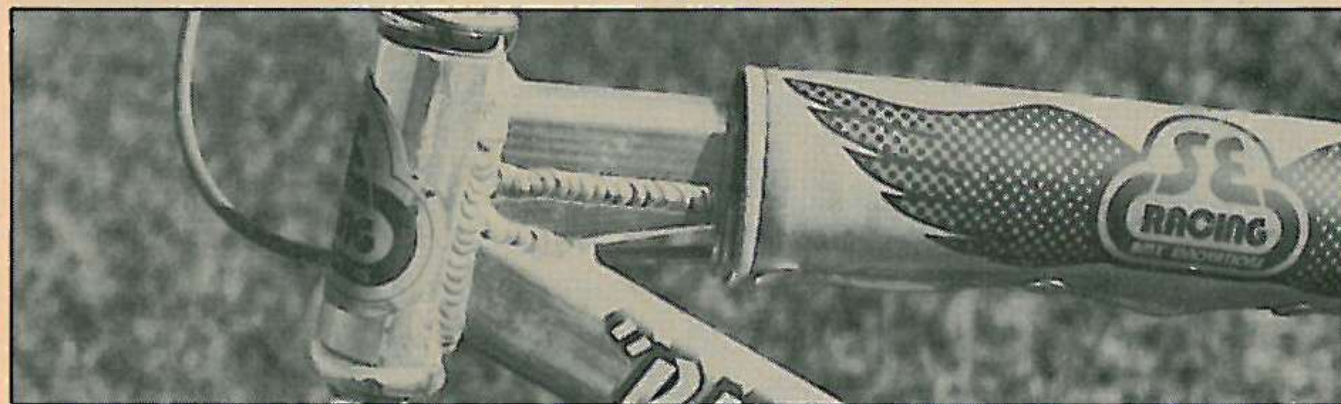




Of all the alloy-framed BMXers on the market, SE Racing's "PK Ripper" is the most serious. Aluminum has to be more than a gimmick, you know.



Top and bottom frame tubes are "floval" tubing for max strength in the clinches. The steering head is well braced, the heli-arc welding is sano.



Because of its light weight, you can do just about anything your heart desires with the Ripper. Like stuffing it deep into corners, for instance.

SE RACING PK RIPPER Specifications

NAME AND MODEL	SE Racing PK Ripper
RETAIL COST	N/A
WEIGHT	22 lbs
FRAME	T-6 Aluminum alloy, heli-arc'd
FORKS	SE "Landing Gear" Chrome Moly
HANDLEBARS	SE "Power Wings" with Pro Neck stem
GRIPS	Oakley
SADDLE	Berg Uni-Seat
WHEELS	Araya 7c rims with Shimano free-hubs
CRANK	Takagi Cro-mo with 175 mm stroke
GEARING	44/16 or 49/13
BRAKES	Shimano Tourney
CHAIN	Fisher
TIRES	Carlisle, front; Cycle Pro Snakebelly, rear
PEDALS	MKS BM-7
DISTRIBUTOR	
SE Racing 1667 E. 28th St. Signal Hill, California 90806	



TRIPPIN' OUT ON SE'S PK RIPPER

A no-nonsense
all-aluminum
berm buster

• Scot Briethaupt and his boys from SE Racing came out to show off the new P.K. Ripper. Named after berserko SE teamster Perry Kramer, the bike itself is just as strange, sporting a totally aluminum frame and an ultra-light weight. It all adds up to one sano bike that can take a world of abuse in Expert or Pro BMXing.

The overall appearance of the Ripper may scare off a few folks, because it looks heavy and grungus. But that's because of the oval-shaped tubing used for the upper and lower frame tubes. T-6 alloy is used throughout and is heli-arc'd for strength. Most notable feature on the frame—which weighs a mere three pounds, nine ounces—is the massive steering head. This sucker will never break!

Other goodies include SE "Landing Gear" front forks, SE Power Wing handlebars and Araya box rims with Shimano free hubs. A Carlisle works up front while a Cycle Pro Snake Belly slithers on the rear wheel. In going along with the theme of strength and light weight on the Ripper, a Takagi Chro-Mo crank is used to put the power to the rear wheel.

Because of the Ripper's sub-25 pound weight, it's a BMX track terror. You can whip it over jumps as well as stuff it deep into the corners. The geometry on the bike makes it a good slider as well.

You can get the P.K. Ripper from SE Racing either as a complete bike or as a bare frame. It's a bike for the most daring and for those who can afford the expense of an aluminum bike. All you need are the, uh, brass balls to ride it. •

The Ripper owes its clean looks to its choice components, like the Berg Uni-seat and X-Calibur post clamp. Check out the inboard mounted rear caliper. Is that trick or what?