

SE HAULER



Testing
Toby's new
race iron

□ Pro Toby Henderson is a tough man to please. The reason? He's been around, and he knows what it takes to stay on top in the topsy-turvy world of pro BMX. You name it and Toby has ridden it. Better yet, he's probably broken it. So when it comes to equipping himself for moto battle, Henderson simply won't cut corners. So what, you ask, is Toby's current choice in race-ready iron? An SE Hauler. Never heard of it? Believe us, you will. At \$230, the Hauler is SE's most affordable race-ready bike to date. So, if like Toby

The Cheng Shin tires could carve berms with ease.



you're a tough man to please, here's the SE racer you've been waiting for at a price that is almost too good to be true. **HENDERSON'S HAULER**

So what's the lowdown on the new Hauler? Glad you asked. First, the Hauler starts out in Japan in the form of high-quality Japanese chromoly tubing which is then shipped off to Taiwan for fabrication. In Taiwan the Hauler frame and Landing Gear forks are made to SE's exacting specs and readied for assembly with a well-rounded selection of Japanese and Taiwanese components. That's about it. Designed and built with American pride at a price currently only available through over-seas manufacturing.



The Hauler is sized with the older rider in mind. There's no need to put bigger bars or longer cranks on this baby. She'll fit a full-sized rider no problem.



SE HAULER

on any bike in any price range. Absolute junk. Get rid of them before something gets hurt—namely your palms.

Back to the good stuff. Nice bend on the bars, just perfect for the bigger guys. In fact, that's the way the Hauler is set up: for the larger BMXers out there. With tall and wide (nine-inch by 27½-inch) bars and long, 180mm cranks, the Hauler's parts package is geared toward the taller rider or one who expects to do a little growing during the time he owns the bike. Sound like anyone you know? It sounds like a lot of people we know! Like our entire readership!

HAULER HANDLING AND RIDE

Since we had spent some time aboard PK Rippers over the years, we

had a rough idea of how the Hauler would ride. But just to make sure, we logged some serious track, road and trail time on the newest SE racer. The outcome in one word or less? Fun.

First off, the weight of our almost race-ready Hauler, with all the right pads in all the right places but minus a numberplate, was a respectable 26 pounds. Not too shabby, but not as light as some other bikes in that price range, namely the RedLine 500a, Hutch Pro Raider and CyclePro Greg Hill signature models, which hit the scales at 24½, 25¼ and 24 pounds, respectively. However, don't spend too much time fretting over the tiny bit of extra poundage aboard the Hauler. It can and will perform alongside any one of the above-mentioned scoots, no questions asked.

Taking into consideration the price,



You can't earn a living as a pro if you're less than one of the best riders in the country. Toby could blaze on this thing. He's been riding the Parks track for years—in fact, he was the first rider ever to take us out to the spot that has become our favorite test area of all time.



The little sticker on the chain stays tells you that the frame is all chromoly—a first for SE Racing, which became famous for its aluminum-framed P.K. Ripper.



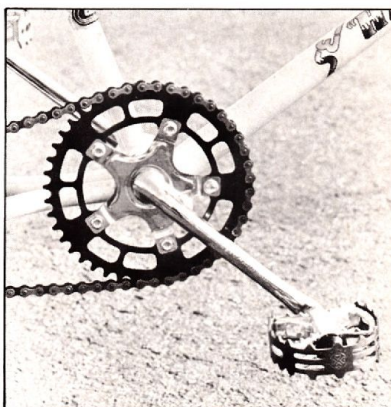
Toby's name is right up front.

ergometrics and handling traits of the Hauler, we felt that the newest SE racer is best suited for aspiring racers/school commuters from about 12 to 16 years old. Novices will love it, while intermediates and experts may want to drop a pound or two and do some dialing in before they head for the track. Other than that, the Hauler should haul just about any BMXer just about anywhere in comfort and style.

Thanks to a slightly laid-back head angle, the steering was on the slow-to-neutral side. As a result, the steering wasn't quite as quick as you'll find on some bikes, but the slightly more forgiving feel could be an advantage for most riders. At any rate, we had no problems getting the bike to do anything we wanted it to, whether that was jumping, turning, sliding, or hauling buns down the straightaways.

HAPPY HAULING

So what's the bottom line of the affordable new SE Hauler? First of all, it's the most affordable SE bike, ever. For \$230 you can ride away on basically the same bike that Toby Henderson now races in the Pro class. Granted, Henderson has revised his Hauler to meet the rigors of the pro ranks, not to mention his over-six-foot-tall frame, but he does ride a Hauler—in fact, his signature appears on each and every one. And as you might remember, Toby is a tough man to please. But then again, you probably are too. So here's the SE racer you've been waiting for. It's got the looks, the handles, and the quality to stand up to Toby's strict standards. We liked it. We think you will too. Happy hauling. □



Even though Toby uses a pair of RedLine Flights on his personal racer, almost anybody else should be more than happy with the stock 180mm Keihin cranks. They rival the best one-piece chromoly cranks we've seen. We were also impressed with the Victor pedals. No slippage problems here.

BMX PLUS!

1. **Bike:** SE Hauler, Toby Henderson Signature Model, 20-inch, complete bike.
2. **Age range:** 12 years old and over.
3. **Country of origin:** Taiwan.
4. **Intended use:** Racing/street/trail.
5. **Wheelbase:** 36-1/2" to 37-1/2".
6. **Bottom bracket height:** 11-1/2".
7. **Chain stay length:** 15-3/8".
8. **Steering head angle:** 72°.
9. **Seat tube angle:** 70-1/2°.
10. **Frame:** SE Hauler, 4130 chromoly throughout. Features: 1-1/4" down tube, 1-1/8" top tube, American-style bottom bracket, 4" head tube, white finish.
11. **Fork:** SE Landing Gear, 4130 chromoly throughout. Features: 1-1/4" diameter legs, leading-axle design, drilled for caliper, white finish.
12. **Rims:** Ukai alloy, 20" x 1.75", 36-hole.
13. **Spokes:** 36/080 cadmium plated.
14. **Hubs:** Suzue, alloy, loose ball, high flange.
15. **Tires:** Cheng Shin skinwalls, 20" x 1.75" rear, 20" x 2.125" front, 35 psi.
16. **Cranks:** Keihin, one-piece chromoly, 180mm.
17. **Pedals:** Victor VP-747.
18. **Chain:** KMC, 1/2" x 1/8".
19. **Bottom bracket:** YST, steel, retained ball.
20. **Front sprocket:** 44T, alloy.
21. **Freewheel:** SunTour, 16T.
22. **Brakes:** Chang Star calipers with Tech 3 style levers front and rear.
23. **Headset:** YST, steel, retained ball.
24. **Stem:** SR MS-422, alloy, 4-bolt with chromoly shaft.
25. **Handlebars:** High-tensile steel, 27½" width, 9" height.
26. **Grips:** Vinyl.
27. **Seating:** Velo plastic saddle with high-tensile steel post and alloy post clamp.
28. **Miscellaneous:** SE Racing pad set (3), C.P.S.C. reflector kit.
29. **Overall weight:** 26 lbs. with pads and without plate.
30. **Approximate retail price:** \$230.
31. **For additional information contact:** SE Racing, 681 Paramount Blvd., Long Beach, CA 90805; (213)531-6880.

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