



THE ALUMINUM WONDER 1986 P.K. RIPPER

SE Racing takes on the importers with an American-made racer

□ The first glimpse we caught of the new P.K. Ripper was a prototype piloted by SE's factory 13 Expert, Brian Lopes. That was during the first part of this year on the national circuit. Were we stoked! Nothing quite like this bike had ever been campaigned by a major factory team before. We were seeing actual works bike trickery with advances unseen before, except maybe on the SE Quad-Angle. If you read our Quad-Angle test (September 1984), you'll have an idea of the kind of trickness we're talking about.

When we finally got our hands on our own P.K., no time was wasted in assembling the bike, throwing it into our official transport unit and heading to our ultra-secret test track for some friendly analysis. It only took two letters, "P.K.," for our own test pilot, Tim Ebbett, to be on his way to the test site. SE rescheduled some tour time for two of its hotshoes, Brian Lopes and brand-new pro rider, Bubba Hayes, so they could come along too.

THE DELUXE KIT

The first things we noticed were the beartrap pedals. Well, there was nothing strange about this, except that they were *real* SunTour XC IIs! Next, real Dia-Compe MX-1000s. We think you can start to understand that this ride is state of the art.

SR Cosmo-Lite 180mm cranks, an SR alloy sprocket/powerdisc and a Hatta bottom bracket take care of the power load, while the Izumi chain transfers that power to a SunTour freewheel for dispersal to the Ukai/Cheng Shin wheel/tire system. The result is a very positive drive train.

The control system consists of Oakley grips, SE Powerwing handlebars, and an SR MS 422 stem with a Hatta headset.

CAN YOU TOP THIS?

After the initial shock of the first-class components wears off, hold on to your Vans, because if you're not familiar with Rippers already, you're going to be really shocked. For starters, don't try to stick a magnet to the P.K. The frame is aluminum. That's right, 100-percent 6061 aluminum, hardened after welding to T6 temper. But this is just the beginning.

SE Racing's founder, Scot Breithaupt, is, among other things, the pioneer of

◀ SE's "Flyin'" Brian Lopes was the initial test pilot of the first '86 Ripper prototype. Brian has style to spare. And speed to match.



By the Staff
of BMX PLUS!



The handling was spot-on with the Ripper. The only change we wanted to make on our tester was to switch to a 1.75-inch tire in the front. Bubs had already done so with his.

aluminum use in BMX frame construction. Back in the 1970s, Scot developed an aluminum alloy frame which he rode to the first National Number One title in BMX history. The alloy frame has been through a lot of changes since, including several years under the guidance of the frame's namesake, Perry "P.K." Kramer. For the 1986 model, SE pulled out all the stops.

Starting at the front, we have another SE trend-setter, the famed and recently imitated Landing Gear forks. Their oversized legs led the industry in the large-



Tim "The Terrible" Ebbett twists himself around to see if the seatpost is still straight after his last six jumps. It is.

P.K. RIPPER

BMX PLUS!

1. Bike: 1986 SE Racing P.K. Ripper complete bike.
2. Age range: 12 years old and over.
3. Country of origin: United States.
4. Intended use: Serious intermediate and expert-level racing.
5. Wheelbase: 36" to 37-1/2".
6. Bottom-bracket height: 11-3/4".
7. Chain stay length: 12".
8. Steering head angle: 72°.
9. Seat tube angle: 71°.
10. Frame: 6061 T6 TrueTemper aluminum, 1-3/8" x 13/16" top tube, 1-3/4" x 1" down tube.
11. Fork: 4130 chromoly.
12. Rims: Ukai alloy, polished side.
13. Spokes: 36/080, stainless steel with brass nipples.
14. Hubs: SR, alloy.
15. Tires: Cheng Shin, 20 x 12, 125 front, 20 x 1.75 rear.
16. Cranks: SR Cosmo-Lite, 180mm, cold-forged alloy.
17. Pedals: Sunfour XC II.
18. Chain: Izumi, 1/2" x 1/8".
19. Bottom bracket: Hatta, steel, retained ball.
20. Front sprocket: Anlun, alloy, with powerdisc, 44T.
21. Freewheel: Sunfour 16T.
22. Brakes: Dia-Compe MX-1000, Tech 4 levers.
23. Headset: Hatta, steel, retained ball.
24. Stem: SR MS 422, alloy clamps with chromoly shaft.
25. Handlebars: SE Powerwing, 7" rise x 28" width, chromoly.
26. Grips: Oakley .5s.
27. Seating: SE 4130 chromoly 7/8" seatpost, SE nylon saddle.
28. Miscellaneous: SE Racing pad set.
29. Overall weight: 24-1/4" lbs. without pads or plate.
30. Approximate retail price: West Coast, \$369; East Coast, \$379.
31. For additional information contact: SE Racing, 6801 Paramount, Long Beach, CA 90805; (213)531-6880.



The Ripper is one of the few bikes this year to be designed exclusively for the track. Ironically, a few years back its predecessor was considered a state-of-the-art freestyle machine—back when Mike Buff used to ride one. Anyway, this is Bubba Hayes, and he prefers to keep his wheels in the dirt.

LET'S TAKE A LOOK AND A LEAP

Before you even sling a leg over this rad racer, your confidence level will increase two notches just because of the machine's appearance! Smooth, clean, no-nonsense lines along with the trick built-in Allen-bolted seatpost clamp demand the respect and devotion a bike of this quality deserves.

Riding the P.K. Ripper is pure joy. Our test team loved it and instantly wired into the high-tech scooter's precise handling and rideability. Whether jumping, sliding, turning or snappin' out of the gate, this bike is built for action. The only criticism we could come up with was that the front end felt heavy. A change to a 1.75 tire up front should change that, but that's a matter of personal preference. The only other thing that we would have liked to see is the addition of a front brake—again, a matter of personal preference.

The one consideration the P.K. frame

demands is the use of the SE Racing frame washer kit supplied with every P.K. Ripper. Be sure to use them along with the SE fork washers up front.

THE LONG AND THE SHORT OF IT

Another aspect of the frame that was changed is the weight distribution. This was accomplished by shortening the back end and lengthening the front. This change increased the snap-out-of-the-gate and overall acceleration capabilities, as well as improving the turning response. The remaining angles of the frame are unchanged, and all the input of our test crew pointed to the successfulness with which the bike completed our testing session.

If we sound overjoyed with our most recent torture test victim, well, we are! During the entire testing, not one thing went wrong. From assembly to hours and hours of riding, the 1986 P.K. Ripper was a joy to behold. In these days when most companies are shying away from



Bubba put the SR CosmoLite cranks to the toughest test he knew—six feet of air. They took it in stride. Flyin' Brian checks to see if the ground is really as far away as it looks. Absolutely nothing went wrong with this bike during our test.

racer-oriented research and development, SE Racing has maintained its motto of "BMX Innovations," again setting standards for others to shoot for.

The one thing we haven't talked about is price. Well, all this high technology doesn't come for the same price tag you'll find on most of the imported cycles of today. Of course, you can't pur-

chase a Ferrari for the same price as a Toyota, either. So, hold on to your helmets, the price tag on our test bike is just under \$400. This may sound a bit out of the ordinary, since most of the bikes on the market today are under \$250, but the P.K. Ripper is no ordinary bike. Compare the components, then compare the frames, and you'll see why

the price is what it is.

This is not a beginner's bike. The handling, components, and overall intention of the bike are directed toward the rider who already has had one of the entry-level racers and is ready to step up to a real racing machine. This bike is out-of-the-box pure race and can only be considered as such.

