SE TRICKMA STER

A new bike from an old company



Tricks like this Miami hopper wreaked havoc on the stock ACS Rotor stem. Future models will come with an ACS Rotor 45 stem.



☐ SE Racing and BMX go back a long way. In fact, they go all the way back to the beginning of time! The time of BMX, anyway. SE's founder, Scot Breithaupt, is credited with organizing one of

the world's first BMX tracks, the now legendary B.U.M.S. track in Long Beach, over 15 years ago. . . . What? . . this is a freestyle bike test?...Oh yeah! Well, BMX has seen a lot of changes since Scot started that track; one of those changes is known as "freestyle." SE, a company certainly not known to lag behind, started making freestyle bikes early in 1984. In the past, SE's bikes were directed more toward the expert-level rider. For a BMX company to survive in this day of harsh economics, it has to be competitive in the price department. That means a good-quality bike that is affordable for the average freestyle-type kid on the street.

Enter the SE Trickmaster. It was designed by the good guys at SE (with major input from Fred Blood) as an all-purpose freestyle/ride-to-school type of bike. The \$250 suggested retail price



Fred Blood, backward rolling handstand at 30-plus mph. Okay, would you believe 20 mph? 10 mph? How about standing still?

tag makes it affordable, but is it a good bike or is it just another Taiwanese copycat?

The frame incorporates some borrowed ideas and some original ones. The box gusset on the down tube and the dual top tubes are very familiar these days. The reason these designs are so popular is because they work! The dual top tubes provide both solid footing (during framestands, etc.) and a solid frame structure. The box



The guys in Taiwan who weld the Trickmaster together would never believe how important their jobs really are. The frame, forks and bars of the SE didn't even think about breaking or bending.

gusset at the down tube/head tube juncture is also dual purpose. It allows the down tube to be higher, out of the way of the front brakes, and strengthens the frame at the same time. The angled standing platforms at the rear stays are SE originals. They were designed for the yet-to-be-released "Trickster" frame. The platforms are angled so they are level with the ground during tricks that involve the front wheel being off the ground (lawnmowers, grasshoppers, etc).

The "Standing Gear" forks are also SE's own much-imitated design. They are simple, yet effective, and incorporate welded-on standing platforms on top of the forks, and they also have threaded inserts for adding standing pegs. Those pegs were unavailable for our test, but the bike will come with

The handlebars are SE's too. They are narrow for knee clearance but wide enough in the grip department for most anyone—28 inches. They have a curved, lowered crossbar. Skyway six-spoke wheels are the hot ticket for many bikes in this price range, and they are the hot wheels for the Trickmaster, too. One possible drawback is the fact that this bike is available with a coaster brake only.



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SE TRICKMASTER

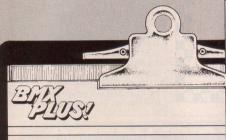


That is fine for some riders (our test rider Rich Sigur, for instance), but the majority of riders these days are using freewheels.

An ACS Rotor is an excellent addition to any bike. The ACS Rotor stem on this bike was another story. It slipped in the forks and didn't hold the bars for beans. The good news is that Fred Blood tells us the bike will be coming with an ACS Rotor 45 stem, which is much better.

There were no major complaints about the drive train, but Rich did comment that the 44/18 gearing was better suited for flatland use and was

■Did the Trickmaster handle well? You can bet that Rich wouldn't be doing tricks like this if he weren't confident in the handling





- 1. Bike: SE Trickmaster, 20-inch complete bike.
- 2. Age Range: 10 and over.
- 3. Country of origin: Taiwan
- 4. Intended use: Freestyle.
- 5. Wheelbase: 35-7/8" to 37
- 6. Bottom bracket height: 11-1/2" (center to ground).
- 7. Chain stay length: 15" (center of bottom bracket to midpoint of rear dropout).
- 8. Steering head angle: 74°.
- 9. Seat tube angle: 70°.
- 10. Frame: Trickmaster, 4130 chromoly, dual 3/4" O.D. top tubes, 1-1/4" O.D. down tube, welded-on platforms
- 11. Fork: SE Standing Gear, 4130 chromoly, standing platforms, holes threaded for pegs.
- 12. Rims: Skyway, OE six-spoke Tuff Wheels.
- 13. Spokes: N/A.
- 14. Hubs: SunTour coaster brake, rear; Skyway loose-ball, front.
- 15. Tires: 20"x1.75" black skinwall, SE Racing-style by Kenda.
- 16. Cranks: Color-matched chromoly, 175mm.
- 17. Pedals: Victor VP 767, chromoly spindle, nylon platforms.
- 18. Chain: KMC, 1/2"×1/8".
- 19. Bottom bracket: YST, steel
- 20 Headset VST
- 21. Front sprocket: 44T, chrome plated, with power disc
- 22. Rear sprocket or freewheel: 18T SunTour coaster type.
- 23. Brakes: Chang Star 980 calipers, front and rear, with Chang Star levers, and SunTour coaster brake.
- 24. Stem: ACS Rotor with Potts Mod (stem will be replaced by ACS Rotor 45).
- 25. Handlebars: SE freestyle, 28" width x 8" rise, chromoly
- 27. Seat: Velo freestyle saddle, straight chromoly post (will be lay back), alloy seatpost clamp.
- 28. Miscellaneous: C.P.S.C. equipment, ACS Rotor, fork pegs.
- 29. Overall weight: 29 lbs. (minus C.P.S.C. equipment and numberplate 30. Approximate retail price: \$250.
- 31. For additional information contact: SE Racing, 6801 Paramount Blvd., Long Beach, CA 90805



Fred "I'm not a boring guy" Blood was along to put the Trickmaster through its paces. The result of all this punishment?



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THREE POINT

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5 DEEP

CHAMFERED

OUTSIDE LINK

SE TRICKMASTER =

way too low for ramp riding. The chainwheel and spider are steel, but of the quick-change variety, which is a nice bonus some bikes in this price range don't have. Rich also noted that his feet hung up on the rear platforms while he was pedaling. It wasn't as much of a problem on this bike as it has been on others we've tested, but it is still a potential shoe remover.

The rest of the components on the Trickmaster are your basic Taiwanese wanna-be parts: imitation Mushroom grips, MKS Grafight-type pedals and Dia-Compe-inspired Chang Star brakes and levers.

### RIDING IMPRESSIONS

As you have probably already figured out, we had Rich Sigur and Fred Blood test the Trickmaster, Doug Randazzo's ramp in Camarillo was the site of the ramp portion of our test. Rich gave it a thorough beating. Look backs, X-ups, limbless variations, hardcore 540 airs, and even a couple of intentional rear-wheel hang-ups (gulp!). The only problems encountered during all of this were that the bars slipped in the stem and the cranks tweaked slightly. Everything else held up fine.

Ground duties were taken care of at the local beach. Fred and Rich put the bike through its paces: powermowers.



The bars on the Trickmaster drew compliments, but the imitation Mushroom grips were lame. The Rotor was a welcome addition.



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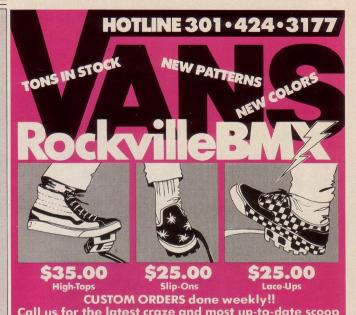


The chainwheel and spider gave us no problems, but the cranks did bend slightly. There were mixed feelings about the pedals-Rich thought they were slippery, but Fred liked them so much he now runs them on his personal bike.

boomerangs, all types of stands and balance tricks. The bike even survived Fred's latest creation, the Chocolate Swirl. Other than the stem slipping in the forks, there were no problems at

The bike has a semi-long front end and should provide plenty of room for anyone under six or seven feet tall. The 72-degree head angle and leading-axle forks worked to produce a neutral-handling machine. The steering was quick enough for most anyone vet forgiving enough for the beginning freestyler. The handlebar/seat relationship would be comfortable for bigger riders. The grip lines up with the seat spot-on for tricks requiring that alignment.

As a complete, functioning freestyle unit, the SE Trickmaster has many good points and very few bad ones. The main problem is with the stem. and that will be corrected soon. The fact that it comes with Skyway wheels and an ACS Rotor makes it a good value for the intermediate freestyler. If the bike held up under our test crew (and it did), it should hold up under the average quy, probably until he's too old to ride it anymore (it could then be converted to a trick wheelchair).



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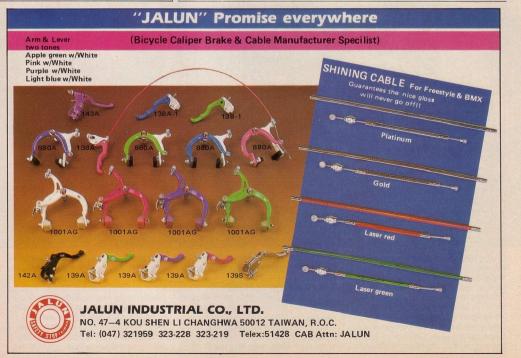
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