



It seems as though this hay bale got in the way. Breithaupt and his OM Flyer took care of it.

# FLYING A FLYER

Not A Cruiser

Scot Breithaupt and SE Racing were one of the first to develop a 26-inch wheel-based bike for BMX competition. According to its inventor, the OM Flyer is not a cruiser — as many call it — but a sophisticated machine designed for heavy-duty competition. Find out how it — and its test rider — survived our official test.

By The Editors

Test Ridden By Scot (O.M.) Breithaupt  
(World's Foremost Expert On The O.M. Flyer)



# FLYER

According to Scot Breithaupt, there is no such thing as a cruiser. That is, in the sport of bicycle motocross.

When you refer to his OM Flyer as a "cruiser" he cringes and is quick to correct: "It's not a cruiser. It's a 26 inch open-wheel racer. A

**"It's not a cruiser, it's a 26-inch open-wheel racer. A 'beach cruiser' was never designed for BMX racing; that's all the OM Flyer is made for—racing."**

"beach cruiser" was never designed for BMX racing; that's all the OM Flyer is made for—racing."

Being part of the BMX media, we are partly to blame for the term "cruiser" being used to describe races which utilize larger than 20 inch wheel based bicycles. And we

*This is the complete OM Flyer. Notice the frame construction, it is very similar to a 20 inch BMX frame.*

tend to agree with Scot. A cruiser is exactly that—a cruiser.

The bicycles that are raced at the track, including the OM Flyer, are far different from cruisers. SE Racing's OM Flyer, 26 inch Open Wheel Racer can best be described as just that—open. Wide open!

The test of the OM Flyer was not conducted in Southern California, as most of our tests are, but was done at a couple of race tracks in Pitts-

Scot uses extra foam padding around the handlebars for extra protection. Not a bad idea.

burgh, Pennsylvania. That's where, after two weeks of trying, we caught up with Breithaupt and his team. Scot thought the location was primo, and that's where we started—in Steel City.

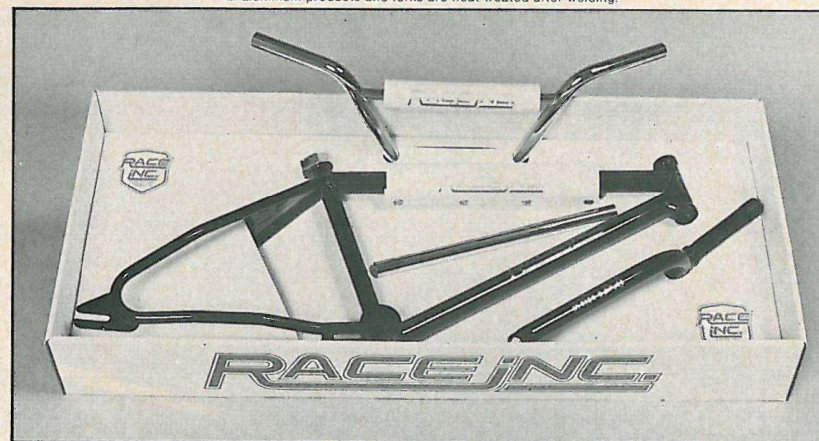
Another aspect of this test, that differs from most of our other tests, is that the test rider was none other than Scot Breithaupt himself. Normally we use our own test rider. This time we chose the OM Flyer's creator, designer and manufacturer after we were confident we would get an objective test. To be quite honest,



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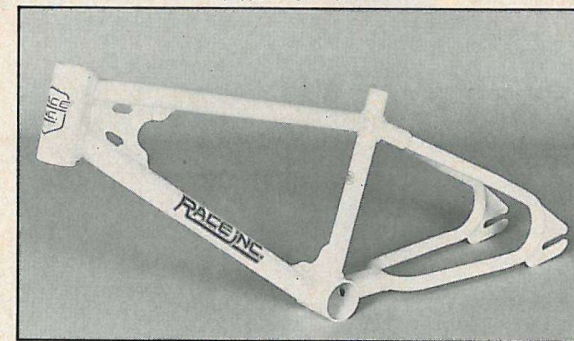
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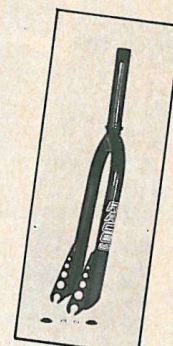
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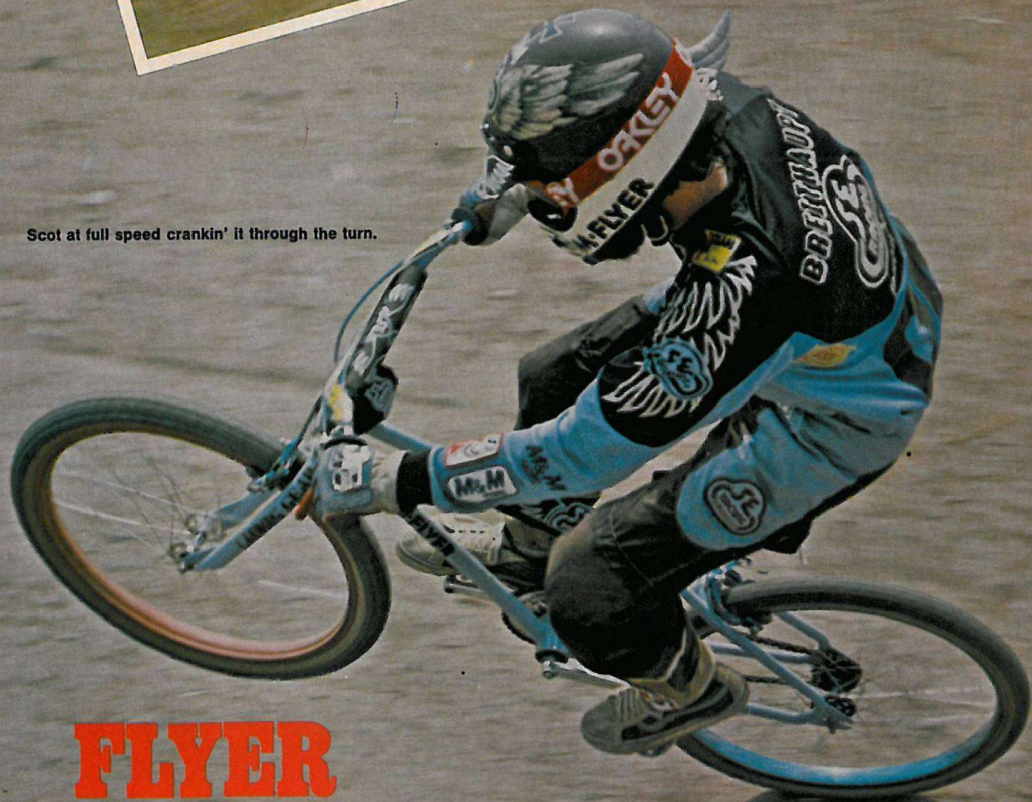
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The OM Flyer handled the turns just like a 20 incher. The bike allows larger and older people a chance to race.

Scot at full speed crankin' it through the turn.



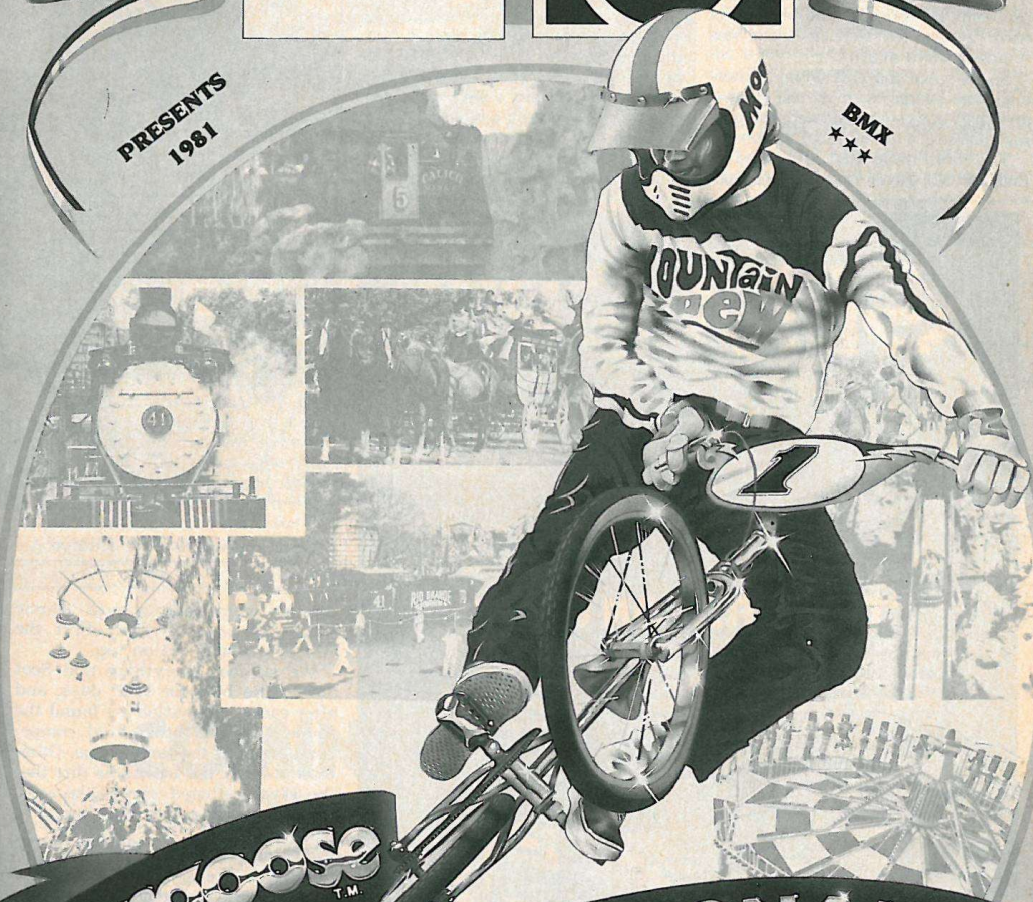
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# FLYER

anybody. It was specifically designed for those who want to race it. If you're looking for a bike to ride around town—or take to the beach—this one isn't for you.

It is, however, a very good bike for the track, and was designed to handle most riders. Some of the younger riders won't be able to handle the OM Flyer. But if you are at least 5 foot 4 inches, the OM Flyer should get the job done.

As for how the bike handled under the stress of one of the nation's best known BMXers, it was no contest. The bike won. Scot put up an im-

when Scot started discussing the problems he had with the bike in its early stages we were a little less reluctant than at first.

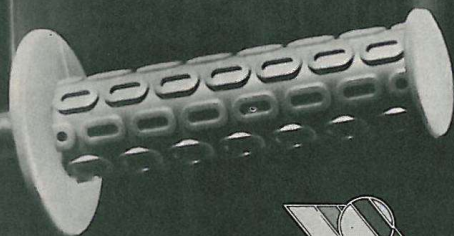
So we gave the OM Flyer a thorough test—along with its test pilot—and they both survived, well, to varying degrees, with minimal problems.

The first thing that we found is that the OM Flyer isn't built for just

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The forks are a larger version of the 20 inch landing gear.

pressive—sometimes almost heroic fight—but after all that effort the OM Flyer came out on top.

We watched everything that Scot did to the bike for both days, and after each examination we found the frame, fork and other vital components to be in the same shape. Other than possibly the inevitable dirt that the Flyer gathered, it was the same machine coming into Pittsburgh as leaving.

The bicycle that was tested differs from the one you can buy in the following ways: First, it is the bike that Scot "Old Man" Breithaupt races. It has Dia Compe MX 1000 brakes rather than the Tourney CS 88s that are stock. Scot uses a Uni-Seat with a fiberglass seat post rather than the Takei. Also the cranks are Flyte Cranks. The main reason for the different cranks is that Scot has different sized legs and he uses two different length crank arms.

The modifications did not affect our test. The bike's weight is almost the same and there was no significant difference in quality between the original equipment components and the changes.

The OM Flyer frame is one of the lightest—if not the lightest—26 inch racing frames on the market. It

weighs in at 4½ pounds. The tail design of the frame makes it super rigid.

The OM Flyer was previewed at races in September of 1979. It has been in limited production since that time until this year. SE Racing is now in full production of the Flyer; putting out 700 units each month.

When asked about the problems Scot encountered with the bike during its early stages, he said: "First going too light; and then having flex problems. That happens with any bike because you want to find out just how light you can make it before it cracks.

"Another problem early on was with the steering head angle. It was a little too fast for most people." Breithaupt continued, "We have since brought it out one-and-a-half degrees to fit the general market, even though I like the quicker steering on my factory bike."

We asked if there were any other problems. Scot answered: "We also shortened the front end by three-eighths of an inch to get a better balance point. This was done specifically for acceleration and speed jumps. Now the front end is a little easier to pull up."

According to Breithaupt the test-



Both the test rider and the bike survived our evaluation. Afterwards it was obvious that the OM Flyer fared much better than did Scot.

ing procedure involved about a year mostly at the race track. "I won a whole bunch of nationals and other races on the OM Flyer." Scot went on, "I was the first one to get the sanctioning bodies to run a 'cruiser' class."

A portion of our conversation with Scot following the testing was around the open wheel class itself. "Before the 1980 season started I met with each of the associations (ABA, NBA,

**"... the OM Flyer isn't built for just anybody. It was specifically designed for those who want to race it."**

NBL and UBR) for them to accept a separate point system and year-end plate awards for 26-inch open wheel bikes."

Breithaupt says: "The open wheel class has proven to be one of the most competitive classes for pros. It gives the opportunity for fathers and bike shop owners to get involved because it is (the 26-inch bike) more forgiving and fits their physical size better than a 20-inch bike.

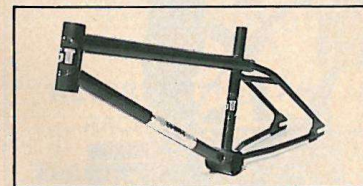
"The open wheel class has opened the door for new and creative innovation in the 24-inch and 26-inch bicycles. Obviously because of the



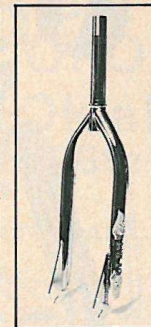
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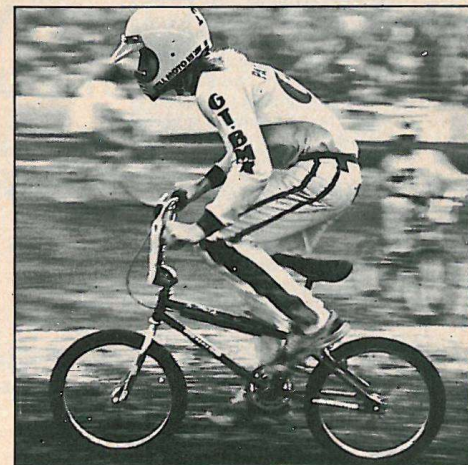
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larger wheel size the bikes are much faster. I think this evaluation, that started nearly two years ago, will see the big buck pro purses going to the open wheel class, where most of

**"... it started nearly two years ago... the big buck pro purses will go to the open wheel class where most of the pros will want to compete."**

the pros will want to compete. Within two years the big name pros will be on the big bikes. In fact, we believe in it so strongly that we have allocated \$36,000 for the development of a 24-inch aluminum frame."

In addition to the new 24-inch model Breithaupt is developing, he

is changing the style of the OM Flyer for 1982. The new edition will feature oval tubing top and bottom, just like the P.K. Ripper. SE is also experimenting with internal brake cables. This feature may or may not be introduced next year.

After all was said and done, and after we finally picked the Old Man up for that last time, we found the bike would do exactly what its designer said it would do: FLY. The OM Flyer certainly has an impressive track record. It hasn't won all the big races; but certainly its share of them.

If you are serious about racing an "open wheel racer" it would be well worth your time to take a look at the OM Flyer. If you are serious about getting to the finish line first, the OM Flyer will get you there, seriously. ☆

## ★ OM Flyer Specifications

26" OM Flyer Frame  
26" x 1 1/4" Chromoly Landing Gear  
ACS Nylon Rims or Araya Alloy Rims  
ACS Sealed Bearing Hubs and Stainless Steel Spokes  
IRC Tires—1.75 (R) 2.125 (F)  
OM Pro-Neck (Inverted Style)  
OM Chromoly Bars Special Open Wheel Style)  
Tahel Seat  
Race Inc. Alloy Seat Post  
MKS UM-10 Pedals  
175mm Chromoly Cranks  
Team Products OM Bend Break Lever  
Tourney CS 88 Side Pull Brakes  
Oakley .5 Grips  
All Pads

### Scot Breithaupt: Grown-Up Boy Wonder

BMX has been very good to Scot Breithaupt.

The "Old Man" of BMX is not really that old, but calls himself that because he has been in BMX just about longer than anyone else. We are not sure of his exact age—but as we figure it, he is at least 28 and no older than 30.

According to Scot, BMX began on the corner of 7th and Bellflower Street in Long Beach, California, 11 years ago. That is where he organized the first-ever bicycle motocross race. In any event, Scot has been around for a long time.

Breithaupt claims to have been—or still is—involved in every aspect of the sport. He has organized sanctioning bodies, promoted races, designed tracks, designed bicycles and run BMX manufacturing companies. Breithaupt has even been a past editor of various BMX magazines, including contributing editor to what this one used to be—*Minicycle/BMX Action*.

Being a racer, Scot has held the number one plate a few times. He's even been in and out of retirement twice. One of Scot's biggest accomplishments in racing was beating Bob Hannah at the Yamaha Bicycle

Scot atop the Flyer. We took some of the pictures at the Ascot track in Southern California.

Gold Cup. He worked for Yamaha to promote the event, and it still is one of the most famous BMX events ever held.

Scot has also consulted at one time or another, almost every bicycle manufacturer there is. And why not? He was there when they each decided to get into BMX, and could tell them a lot they didn't know.

For a time, he also had one of BMX's major advertising agencies. Which is to say, he not only knows how to make 'em, but how to sell 'em.

Breithaupt and BMX are synonymous. They both were born together and grew up together. He's one of the people that makes BMX what it is. Watch up-coming issues of *Super BMX* for more about Scot. ☆



# THE NEWS

### For The Record

In the September 1981 issue of *Super BMX*, on page 11, we stated that Michael Goeddey, the number one NBL rider from St. Louis, Missouri, did not race against our test rider Ron House while House was testing the Murray X20. Goeddey did not enter the race, not for any fear of racing House or the bike, but because he was injured at the time. We stand corrected.



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# FLYER