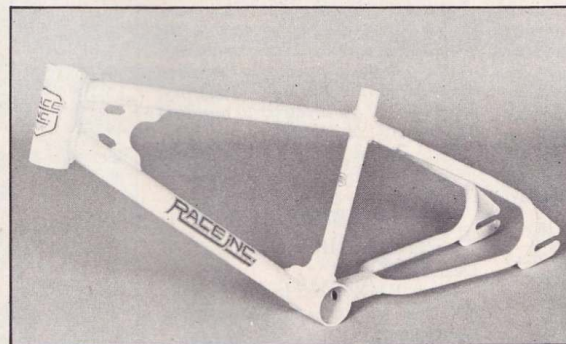
RMK-1 RACE KIT

Each Race Kit contains a 100% Cro-Moly RM-1 Frame, RF-2M Fork, RH-6MC Handlebar, RSP-14MC Seatpost, Aluminum seatpost clamp, frame and handlebar pads. Colors available are red, blue, white or black. Two coat epoxy paint. Weight of 7 pieces is 8 lbs. 7 oz.



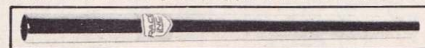
RF-2M FORK

This new centerline fork is lighter and stronger due to the elimination of unnecessary weight and torsional leverage inherent in all leading axle plate forks. • Cro-moly (4130) construction • TIG welded complete in 100% • Available in red, blue, black or white epoxy paint • Weighs 1 lb 8 oz • Special washer set included • Heat-treated after welding



RA-8 FRAME

Jr. Size Aluminum Frame (6061-T6), weighs 3 lbs. 4 oz. • TIG welded complete in fixture. Heat-treated after welding. • Anodized red, blue, or gold. Epoxy painted red, blue, white or black.



RSP-14MC SEATPOST

• Cro-moly tube • 13/16" O.D. x 14" long • Weighs 8.7 oz • Life-time guarantee not to bend



RF-M FORK

The original slanting fork. Copied by many, duplicated by none. • Cro-moly (4130) construction (100%) • TIG welded complete in fixture. • Available in red, blue, black or white epoxy paint • Weighs 1 lb 10 oz • Special washer set included. • to fit 5/16" or 3/8" axle • Heat-treated after welding

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