

# MCS

## magnum

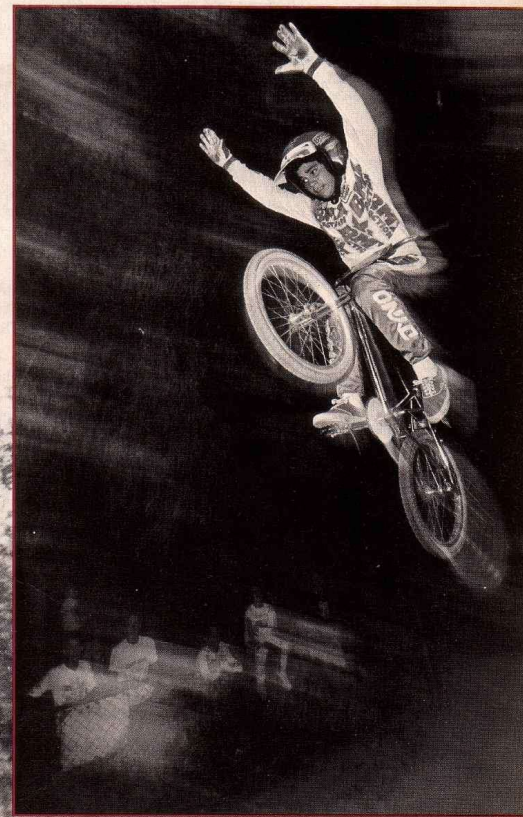
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### THE MIGHTY \$300 MOTO MACHINE

Photos by Windy O'Wizard  
Slightly exaggerated story by M.D.

*Tucking, reaching, lofting, stretching, grabbing, and landing, all in one fluid motion. This shot captures the lofting and stretching part. ▶*

*Brian Hernandez and the brand new MCS Magnum get flat over "Balls" — a name inspired by athletic sports.*



**BMX**  
ACTION  
OFFICIAL  
TEST

## THE REAL REASONS WHY TOBY SELLS INSURANCE, CHAD PLAYS BASEBALL, FUZZY WEARS VISION, AND I TURNED PRO...

It seemed like we were always testing a bike — working at BMX ACTION was never boring. Every week we would head out to some new, desolate, jump infested motocross paradise. The action was intense and the work was hard, but we forced ourselves to enjoy it.

Once the rush to get back into the BMX market got started, the bikes were coming in like flies to a dumpster. Every company under the sun made a BMX bike. And we tested it. Fuzzy, Toby Henderson, Chad Henderson, Jay Goucher, and myself were all living it up in casual, cool test rider style. Times were good and every thrasher knew it.

Then it happened. The bike-rush was over and our headrush was gone. Everybody's '88 bikes had been tested. Chad was so depressed that he got into baseball. Toby was bored and decided to sell insurance. Jay's track wasn't being used anymore so they tore it down. And Fuzzy? He started hanging out at Vision. I, myself, got away from it all by turning pro and going to every possible race. But still, my life felt hollow. I couldn't stand the thought of not being able to take my aggressions out on other people's bikes. My bike broke and I went broke.

### HOW GORK AND I REALLY TWEAKED OUR BODILY PARTS

After months of solitary confinement, the thought of new bikes to test had begun to boil inside all of us. Gork got so mad that he punched Spike and broke his own hand — just when he'd learned how to do tabletops.

Suddenly, the UPS man came in his brown van. As he started to unload, I saw a box. It looked like a bike box. The letters MCS were etched on the side. I was so excited that I jumped from my desk and ran toward the van, narrowly missing the work bench, and running right off the launch ramp. Soaring through the air in slow motion, I reached both hands out to grab the box. But it'd been a long time since I'd gotten so much air and I came down wrong, breaking three bones in my foot. All I could do was sit there in pain and drool, as Brian Hernandez came out of nowhere and put the bike together.

### WHY WINDY REALLY RIDES AN F-1...

It was MCS's first complete bike in years, so all the parts were there. Within 10 seconds, "Lil' Pepe"

was on the MCS, riding out of the warehouse, and heading south on Kashiwa Street.

Windy staggered out of her darkroom in time to see the little Spanish boy stealing our MCS. She quickly hopped on her F-1, which always sits at the bottom of her stairs in case this type of thing happens. Our female photographer barrelled after Brian — her 40 pound camera bag dangling across her right shoulder. Brian rode hard and fast — the MCS 44 tooth front disc enabled him to pull away from Windy. The Terry-inspired geometry, with a steepened head tube of 73 degrees made the MCS hang well through the turns.

### WHAT THE MCS BLACK AND WHITE CHECKERED DECALS ARE REALLY USED FOR...

The little Spaniard had a mile-long lead and Windy would've completely lost sight of him if it weren't for the Magnum's killer chrome job.

The two ended up at a NASCAR race and that's when Windy lost him. It seems that the new MCS checkered graphics allowed Brian to blend right in, whereas Windy's fluorescent look got her kicked off the oval track.

### HOW WE REALLY GOT THESE TEST PHOTOS...

Now in Mission Viejo (I mean, El Toro), Windy decided to stop off at the Mini Glenn for a quick stroll down memory lane. The test bike crunch had gotten to her as well. Walking around and looking at jumps that once helped create awesome test shots brought a tear to her eye. There was the tree jump, the triples, Pete's wall, the little-air/big-style jump... they were all great. She recalled the many locals flying around, doing 360's, getting high off the jumps, and just plain smokin' around the course.

Just as W.O.W. was about to leave, out of nowhere (again??) came the MCS thief. Thinking quickly, Windy hid behind a bush and yanked out a Nikon to get pictures for the police.

### THE REAL REASONS WHY WE LOWERED THE SEAT, CUT THE BARS, TIGHTENED THE STEM, AND CHANGED THE TIRES...

Brian was doing don't dont's, can-cans, no handers, seat grabber toboggans, helicoptered something-or-others, no-footed fly-around wallaroo's, all the new jump-a-dee-doo's.

Brian stopped for a moment to lower the seat to Sewell-height so the bars would clear for heli's. Then about five minutes later, he jammed to the

hardware store and stole a hacksaw so he could cut the bars (he may be cutting prison bars later in life...). As he chopped an inch off each side, he thought to himself, "If I was about 5'8" or bigger, I wouldn't have to do this." While he was at the hardware store, Brian had also grabbed a real pair of Comp III tires to replace the stock gumwalls. The tires didn't cost much, 'cause you know the way Brian is...

### WHAT WE REALLY LIKE ABOUT THE MCS...

Back at the Mini Glenn, Brian was going fast. The gearing was just right for full speed, down-the-line flyin'. The hubs sure did look cool to Windy. In fact, she shot a picture of them. The whole MCS bike had a nice look to it — the unique east coast rear-end, the classic checkered pad set. The MCS stem is way hot looking, but of course, anything that Brian uses is probably hot. The stem bolts are located up front, so it was easy to adjust after the first few jumps.

### HOW THE BRAKES REALLY KEPT BRIAN OUT OF JAIL...

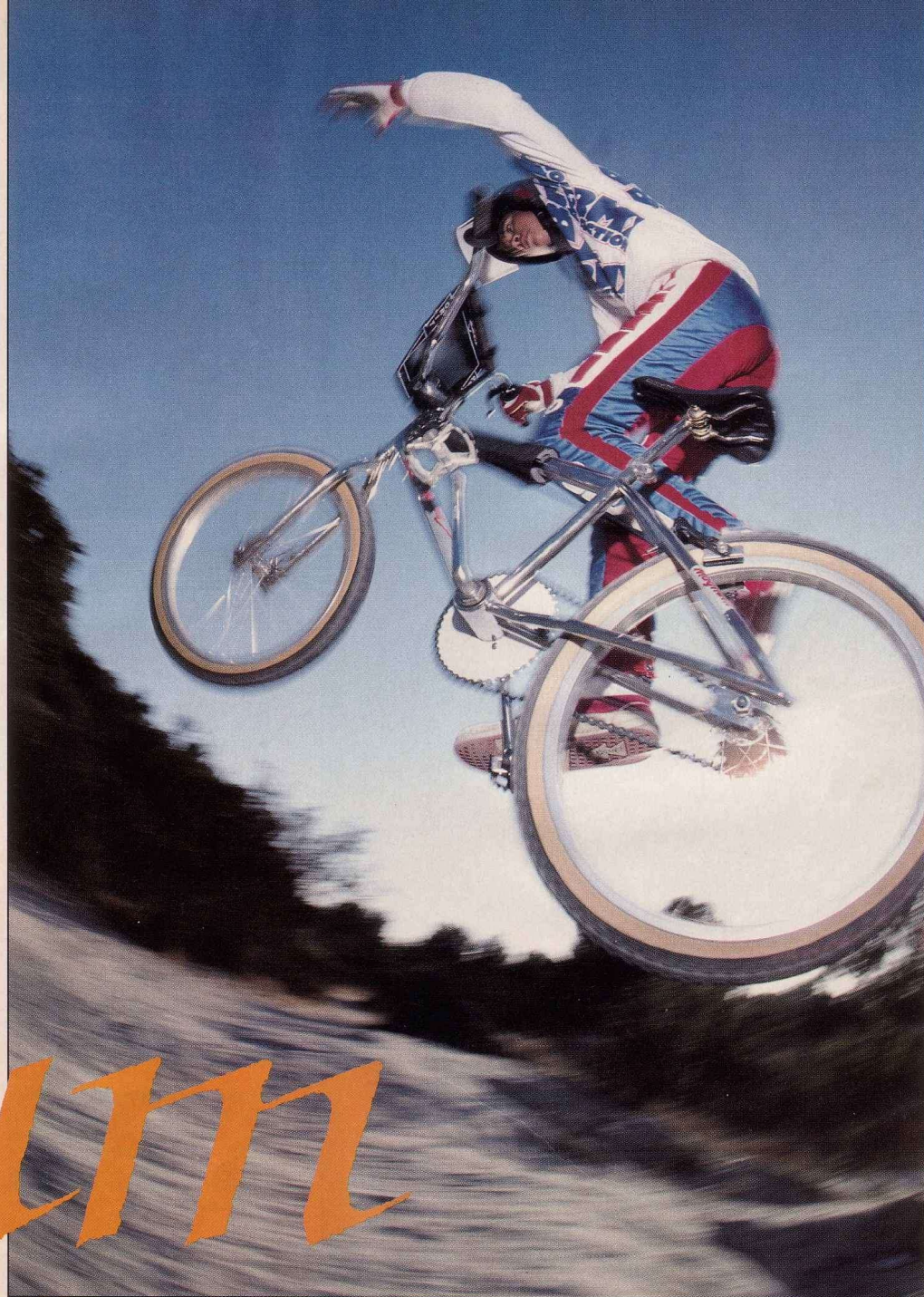
The police and a psycho-neighbor showed up and tried to catch Brian. It's a good thing the brakes wouldn't lock up, 'cause the lil' bike snake flew right by the law.

### WHAT GORK AND I REALLY DO ALL DAY LONG AT WORK...

Up to this day, no one has seen "Lil' Pepe" or the MCS Magnum. Losing our first test bike in a long time is a real bummer, but of course, Gork and I are injured anyway, so even with the bike we wouldn't be able to ride. For now, we'll just sit in rocking chairs on the front porch of Wizard Publications and reminisce about MCS's brand new \$300 Magnum.

*"Remember that all-chrome bike with the weird stem?"* "Yup. The one with real AME grips and fast brakes? I remember." "Sure wish we could ride." "Yup... hey, does your cast itch?" "Yeah, hand me a letter opener." "Here, use my clothes hanger..." "Thanks."

*Perhaps the next big controversy? So, Cal'ers called this style a don't-don't (opposite of a can-can). Five guys in Ireland claim it was originally a nac-nac (backwards can-can). Hernandez does "his jump" differently — can-caning over the top tube instead of around the seat, then taking off a hand! My oh my, what shall we call it? All we know for sure is the MCS Magnum had to be steady in flight for Brian to pull this off!* ▶



# magnum



Brian "Lil' Pepe" Hernandez, the newest bike basher and BMX ACTION test thrasher. What he's doing can be best described as a can-can toboggan. But we prefer to call it a "Monkey Spleen."

# S P E C S

**COMPLETE BIKE PRICE:** \$300 suggested retail.

**FINISHES AVAILABLE:** Chrome only.  
**COMPLETE BIKE WEIGHT:** 24½ pounds.  
**FRAME WEIGHT:** 3 pounds, 13 ounces.  
**FORK WEIGHT:** 1 pound, 11.5 ounces.  
**HANDLEBAR RISE:** 9 inches.  
**HANDLEBAR WIDTH:** 29 inches.  
**TOP TUBE O.D.:** 1¼ inch, tapered near seat tube.

**BOTTOM TUBE O.D.:** 1¼ inch.  
**HEAD TUBE ANGLE:** 73 degrees.  
**SEAT TUBE ANGLE:** 73 degrees.  
**BOTTOM BRACKET HEIGHT:** 11¾ inches.  
**WHEELBASE:** 36 inches to 37½ inches.  
**REAR END LENGTH:** 14½ inches to 16 inches.

### COMPONENTS

**FRAME:** MCS Magnum 37, 4130 chrome-moly, made in USA.

**FORK:** MCS, 4130 chrome-moly, made in USA.

**HANDLEBARS:** MCS, 4130 chrome-moly, made in USA.

**HANDLEBAR STEM:** MCS, 4-bolt, aluminum head, chrome-moly shaft.

**GRIPS:** A'ME Tri, authentic.

**HEADSET:** YST, semi-sealed bearing.

**RIMS:** Sumo, 20 x 1.75, aluminum.

**SPOKES:** 36, chrome, 16 gauge.

**HUBS:** ACS, sealed, aluminum bodied.

**TIRES:** Cheng Shin, Comp III-type, gumwall, 20 x 1.75 front and rear.

**BRAKES:** ACS Polygon, quick-release.

**BRAKE PADS:** ACS.

**BRAKE LEVER(S):** Dia-Compe Tech 4.

**BRAKE CABLES:** Dia-Compe.

**CRANKS:** Anlun, chrome-moly, 175mm.

**BOTTOM BRACKET BEARINGS:** YST, semi-sealed.

**FRONT SPROCKET:** MCS compact-disc, 44 tooth.

**REAR SPROCKET:** SunTour, 16 tooth.

**SEAT:** Viscount Dominator.

**SEAT POST:** MCS, straight and capped, 4130 chrome-moly, made in USA.

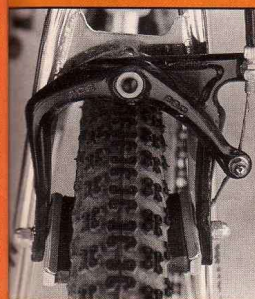
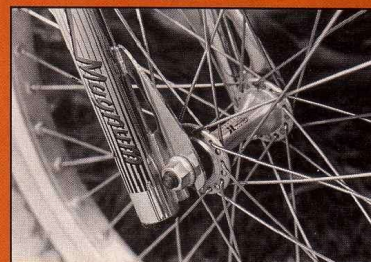
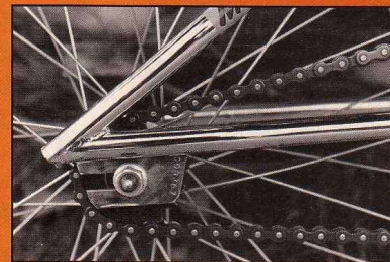
**SEAT POST CLAMP:** Meng Jin, SunTour-type, aluminum.

**EXTRAS:** MCS pad set and bright 'n shiney reflectors.

### PERFORMANCE EVALUATION

**PURPOSE:** For street, but easily raceable as is (for beginners). Raceable up to expert with changes to tires and gearing.

**AGE RANGE:** 13 and over. Younger riders might want to cut bars and older riders may need to add a layback.



**QUALITY OF FINISH:** Killer. MCS is known for having THE best chrome *that* side of the Mississippi.

**QUALITY OF WELDING:** Good. Their small, tight beads generally add strength and is a lot more time consuming.

**QUALITY OF COMPONENTRY:** Average, for the price. Budgetized tires, rims, and seatpost clamp. All MCS componentry is high class.

**GEOMETRY:** Good. Good length, good angles, good height.

**HANDLING:** Real good. Not too quick, not too slow.

**MISCELLANEOUS COMMENTS:** "I like it." "I'm stoked — we finally got to test the official bike of Florida." "...I don't know about these brakes. I've seen some ACS's work like Pitbulls, but this pair definitely does not." "Lil' Pepe must have a good grip — he blew up the guts in the seat." "Headset came loose, but looks neat." "The stem slipped at first but after torquing it down a couple times, it clamped." "...Did the same guy who made Phase II decals make these for MCS?" "The rear end could poke someone's eye out!" "The brakes look horsey!" "Not bad for \$300!"

**TEST AREAS:** Mini Glenn in El Toro and Orange Y in Orange.

**TEST INPUT:** Brian Hernandez, Mini Glenn locals, Team Malboro, Nick Phillips, "Tigger" from Puerto Rico, Gorky, Chrissy, Mindy, and Windy.

**MANUFACTURER:** MCS Manufacturing  
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