

**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

SE RACING P.K. RIPPER



**WRITING MOSTLY BY WEED
PHOTOGRAPHY MOSTLY BY OZ
TESTING BY EVERYBODY
IN THE WORLD: SCOT, P.K.,
BUFF, R.L., GIBERSON, ETC.**

OMSEPK. Organization of Multi-national Sandwich Extortionists and Piranha Killers? Office for the Management of Semi-Energetic Political Klucks? Nah, those initials really stand for Old Man, Scot Enterprises, and Perry Kramer.

Amazingly, the MFM has never tested the illuminous, illustrious, and

The OM on a P.K. tryin' berm bustin' and comin' up bust.

inimitable P.K. Ripper motoscooter. And the letters keep pourin' in. "How about a test of the P.K.?" And, since we read every single one of your scribbings to the scriptures, here's your test.

WHAT'S IN A NAME?

Cars are often appellated or even named after people. Ford. Olds.

Cosmo crankin'
machinery ...
and Cosmo.



Li'l Robert's favorite part of the test—until the piranha got him.





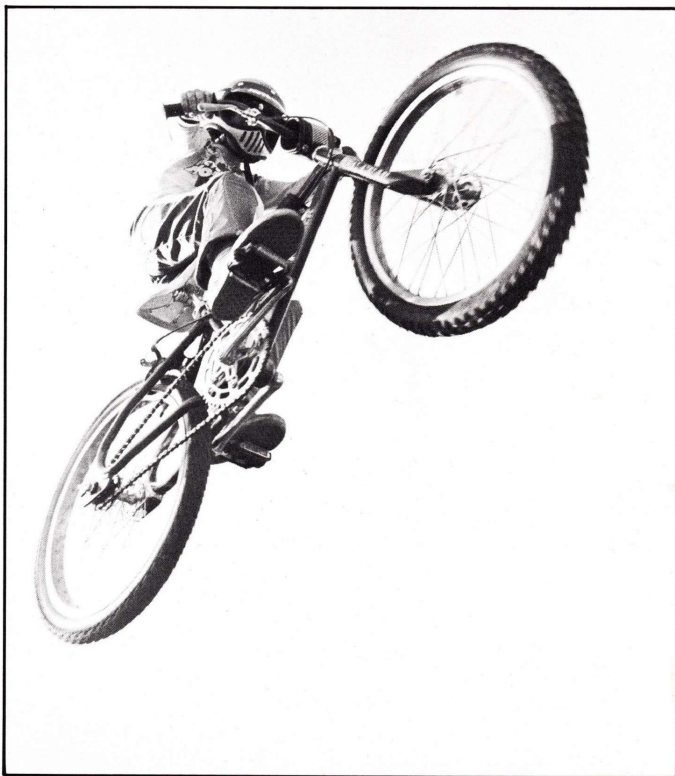
This cool and refreshing moment is brought to you courtesy of Scot and R.L. who, with practically no coaxing at all, totally went for it in this mud-hole berm.

Dodge. Chrysler. Bentley. Ferrari. Rolls and Royce. But motocross bicycles? Not too many. Most people actually think the P.K. Ripper is named for Perry Kramer rather than Polyunsaturated Kryptonite. Well . . . they're right.

Scot Breithaupt launched SE racing in 1977 with co-sponsors providing the bikes. Then he decided to build his own bikes in '78, naming his models after his riders. The Quad Angle (tested in the June, 1980 issue) was developed for Stu Thomssen, but Stu left before the bike hit the market. The OM Flyer, naturally, is named for the Old Man boss man.

Originally, the prototype pre-Ripper, known as the JU6, was developed for Jeff Utterback. The JU6 was a winner at its first National appearances for both Jeff and Perry Kramer. When Jeff left SE to go with his dad's GJS outfit, Perry inherited his shot at immortality. Scot asked Perry to think of a name for the bike. Perry first suggested the Snooky Lanson Cruisematic, but reconsidered. He was partial to the Ripper tag that Byron Friday had hung on him. Since P. Ripper K. didn't sound so hot, they went with P.K. Ripper, which besides being a neat name for a race bike, could qualify for special guest star billing in the motion picture, *The Halloween Chain Saw Marshmallow Massacre*.

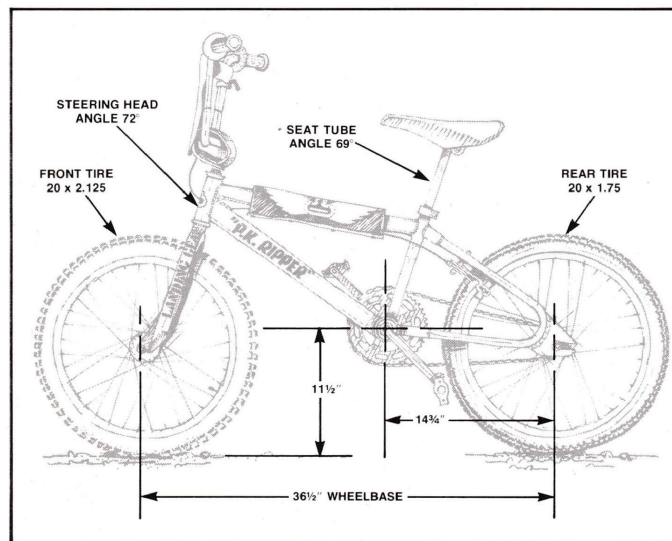
The transformation from JU6 to P.K. Ripper included three major



Li'l Robert whippin' air on the li'l Ripper.



The test crew this time: P.K., R.L., O.M., and li'l R.E. A quartet of Ripper day trippers.



R.L. gettin' back for a double jump attack.

"P.K. RIPPER" SPECIFICATIONS

FINISH: Red, blue, black, silver (burnished aluminum).

WEIGHT: 25 pounds, 8 ounces

RETAIL COST: Approximately \$335-350.

FRAME: SE "P.K. Ripper," aluminum alloy, heat-treated.

FORK: SE Landing Gear, 4130 chrome-moly, leading axle.

HANDLEBARS: SE Power Wing, chrome-moly, seven inch rise.

GRIPS: Oakley .5.

STEM: Diamond Back or Pro-Neck.

RIMS: Araya 7X aluminum alloy.

SPOKES: .080/36.

HUBS: Suzue high-flange alloy.

BRAKES: Dia-Compe or Shimano Tourney sidepull caliper (rear only).

TIRES: Carlisle Aggressor MX 2.125 (front) and Diamond Back 1.75 (rear).

PEDALS: MKS BM5.

CRANKS: Sugino, 175mm, one-piece, chrome-moly.

FRONT SPROCKET: 44T, Sugino chrome-moly spider and aluminum alloy sprocket.

REAR SPROCKET: 16T, Sugino or Sun Tour freewheel.

CHAIN: HKK.

SEAT: Kashimax MX.

SEAT POST: Race Inc., chrome-moly, 13/16 x 14.

SEAT POST CLAMP:

Excaliber.

EXTRAS: SE pads (bars, stem, and top tube).

OPTIONS: SE Proto-Plate; ACS Z-rims and sealed bearing hubs; Shimano or Dia-Compe front brake with Team Products lever; Diamond Back aluminum alloy three-piece crank.

FOR MORE INFO: Send \$1 for one year subscription to the BMX Bugle.

MANUFACTURER:

SE Racing

1667 E. 28th Street

Signal Hill, California 90806

Tel: (213) 426-6461

frame modifications. A sixty percent thicker top tube. A forty percent thicker down tube. The addition of a head tube gusset. Perry promptly debuted his namesake with a National win.

DIFFERENT STROKES

Two things stand out immediately

PKifying the P.K.

A.J. Foyt doesn't race a Foyt-mobile, but Perry Kramer, prolific PR practitioner, has his very own P.K. Ripper. And like any hip non-blipper, he sets it up to suit himself. Sort of the ultimate PKification. Replicizing the replica.

So how's the mellow fellow from Santa Monica—at 21 a champion of Dutch AVRO fietscross, winner of the first Japanese IBMF Grand Prix, a Mountain Dew All Star,



"Hey, whattsa' mattah you? You no lika my bike?"

and 1979 Indy Pro World winner—sano out his scoot?

The frame is stock. He was on a gold number for our photos, but since gold is being phased out, he'll be swapping for light blue. Perry stressed the importance of using the washer kit that comes with the bike. The washers keep the rear wheel in line. This can really prolong frame life.

SE Landing Gear fork. They're

made out of extra large o.d. chrome-moly and tip the scales at just one pound, eleven ounces.

Stock SE Power Wing seven-inch bars. They're a li'l on the wide side for more leverage.

Stock Dia-Compe rear brake. Perry runs it upside down.

Stock Oakley .5 grips. Perry uses the Mud and Crud plugs to fight, what else, mud and crud.

Stock seat post and seat post clamp.

Stock SE pads made by Johar, the Rad Pad people.

His basic gearing is 43/16, sometimes 42/16.

Now, for the preference items. Perry's been running Tuff Wheels for four years. He uses the graphite units with Campagnolo hubs. Skyway makes the aluminum flanges for the wheels. There's a stock Carlisle Aggressor up front. Out back Perry goes with either a Competition II or an Aggressor. He runs 16-inch tubes for lightness unless he's going with gumwall tires.

Pro-Neck stem.

Team Products brake lever. He had a hand in design input along with the rest of the SE racing team.

Haro number plate.

Super Pro or Taihei seat.

Old type seven-inch steel Takagi cranks. Normally he runs KKT Surefoot pedals, but those were on his trick bike so eagle eyes will notice the MKS pedals.

Dura-Ace spider and chain-wheel.

A 3/32 Uniglide chain.

That's all the inside tips for slippin' together a P.K. Ripper identical to P.K.'s P.K. Ripper. Don't forget the mustache. ■



During the highly technical submarine phase of testing, Scot tried to roost all over R.L. But the Big Race Director in the Sky was watching and made Scot do a belly-flop to pay for his evil ways.

about the P.K. First, it's made of aluminum rather than chrome-moly. Second, its tubing is floval rather than circular.

Picture Breithaupt as a salmon swimming upstream splashing his



li'l arms furiously to the beat of a different drum. In a BMX world populated by chrome-moly, he has chosen to champion aluminum. But then, he was a champion on aluminum.

Chrome-moly tubing was introduced to BMX in 1974 by a motorcycle frame builder—Red Line. The motivation for the use of this more expensive steel alloy was increased strength and decreased

weight. Actually, the chrome-moly wasn't lighter than regular steel, but it was so much stronger that less was necessary. That translated to weight savings.

Scot began fooling around with aluminum in 1975. This led to the FMF Team Replica made of 6061 T6 aluminum or, as they say in England, al-u-min-ee-um. Aluminum offers about a one-third weight saving compared to steel. That's



Buff, tryin' a P.K. on the Trick Team quarter-pipe ramp. This bike works good for everything.

end-to-end compression loads are best handled with round tubing. However, top loads, such as jump landings, are best handled with rectangular tubing. That's why you see a lot of boxed swing arms on motocross motorcycles.

Floval tubing has two flat sides to handle top loads. The rounded top and bottom are end-to-end load-fighters. The floval design also increases welding surface.

The use of oval tubing has since been picked up by a few other manufacturers, including Schwinn and AMF. The ten-speed industry has also begun using it for their new aero-type bicycles.

The aluminum alloy used for SE frames is heat-treated to T6 (Rockwell standard) strength. It's re-jigged

while in a softened condition after the first oil quenching so it can be straightened for perfect alignment before the final hardening.

RIPPERIFICATION UPDATE

The P.K. has seen a few changes since it appeared in 1978. The rear lug from the seat mast to the rear seat stays was shortened to trim weight, improve looks, and quicken the production process.

The tubular rear brake mount was replaced with a flat-slotted adjustable number that permits running three different sizes of brake caliper.

The seat mast was extended an additional half-inch. Some owners were pushing their seat clamp down into the weld, an uncool move.

Continuing Ripper radifications are in the works. Scheduled for the '82 models are double-buffed top and down tubes, a milled head tube, and internal cable housing.

RIPPIN' ON THE RIPPER

So aside from aluminum featheriness, floval tubing, and a catch

name, what else does the P.K. have going for it? How's the ride?

"I love it. I hope I always have one."

"Without a doubt the finest racing bicycle manufactured today."

Uh . . . thanks, Perry and Scot, but what we had in mind were some slightly less partial observations.

If you'll just step inside the sound-proof compartment backstage, we'll check out what our riders had to say. Okay, now what do you guys really think about the bike?

"One of the best I've seen." "Perfectly balanced." "Feels totally solid, didn't flex at all." "I got used to it right away." "It'll handle anywhere—jumps, corners, for anything." "From 13 up, anybody can ride it." "The Aggressor front tire is really good."

Hmmmm. Totally impartial comments and almost as perfect as



"You guys go ahead and ride the bikes. I'm going to chow down on this care package from Fuku's."

what was said by the SE bo diddies. Without a doubt, the P.K. Ripper has to rate as one of the great bikes.

Okay, let that guesome twosome out of the isolation booth and let's take 'em to Fuku's Suck-'Em-Up Eats Bar for some double chili cheese eelburgers and mystery malts. Oh yeah, make a note to ask Scot what endo mumpf really means. ■



FOR THE LI'L GUYS—THE RIPPER

Delete the P.K. and you still have a Ripper—SE's kit or complete bike for the small set. Didja know the prototype was known as the GH Flyer—and ridden by Greg Hill?

We plopped our diminutive dynamo, Li'l Robert Emrich, on the Ripper and turned him loose. He thought it was neater than creamed dried beef on toast or a complete Ronnie the Robot set.

The mini offers mini-sized P.K. Ripper idolizers a way to go until they sprout some. The bike is about two inches lower and about 1 1/8 inches shorter. The Landing Gear fork also fits the Ripper frame. Smaller 4.5 inch Power Wing bars are used.

Robert told us he had no problems climbing right on and letting it rip. He joined the big guys, jumping the same jumps, splashing the same puddles and, generally, letting off more steam than

RIPPER SPECIFICATIONS*
RETAIL COST: Approximately \$335-350 (complete bike).
FRAME: SE Ripper, aluminum alloy, heat-treated.
HANDLEBARS: SE Power Wing, aluminum alloy, 4 1/2 inch rise.
STEM: Sun Tour, chrome-moly and aluminum alloy.
CRANKS: Sun Tour VX aluminum alloy.
FRONT SPROCKET: 44T, Sun Tour spider and sprocket.
OPTION: Uni-seat saddle.
 *All other components are the same as the "P.K. Ripper" model.

the Atcheson, Topeka and Santa Fe railroad.

A look at the mini specifications box will reveal the variations between the P.K. and the initial-less less-big version. ■



The new cool fat Landing Gear forks from SE Racing. Stock item on the P.K.

why it's used for giant silver birds that roam the skyways.

The FMF aluminum frame was ultra light and durable and Breithaupt won the NBA National Championship in 1976. Utterback finished third on another FMF bike, edged for runner-up by one Perry Kramer, then a Mongoose factoryist.

FMF faded from the BMX scene the following year, sinking in a sea of motorcycle-related red ink, but a keen appreciation of the suitability of aluminum for BMX did not fade from the mind of the pedaller with the number one digit.

ENTER THE FLAT AND OVAL TUBE

Scot decided to pop aluminum track trickery another step up the technological ladder. He developed a new tubing design. Floval—a contraction of flat and oval. Basic engineering principles state that