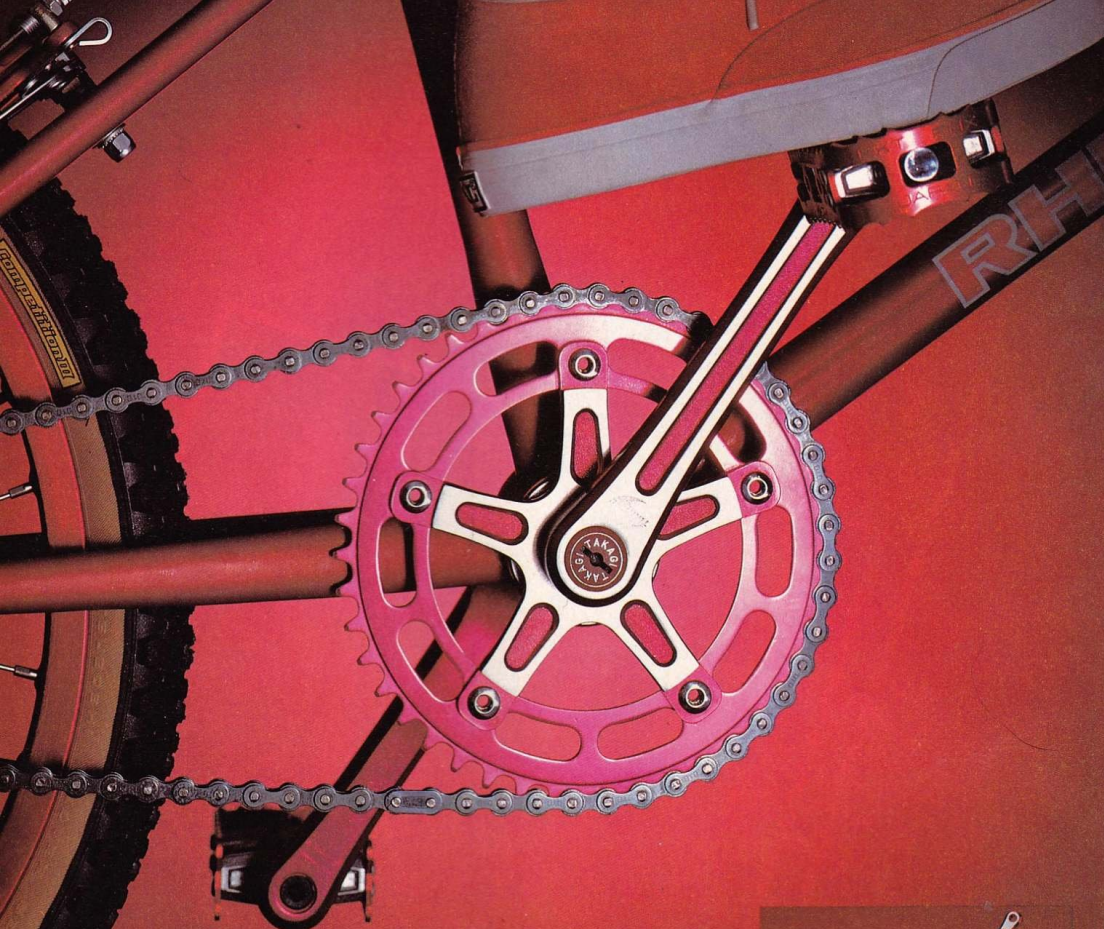


# UP FRONT WITH TOURNEY



Tourney's forged construction and tough anodized colors will put you in front with quality, style and performance. Check out Tourney cranks now at your local BMX dealers. The Pros of tomorrow are on Tourney today.

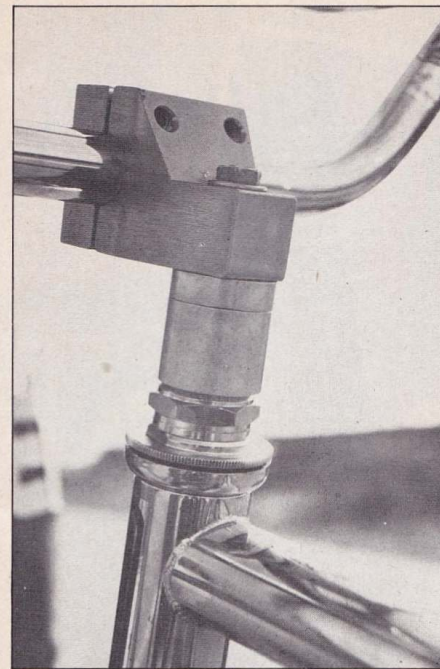


"Dura Ace", "600EX" and "UltraDyna" chainrings can all be used with the Tourney.

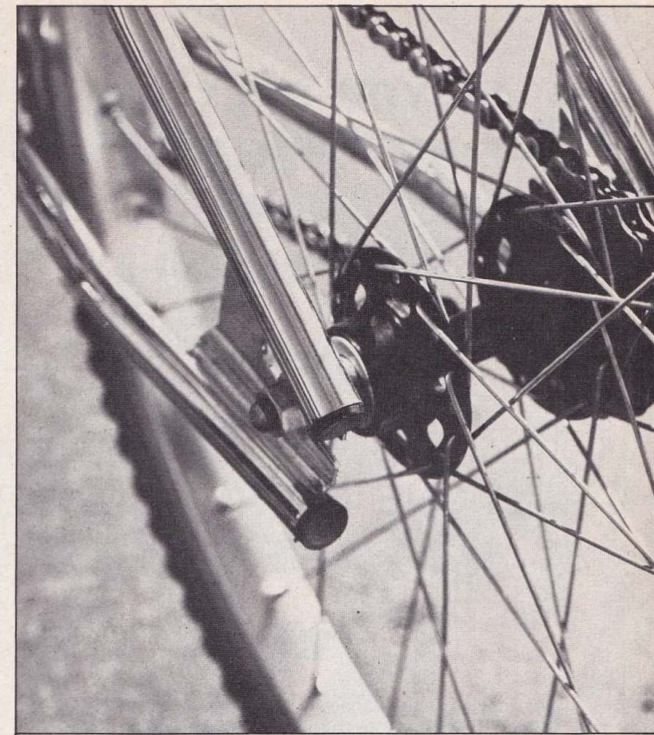


Conversion Kit, Spanner & Allen Key Wrench included.

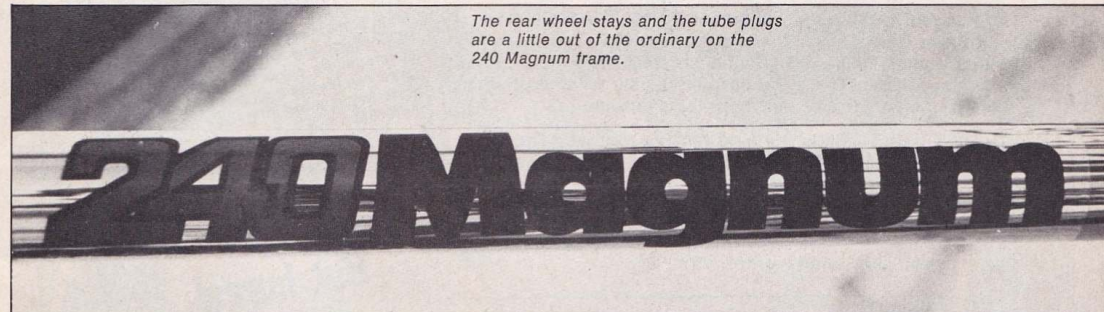
**TOURNEY**  
Another fine product from **TIOGA** Motocross



To keep the stem neck from flexing, Team Products' "Flex Fighter" was inserted.



The rear wheel stays and the tube plugs are a little out of the ordinary on the 240 Magnum frame.



The 240 Magnum does a lot of nice things to the racer right off the bat. Stepping off your 20 inch onto the 240 Magnum does not rattle your smaller bike reflexes. When I matched up the 240 Magnum to MCS's Magnum 2000 (their 20 inch), many of the angles were similar, if not identical.

The 240 weighs a scant four

pounds, five ounces, lighter than the majority of 20 inch frames. The head angles on both MCS frames is 72°, but because of the larger wheels, the steering is a tad slower, but still fast for 24 inchers.

The only handling flaw may come for some in the height of the crank hanger. Both the 20 inch and 24 inch MCS frames have 11-1/8 inch clearance. While running the MCS cruiser Wing bars, my knees were grazing the bars.

However, a hot tip via Toby Henderson rids the trubs as well as giving the 24 inch racer a big 20 inch feel. Toby put 20 inch wide racing bars on (I tried a set of MCS 8 inch Wing bars) with a reverse Pro-neck. It's up to the rider if he or she wants the bike to handle like a small cruiser, or a larger 20 inch racer. Follow that?

The bike was set up for racing. The beach scene remains 26 inch and will probably stay that way. Wooden Wheels (Newark, Delaware) set up trick wheels using 24 inch silver Ukai on black hubs, chrome MX-900 Dia-Comp brakes.

MCS 240 Magnum:

## BLOW 'EM AWAY

(Continued on page 15)  
super bmx 11

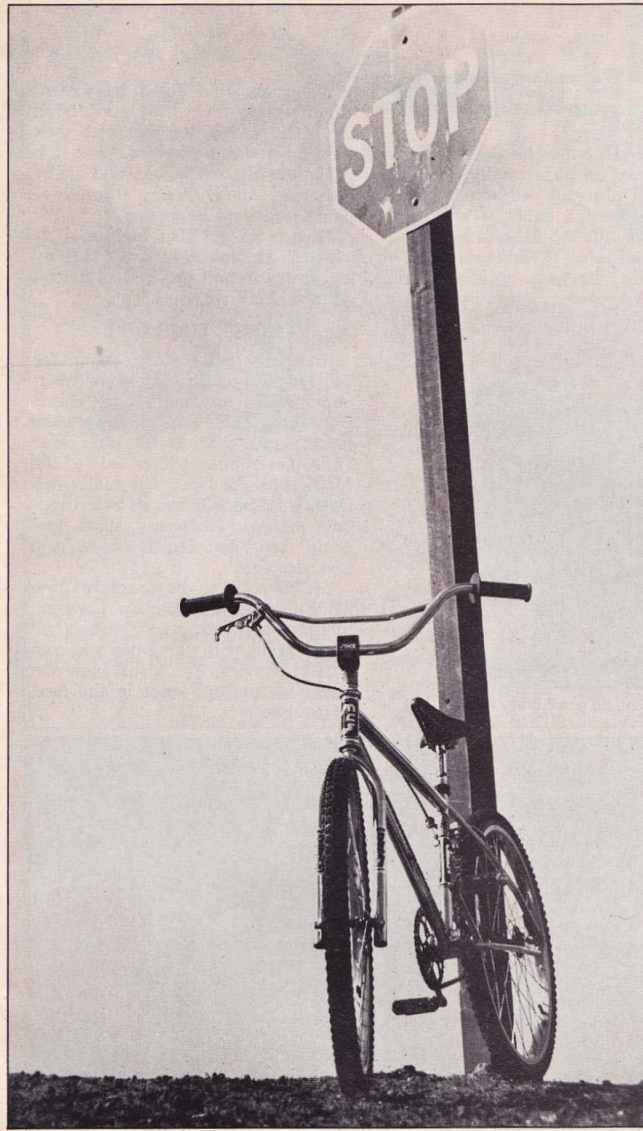




# HOT PLATE SMOKES THE COMPETITION!

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**HOT INC., 2720 N.E. 7th Avenue**  
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The MCS Cruiser Wing bars are just right for the 24 inch race scene. Oakley .5 grips are similar to the II, without the nubs.



The 240 Magnum let's you catch mega-air.

Stay north of the poor man's range and you will find our change.

Tom's Wheelworks of Los Angeles fine tuned the entire set-up for our test. Ellen O'Neal of Murray bailed us out of the trubs and loaned us a rare pair of 24 inch Comp 3s. Thanks Ellen, I really didn't want to run those other lame tires I had. MCS forks complement the frame with typical "I can see myself" show chrome finish. The forks weigh slightly under two pounds. The seat post also had the trick MCS stickers on it. Their bionic four-bolt stem was slightly under par. Every time M.A. wanted a higher jump off the Irvine ramp, we complied but, the bars moved.

After trying Henderson's handle bar set-up, I think the cruiser set-up using the cruiser Wing bars is best. Toby even felt there was more pull with the cruiser bars.

A hot set-up is to raise the stem up a bit to get max leverage. I used a Team Products (available through SE Racing) "Flex Fighter," which re-enforces the stem when it hangs high out of the head tube.

The 240 Magnum we tested (serial number 008) was as crispy clean as its smaller brother, the Magnum

MCS 240 Magnum:

# BLOW 'EM AWAY

(Continued from page 11)



MCS 240 Magnum:

# BLOW 'EM AWAY

2000. Like the 2000, the 240 has a gusset behind the bottom bracket on the chain stays which equals NO FLEX.

We ran a 40-18 gear set-up. Most

ratios come out to be slightly harder than what 26 inch usually runs. The 24 inch also out accelerates the 26 inch without a doubt. It's just not the rider, it's the 24 inch set-up.

Unlike when I first got used to racing a 26 inch cruiser, getting



All that high altitude jumping makes you do some crazy things.

aboard the 240 Magnum was like riding a "large" 20 inch . . . it didn't take long to whip it like a 20 inch racer.

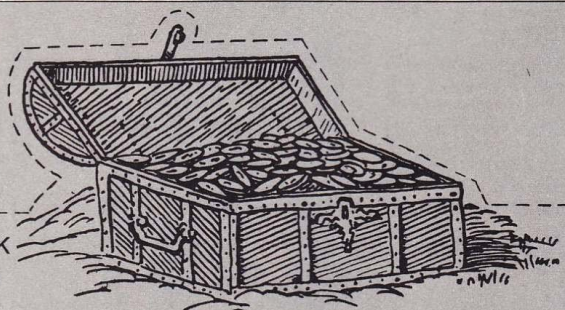
When the *Super BMX* guys spent an afternoon under the sun flying the MCS, several top racers all took rides on it. Team Skyway shoes Rob Robinson, Steve Shobert and Andy Patterson all corked a couple of jumps and were impressed.

"I've never got that high on a 24 inch," Robinson said, "I hardly had to try to pull up because it took off and flew real nice."

## FIRST TIME OUT

Another similar story about the 240 Magnum comes out of the Magnum 2000's premier. The Hutch frame that Toby Henderson won the Knott's race with is the semi-clone (that means almost identical) of the MCS test bike here. The major difference is the 240 has its rear drop-outs between the seat stays and chain stays and Hutch has a loop rear drop-out.

MCS's entry to the newest division of the sport is first-class material, all the way. And anyway, who's going to argue with you when you own a 240 Magnum? You'll just blow 'em away . . . with a roost in the face, of course. ☆



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Please send me 12 issues of *Super BMX* magazine for the low price of \$8.98. I know I will be billed later.

No, I don't want to subscribe, but please accept my entry anyway. No purchase necessary.

I have read and understand the rules as they appear on page 64 of the Dec. '81 issue of *SUPER BMX*.

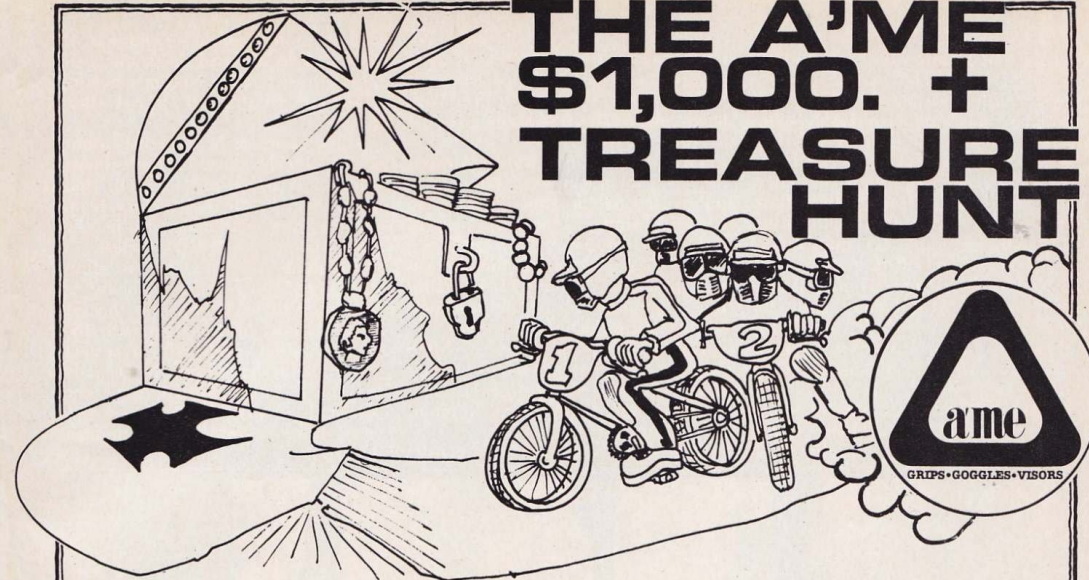
Entrant's signature \_\_\_\_\_

Parent or guardian's signature (if entrant is under 18) \_\_\_\_\_

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Pomona, CA 91768

5MM2

# THE A'ME \$1,000. + TREASURE HUNT



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**Be on the lookout for the A'ME Van at your local race track and GOOD HUNTING!**

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