

The SE Quad-Angle. Innovative machinery at an immobilizing price.



**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

SE QUAD-ANGLE

**OUT-OF-THE-
CRATE
MEGABUCKS
FACTORY
REPLICA**

BY LEN WEED

Old motocrosser's motto: Old age and treachery will overcome youth and skill.

Remember the good old daze when it took three years to make blockbuster movies where Charlton Heston beat 43,267 Philistines in hand-to-hand-combat, then toiled his chariot around the Coliseum and finished off the day by parting the Red Sea? Remember that? Nope? Well, Scot Breithaupt, who's 105 and wears an OM (Old Man) jersey to prove it, does.

For the past 2½ years Scot's been involved with his own extravaganza. He wasn't making a movie, just a new race bike. Just a bike? Don't let the chief bottlenasher at SE Racing hear you call the new Quad-Angle "just a

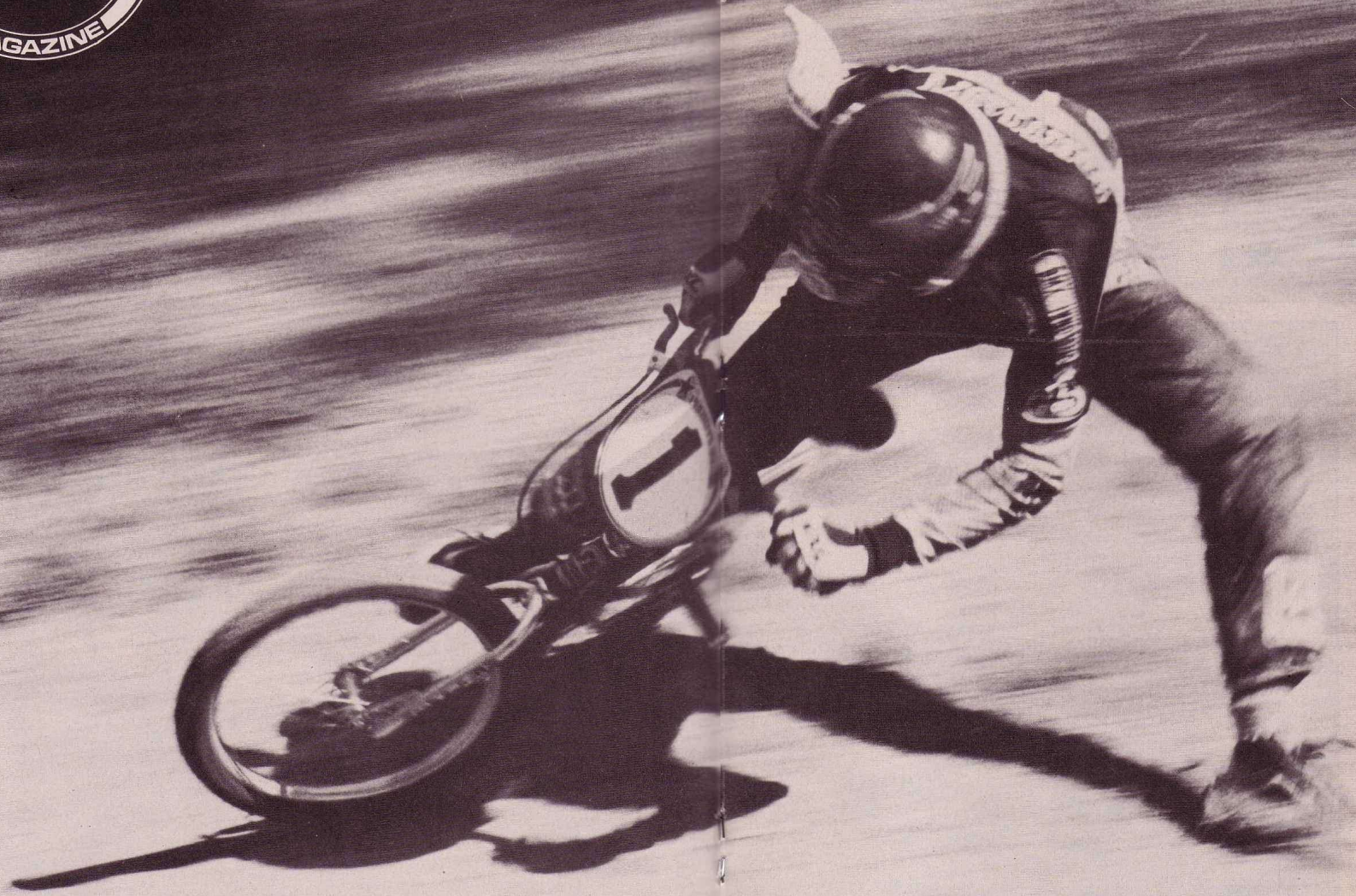
bike." There's a lot of sweat and toil and maybe a tear or two wrapped up in the more than a tad rad Quad—model number fourteen in the SE lineup that has produced such winners as the P. K. Ripper, OM Flyer and the Basher street series.

The model name isn't just some promotional blather. No siree. For those who haven't hit geometry yet, a quad-angle is a figure having four sides and four angles. Four triangles form the Quad's frame structure. The triangle is worshipped world-wide for its structural strength. After all, without the triangle, where would pyramid power be?

Stu Thomsen, who rode for Scot for four years before switching to Red Line, is no little dude—measuring in at over six feet and 200 pounds. All that pedal stompin' and dirt chompin' meant a lot



**BICYCLE
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MAGAZINE



WOOO . . . it's the Old Man and the Quad.
Twanged to the limit. Gettin' in some hot licks.



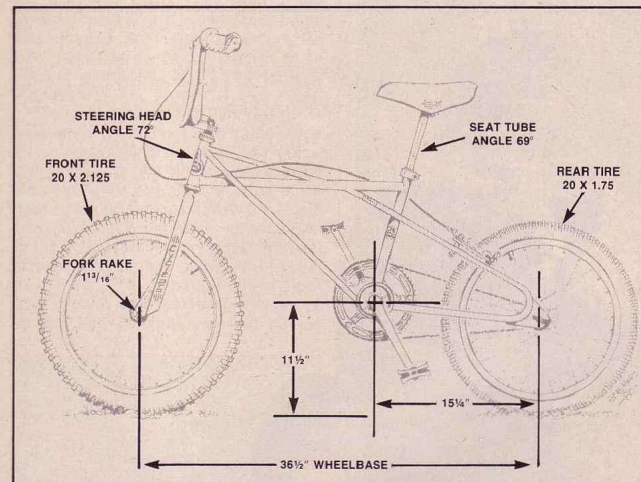
After a hard day of testin', it was time for porkin' out at one of the posh foreign restaurants of Long Beach.



Man, this was rough country testing. But it was a gas to go bombin' down the trails.



Bookin' and cookin' down a trail in the woods. The Quad-Angle can handle ANYTHING you've got the hair to try.



SE RACING QUAD-ANGLE SPECIFICATIONS

FINISH: Gloss Black, Brown Brown, Blazin' Blue, and Rippin' Red

WEIGHT: 25 pounds 4 ounces

RETAIL COST: Approximately \$500, \$515 East Coast

FRAME: SE Racing Quad-Angle chrome-moly

FORKS: Cycle Pro chrome-moly leading axle

HANDLEBARS: SE Racing Maxi-Power 7 inch rise

GRIPS: Oakley originals

STEM: Pro-Neck

RIMS: Araya aluminum, B-type front, C-type (box) rear

SPOKES: .080/36 stainless with aluminum nipples

HUBS: Shimano EX-600 Freehub set

BRAKE: Shimano Tourney rear caliper, Mathausser brake shoes

BRAKE LEVER: Team Products pre-bent aluminum

TIRES: Carlisle Aggressor 20

X 2.125 front, Cycle Pro

Snakebelly 20 X 1.75 rear.

PEDALS: KKT Lightning

CRANKS: Takagi 7 inch MX CR-MO

FRONT SPROCKET: Shimano 39T aluminum, chrome-moly spider

REAR SPROCKET: Shimano 14T cassette

SEAT: Avocat Racing 1, padded leather

SEAT POST: Race Inc. aluminum

SEAT POST CLAMP: X-Caliber aluminum

EXTRAS: Factory Facts booklet,

Proto-Plate, Johar safety pads,

Cycle Pro tool kit, SE Racing

helmet bag, S&W Maxi air pump,

selection of Shimano front and

rear sprockets.

MANUFACTURER:

SE Racing

1667 E. 28th Street

Signal Hill, California 90806

Tel: (213) 426-6461



of flexed crank hangers and more than a few pretzel frames.

So Scot set out to develop a super-strong bike that would keep his 200-pound pedal ace pumpin' straight and true, while offering enough visual impact to get more than just a few hearts beating at a clippity-clop rate with drool and desire.

The Quad sports an inverted head

SE QUAD-ANGLE



tube design. The top tube joins the steering head below the dual down tubes. When Scot was a support rider for Yamaha, he had a chance to work with the road race team. They went to the inverted head tube design to cure frame flex when gassin' out of the corners. So Scot took that concept, mixed in some BMX engineering, and came up with the Quad.

The major benefit of the design is increased strength. Most frames that crack do so either at or slightly below the juncture of the down tube and the steering head, or at the juncture of the main tube and seat mast. With the Quad, the single beefy tube (that angles down to the bottom bracket on regular frames) instead runs straight across to the seat post tube. That means a direct horizontal push to resist the stresses of stretch and compression that bumps



Our guest test woobie, S. Breithaupt, Pres. of SE Racing, spent a lot of time in the boonies. This stuff's a lot tougher than it was a few years ago . . . huh, Scot?

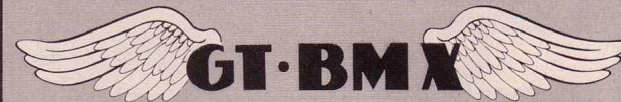


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Aerial maneuvers on the quad are a snap. This sucker handles!



SE QUAD-ANGLE

and jumps create. The design also siphons off some stress into the down tubes and front chain stays, relieving fatigue on the main tube. This all means less frame flex—and that means surer, more responsive handling.

The design must work. Stompin' Stu never tweaked a frame during development. He raced the bike publicly for the first time last summer at the ABA Amarillo National where he won. He added three more major wins, but SE kept testing instead of rushing the bike out. They wanted to make sure it was really right.

Every Quad buyer gets a Killer Kit. It includes an SE helmet bag and *Factory Facts*, a 36-page comical booklet that stars all of SE's trick little people. The booklet is filled with set-up info, guidelines for maintenance, safety suggestions, and physical training and rac-

It's Fluff Buff, locked up, flattrackin'.

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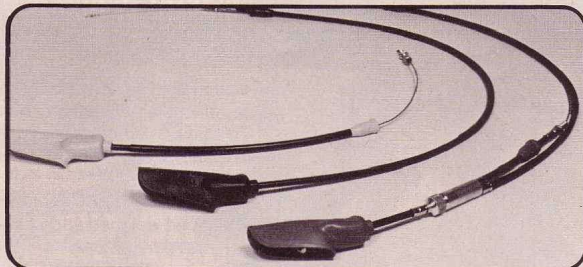


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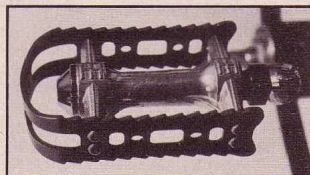
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SE QUAD-ANGLE

ing tips from the OM and P. K. There's also a Cycle Pro deluxe tool kit, and S & W Maxi syringe air pump, and twelve sprockets.



KKT Lightnings . . . boss pedals.



Ah, the luxury of real leather. Avocat. Stock on the Quad.

The Quad-Angle comes with a battalion of super components. Everywhere you look there's chrome-moly or aluminum alloy. Things like the Maxi-Power bars, X-Caliber seat clamp, EX-600 Freehubs, Pro-Neck stem, and the Cycle Pro forks. Weight is just over 25 pounds, counting the three pads and number plate that come with the bike.

Radical architecture is nice, but how does it translate terrestrially—on the ground, where you put it down? With its 36½-inch wheelbase, 72 degree steering head angle, and leading axle forks, the mod Quad keeps you up and off the sod. The geometrickery fiat out makes it stick. Soil samples should be rare indeed. The Quad hangs in there and works for you, overriding that safety-gram from the brain's pain prevention center that's saying, "Slow down, dummy!" The Quad keeps saying, "Trust me, this isn't any problem at all."

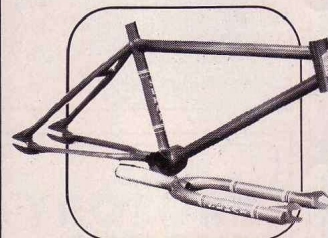
No doubt the Quad's frame rigidity helps it stick so well. Buff, after his first spin was heard to exclaim, "This is really hot! It's really rigid." R. L. chimed in, "A totally solid bike." R. L. liked the low feel of it. In the air, the Quad flew so surely it could double as flight commander for a flock of whooping cranes.

The Old Man himself unintentionally provided the ultimate frame test. What he did was overcook a berm turn. Sage that he is, he bailed rather than eat a three-foot deep concrete drainage culvert. He let the Quad eat it instead—

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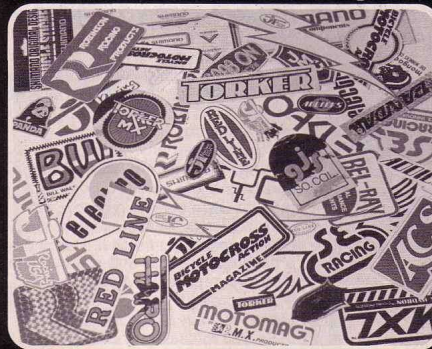
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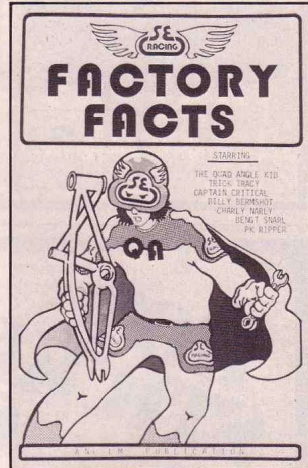
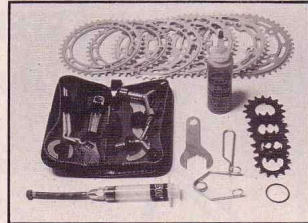
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head-on into the concrete. The bike snapped about ten feet in the air and landed 30 feet downwind of Scot. R. L. called it a total test of the frame. It got



This is the "Killer Kit" which comes with the Quad-Angle. It also includes an SE helmet bag and a few other assorted odds and ends that we can't remember right now.

an A-plus. 'Course the forks did get tweaked a little. But the Araya front wheel didn't go eggular. That's one teeee-uufff rim.

Scot declined any further "brick wall" testing, saying that young whipper-snappers might do it two or three times, but that OM's only do it once a day.

The Quad costs approximately \$500—choke, gasp, seizure. But it comes with a bag load of extras and is a true championship replica rave racer. Buff and R. L. agreed: "A good bike for riders twelve or up or big young guys."

So you're asking; should you join the Quad Squad? From this corner the Quad gets the nod, even if it costs a wad. ■



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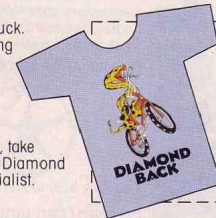
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David was factory sponsored before there were factory-sponsored riders. He's ridden virtually every competition frame on his way to becoming a living legend in bicycle motocross.

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