



# SE QUADANGLE

Still ahead of its time!

□ BMX has always been a sport of rugged individualists. You know the type. But if we had to pick just one single character who really lives true to the BMX bravado life style, it would have to be the "Old Man" of BMX himself, Scot Breithaupt. Not only is he a rugged old salt, but take one look at his brainchild BMX bike, the exotic SE Racing Quadangle, and there's no doubt that Scot's an individualist. Maybe even a little eccentric. Whatever the diagnosis, the Old Man is alive and kickin', and his radical Quadangle bike is ripe for a testing. So, if you've always wanted a quad but could never quite afford one, this is your test. Don't look now, but the Quad just got cheaper.

#### HOW TO JOIN THE QUAD SQUAD

Okay, okay, so you're a rugged individualist too, but the bike you're currently riding around is, well, just too ordinary for a rad kind of guy like you. You want one of those weird-looking Quadangles, but the cost of being that rugged and individualistic has in the past scared you off. Worry no more. Quads are more affordable than ever. Only \$375 to \$400 or so will do the trick for a full race-ready Quad. And if you want to be *really* rugged and *really* individualistic, then you'll unquestionably want to go for the Quad complete with the so-called "Killer Kit," which goes for around \$425 to \$450. Hey, nobody said this rugged route was going to be cheap. The Quadangle at its new, lower price is still very much the pro class machine it has always been. It's as exotic as they come and as fast as they'll go—it's the Quadangle.

#### OUR QUAD

For our testing purposes we chose to go with the most affordable Quad rather than with the Killer Kit. Here's a quick rundown on the componentry.

First let's start off with the wheels and tires: Ukai rims laced with SR high-flange, loose-ball alloy hubs; straight-gauge .080 spokes; and Taiwanese 7 Star skinwall tires, 20 x 1.75 rear and 20 x 2.125 front. Everything here gets the thumbs up except the cheapo tires. On a \$400 pro-level racer we'd think they'd have tried to cut corners somewhere other than the tires. Wait 'til they disintegrate, and then replace them with some higher-quality skins—like a pair of Mitsuboshis or Carlises.

Elsewhere on the Quad you'll find SR Cro-Mo 175mm cranks, SunTour freewheel, Izumi chain, Troxel seat, Oakley grips, SR MS-420 alloy stem, SR SP-468 platform pedals and Formos caliper brake. Once again everything here gets the thumbs up, but once again we find ourselves singling out another bogus component. This time it's the Formos/Dia-Compe MX-1000 copycat calipers. They look identical to the MX-1000s. Too bad they don't work like them. No quick-adjust knob on the adjusting barrel, no quick release for wheel changes, junk brake pads. In fact, their only redeeming quality is their levers, which were inspired by SE pro Rod "Bronco" Beckering's personal design.

So there you have it—choice Japanese componentry with a couple lower-quality Taiwanese items slipped in. All in all, a great package.

What bike is flamboyant enough for the likes of Toby Henderson? The Quadangle! Now that Toby is riding full-on for SE, we think he has finally teamed up with a rad bike that suits his rad riding style.

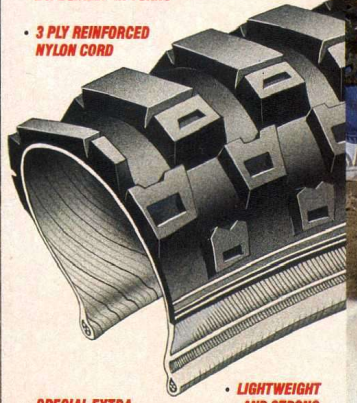


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## QUADANGLE

◀ In the air the featherweight Quad flies true. No front-end drop. No front-end loop. Just let 'er rip, hang on and enjoy the scenery rushing by!

If you were to ask any of the SE crew which type of rider can really appreciate the Quad's amazing performance, they'd tell you aggressive go-for-it types. Make no mistake, the Quad is built for abuse. Ride it. ▶



No napping on the Quad. Cornering is fast and furious. Blink for a second and the mighty Quad will change directions and charge down the next straight!

### THE UNBELIEVABLE QUADANGLE FRAME-AND-FORK SET

What can you say about the bizarre Quad frame and fork that hasn't already been said? Not much, so we'll say it again: There is nothing like the Quadangle frame-and-fork design in BMX. Nothing!

Up front the Quad starts off with the now-legendary Landing Gear front forks. They're a beefy 1 1/4 inches in diameter, with the bottom of their legs cut off in what has been described as "sliced bologna" style. Their classic leading-axle design hasn't changed much over the years, and after all, why should it? Landing Gear forks have en-

dured in style over the years and have inspired literally hundreds of fly-by-night copies. Still a great fork.

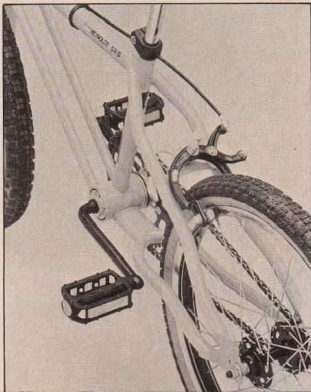
Moving on to the frame, the first thing you'll notice about the Quad is the head tube. What the heck happened? No one knows for sure, but rumor has it that one night years ago, Breithaupt had his wildest dream ever, only to

Like our other tester this month, the Kuwahara Laser Lite, the Quad is intended for the big boys. Originally the Quad was named the STR-1 after (you guessed it) Stompin' Stu Thomsen, who, along with Old Man Birdtrap, designed the first wild and woolly Quadangled BMX frame and fork. ▶





# QUADANGLE



awake and write it all down. That dream later became a welder's nightmare, the bizarre Quadangle! The theory behind the Quad's unique head tube/front triangle treatment is what engineers refer to as "dual triangulation." To oversimplify a bit, the Quad has two front triangles—one above the top tube and one below the top tube. Technically this should disperse any and all impacts and ride loads experienced by the frame more efficiently by transferring the stress over both triangles, not just one.

The next thing you'll notice about the Quad is its dual down tubes in place of a more conventional single tube. Also, the rear stays have strange bends to allow increased clearance for your ankles, feet, etc., during feverish pedaling. All in all, anywhere you look on

The weirdest rear stays in all of BMX. At SE Racing, form has always followed function. Or is that function has always followed form? Whatever it is, only Scot knows for sure.

the Quad chassis, you won't find what you'd expect to find on a "normal" BMX bike. But then again, that's the way Quad owners like it. Rugged. Individual. **QUADANGLE PERFORMANCE**

The Quad doesn't look the way it does just for the heck of it. There is a specific purpose for the way every little thing is, and nowhere is that more apparent than out on the track. As SE's Todd Huffman puts it, "The Quad is designed for the aggressive, physical riders out there. Guys who throw their bikes into corners, who sail off jumps, and who generally demand a lot out of their frame and fork. Quads are almost indestructible."

At a feathery 23 pounds out of the crate, our Quad was indeed ready to race as it sat. Once around the block an experienced rider will immediately get the feeling that he's ridden on a Quad before. It's like an old friend. There are no surprises—unless you



The Quad Killer Kit. If you're serious about your racing and don't mind spending an additional \$50 or so, we highly recommend going for the kit. It's not available separately—only when you buy the bike.



There is no mistaking the bizarre Quad's front triangle treatment for anything else out there. The end result of all this wild fabrication is stiffness and durability. While on these subjects, another tip of the helmet must go to the now legendary Landing Gear forks. Tough stuff.

### QUAD CONCLUSION

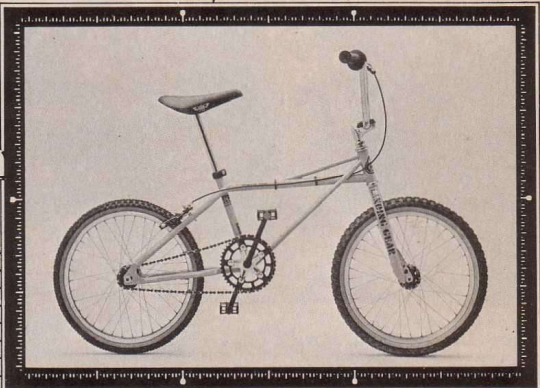
Awesome chassis, choice Japanese components, trick styling and the best price yet, that's the 1984 SE Quadangle. Is it worth the money? Yes. Will it hold up? No question. Is it trick beyond belief? Almost. Yes, the SE Quad is better than ever this year, and even though it's been out in one form or another for the last five years, it is still ahead of its time. It is, if you will, a classic BMX bike that will probably never go out of style. Beyond just looking trick, the Quad is trick. The only trick left is to come up with enough money to bring one home. That should be no problem. Remember, you're rugged and you're an individualist. Let nothing stand in your way. □



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## BMX PLUS!

1. Bike: SE Racing Quadangle.
2. Age range: 13 years old and up.
3. Country of origin: USA/Japan.
4. Intended use: Racing/high-performance street, trail.
5. Wheelbase: 36".
6. Bottom-bracket height: 11 3/4".
7. Chain stay length: 15 1/2".
8. Steering head angle: 73°.
9. Seat tube angle: 72°.
10. Frame: SE Quadangle, 531 Reynolds tubing. Features: 4" head tube, dual down tubes, contoured rear stays, American bottom bracket.
11. Fork: SE Landing Gear. Features: 1 1/4" diameter legs, leading-axis design. Drilled for caliper.
12. Rims: Ukal 20" x 1.75" alloy.
13. Spokes: 36/080 cadmium plated.
14. Hubs: SR, high-flange, alloy, loose ball.
15. Tires: 7 Star skinwalls, 1.75" rear, 2.125" front, 40-45 psi.
16. Cranks: SR Cro-Mo, 175mm, 1-piece.
17. Pedals: SR SP-468, alloy, platform.
18. Chain: Izumi, 1/2" x 1/8".
19. Bottom bracket: Steel, retainered ball.
20. Front sprocket: SR, alloy, 44T.
21. Freewheel: SunTour 16T.
22. Brakes: Formos caliper with "Bronco"-style lever, rear only.
23. Headset: Steel, retainered ball.
24. Stem: SR MS-420, alloy with chromoly shaft.
25. Handlebars: SE 4130 chromoly, 8 1/2" rise x 28" width.
26. Grips: Oakley 5.
27. Seating: Troxel one-piece seat/post with SR alloy clamp.
28. Miscellaneous: SE Quad pad set.
29. Overall weight: 23 lbs.
30. Approximate retail price: \$375-\$400.
31. For additional information contact: SE Racing, 6801 Paramount Blvd., Long Beach, CA 90805; (213) 531-6880.



want them—and then the Quad delivers. Angles are 73 degrees up front and 72 degrees at the seat mast. Bottom-bracket height is 11 3/4 inches, while the rear chain stays measure 15 1/2 inches from the center of the rear drops to the center of the BB shell. Combine all these confusing facts and figures with the Quad's 36-inch wheelbase, and the results are trophies. The Quad is a very serious race bike, indeed. Speed jumping, speed carving and straight-line acceleration are the name of its game. The Quad is very stiff, with an absence of whip or flex. Power to the ground is the result. Even the largest and heaviest of riders will find the Quad to their liking. After all, the original Quadangle was designed and released as the STR-1, or Stu Thomsen Replica. Today big, burly Toby Henderson rides one, as does Rod Beckering. Both are riders who ride and race hard and who expect an extra level of excellence in their machinery.



"No other magazine covers the world of BMX as well as BMX PLUS! I wouldn't miss a single issue."

—Greg Hill  
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