



# RED LINE 600c

## ALSO, A LONG, HARD LOOK AT THE '85 RAD LINE

The technology in BMX is truly amazing. We're constantly awed by the evolution of equipment and styles. Just when we think a particular component or bike has reached its pinnacle of design and appearance, something new will appear over the horizon that blows all previous designs clear out of the water.

The stuff coming from Red Line Engineering is a prime example. It's constantly on the cutting edge of innovation, but it never loses sight of high performance. The '85 models are proof positive of that — they've set new standards of excellence in design, looks, and function.

With so much killer stuff to deal with here, what we're gonna do is let the Nerd Herd loose for a complete test on the Red Line 600c, and then we're gonna take quick peeks at most of the rest of Red Line's extremely heavy-duty '85 line.

### FIRST OFF — THE 600c

Nestled one rung above the ultra-econo-qual 500b is the 600c — Red



Photo: Winch

Whew! There they are, those absolutely pristine and totally sano marvels of design and innovation, the new Red Lines. Starting from the left there's the 600c (that we'll be beating up in a complete torture test), the trick-ready RL-20 Pro-Styler, the 800p (which is one totally factory race vehicle), and the incredibly inexpensive 500b. What a lineup.

Line's slightly-over-two-hundred-ducket warrior. The totally chrome models sell for in the neighborhood of \$230.00, while the painted and chrome jobbers go for around \$225.00.

What? Painted and chrome? Yup,

that's one of the most striking things about the '85 Red Lines — their new, totally deluxe half-painted, half-chromed frames. For this bit of eye-pleasing work, Red Line receives a hearty round of Mighty BMXA applause for design excellence. What Red Line was' looking for was a

finished product that offered the durability and protection of chrome, but with the flash of their new high-zoot custom colors. They got it.

The colors available in these paint-'n-chrome jobs are hot, too. Like slick lookin' turquoise (that Red Line mooched from a '59 Dodge), magenta (also known as radberry around Red Line's zoot offices), and school bus (or hazard) yellow.

### FRAME AND FORK INSPECTION

Made in Taiwan, the 600c's frame

and fork use the tried-and-true Red Line Series Three design. Its forte is stable, not-too-quick handling.

Other mentionable things include the fit (it's for mid-size critsters only), good bottom bracket clearance, 1 1/4 inch O.D. top and down tubes, the lightly gussetted steering head tube, radiuses on the rear dropouts that stiffen things in the rear end, and serrations on the dropouts that give more grip to the back axle nuts.

Both the frame and fork are constructed completely from 4130 chrome-moly, and the weight of the frame is four pounds, three and a half ounces, while the fork tips the scales

at an even two pounds. Definitely respectable.

Welding is surprisingly good for a Taiwanese built bike. True, there are occasional glitches in the pattern of the beads, but the overall quality of the welding ranks in the very good to excellent range.

### COMPONENTRY — DOWN TO THE NITTY GRITTY

For a bike that's in the just-over-two-hundred-buck range, there's some awfully stylin' equipment here. Stuff like Ukai aluminum rims, A'me Tri grips, San Shin high-flange aluminum hubs, Sugino one-piece forged chrome-moly cranks (they're 175s), SunTour four-key freewheel, and a new Dia-Compe 880 caliper and Tech 4 lever.

Then there's the Red Line Forklifter stem that's cold-forged. You know that cold-forging is a more difficult and costlier way to make components, right? That's 'cause instead of melting the metal and then pouring it into a mold to get the final product, they take a solid piece of aluminum, and without heating it, stick it into a totally burly machine that pounds it into the desired shape. Cold-forging compresses the molecular structure of the aluminum (quite simply, that makes it stronger), and doesn't allow the air bubbles and flaws that are possible with casting.

Other components include a chrome-moly seat post, Cheng Shin Comp III copy knobs, mild steel bars (that are plenty wide and have a really comfortable bend to 'em), and aluminum and chrome-moly Victor pedals that are replicas of SunTour's XC-II foot grabbers.

### DETAILS, DETAILS

The 600c has a few little things that, by themselves, aren't any big deal, but together they add quite a bit to the overall qualness.

The forks, seat stays, and chain stays are all capped — when Red Line could get away without covering them up. And there's the artful black finish on the headset and bottom bracket that adds more of a custom feel. We can't forget the smooth-running 3/32 inch chain. Last but not least, the new graphics are totally hip. Nice stuff.

### SO HOW DOES IT RIDE?

Great. It's neutral enough that it doesn't require such absolute attention that it reduces the fun, but it's





The forks on the 800p have tapered legs, and very stiff front dropouts. Nice.

bother me at all. The seat's comfortable. It's got killer brakes. That's about it."

You're right dude. We're just about out of space for this test. We'd just like to say that we were pretty impressed with the Red Line 600c. It's got a lot of quality and style for the price. The durability, handling, componentry, and construction are all well above average for a bike in this price range. Yes, folks, Red Line's done it again.

### AN OVERVIEW — THE '85 RED LINES

#### RED LINE 500B

Last year this was one of the econo-qual buys of the century at

\$199.00. This year the frame has been changed from a completely chrome-moly unit to one with a chrome-moly front triangle and a high-tensile rear section, but we don't expect the durability to suffer. This is a very common method of construction on bikes that are in the sub econo-qual price range.

What does this REALLY mean to you? Well, the price is even LOWER than before! Like \$179.00 for a painted bike (it comes completely painted, and not with one of the costlier chrome and paint combos) and \$189.00 for a totally chrome model. That means a real live Red Line is within the economic reach of even more radsters than ever before! Wow!

quick enough that there's no way you'll be falling asleep behind the bars.

Let's let R.L. ramble with some comments:

"The first time I get on a test bike and go for a one-footer, I'm wondering what it's gonna do. This bike was right there on the first jump."

"The front end felt good in corners. I rode a few off-cambers where I expected both the front and back ends to wash, but they didn't. They stuck."

"This bike's for you guys in the 15 and under age range. It's on the small side for me — that's why I put a lay-back seat post on there. For some extra knee-room. The front end is a little on the light side even without the lay-back, and the lay-back puts even more weight toward the rear — not the hot setup."

"The lightness is okay for younger riders, but it's not so hot for older guys."

"Some bikes are strictly race bikes; they don't feel too comfortable as street bikes. The Red Line works fine as an average bike."

"I don't know what it sells for, but it's as good as any expensive bike I've ridden. Even though it was a brand new bike, nothing loosened up. It's solid."

"It for sure shouldn't be converted into a freestyler. It's set up with race geometry. The steering is stable, and you need quicker steering for a freestyler."

"The bars felt fine; they didn't



The 600c's front end is a little on the light side, but as you can see, it doesn't inhibit your flight possibilities at all.



R.L. Osborn, pushing new limits on the RL-20-II.



Scott Clark, bun buzzin' over the doubles at Honda Hills.



The victim of this month's visit by the fearsome BMX Nerd Herd — the Red Line 600c. It packs some qual performance, hot design, and spiff componentry into one very complete package. Clean bike — and it's a bargain for the price. Right around \$230.00 will put you in the saddle. Amazing.

## Price & Specs

**COMPLETE BIKE PRICE:** \$225 painted, \$230 chrome. (West Coast suggested retail. Prices may be somewhat higher on the East Coast.)

**FINISHES AVAILABLE:** White, school bus yellow, or all chrome, with black and chrome components.

**COMPLETE BIKE WEIGHT (without pads or plate):** 24 pounds, 2 ounces.

**FRAME WEIGHT:** 4 pounds, 3 1/2 ounces.

**FORK WEIGHT:** 2 pounds.

**HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area):** 8 1/2 inches.

**HANDLEBAR WIDTH:** 27 5/16 inches.

**TOP TUBE O.D.:** 1 1/4 inches.

**DOWN TUBE O.D.:** 1 1/4 inches.

**FORK LEG O.D.:** 1 inch.

**FRONT AND REAR TIRE SIZES:** 20 X 1.75.

**STEERING HEAD ANGLE:** 71 1/2 degrees.

**SEAT TUBE ANGLE:** 66 degrees.

**FORK RAKE:** 1 11/16 inches.

**BOTTOM BRACKET HEIGHT:** 11 inches.

**REAR SECTION LENGTH (Measured from the C/L of the bottom bracket shell to the C/L of the rear axle):** 15 1/2 inches with a 35 7/8 inch wheelbase.

**WHEELBASE:** 35 1/2 inches to 36 7/16 inches.

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## Components

**FRAME:** Red Line Series Three, chrome-moly.

**FORK:** Red Line Series Three, chrome-moly.

**HANDLEBAR:** Red Line, mild steel.

**HANDLEBAR STEM:** Red Line Forklifter, aluminum and chrome-moly.

**GRIPS:** A'me Tri, rubber.

**HEADSET:** Heat-treated cups, Japanese ball-bearings.

**RIMS:** Ukai, aluminum.

**SPOKES:** 36, .080, with brass nipples.

**HUBS:** San Shin, high-flange, aluminum bodies.

**TIRES:** Cheng Shin.

**BRAKE:** Dia-Compe 880, caliper, rear only.

**BRAKE PADS:** Dia-Compe.

**BRAKE LEVER:** Dia-Compe Tech 4.

**BRAKE CABLE:** Dia-Compe.

**CRANK:** Sugino, one-piece forged chrome-moly, 175mm.

**PEDALS:** Victor, aluminum and chrome-moly.

**BOTTOM BRACKET SET:** Heat-treated cups, Japanese ball-bearings.

**FRONT SPROCKET:** Anlun aluminum chainwheel, 44 teeth.

**SPIDER:** Anlun, steel.

**REAR SPROCKET:** SunTour, 16 teeth.

**CHAIN:** KMC, 3/32 inch.

**SEAT:** Red Line.

**SEAT POST:** Chrome-moly.

**SEAT POST CLAMP:** Aluminum.

## Performance Evaluation

**PURPOSE:** Racing (up to and including high-level expert), very qual (but not totally overpriced) streetable scoot.



The bars are mild steel, but they're comfy, and we didn't have any trubs with 'em bending. The Red Line Forklifter stem never let the bars bug, either.



Sugino chrome-moly cranks, chrome-moly shafted Victor pedals, and an Anlun spider and chainwheel. Solid stuff.

**AGE RANGE:** 11 to 15 racing, 10 to 16 street.

**QUALITY OF FINISH:** Excellent.

**QUALITY OF WELDING:** Very good to excellent.

**QUALITY OF COMPONENTRY:** Very good to excellent.

**GEOMETRY:** Excellent.

**HANDLING:** Excellent.

**MISCELLANEOUS COMMENTS:** The Cheng Shin Comp III repli-knobs work okay for awhile, but when they wear out, replace 'em with your fave high performance knobs . . .

**REAL A'mes — YEAH! . . .** The 600c is VERY durable — we didn't wrack anything during the test. . . . Extremely hot bike for the bucks.

**TEST INPUT:** R.L. Osborn, Steve Giberson, Kirk Chrisco, Scott Clark, Andy Jenkins, Windy, Don Toshach, Cosmo, and darn near everyone else in the Land of Oz.

**MANUFACTURER:**

Red Line Engineering

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Camarillo, California

93010

(805) 388-3437



## RED LINE 800P

This top-of-the-line race machine reeks of trickiness from stem to stern. It uses the same t-riick PL-20 frame as last year — you know, with the triple-butted top and down tubes. It also has the slick PL-20 tapered forks and the ultra-zoot Red Line Forklifter bars.

These bars have a small section at the bottom that's made with extra wall thickness so that the stem can really get a good bite on it. This part is also knurled for more gription. The risers are normal sized at the top where the grips go, but as they move down, their O.D. gets larger. When they reach the bottom piece, they're large enough that they wrap completely around the whole thing, which means extra weld surface and added

a totally massive 1 3/4 inch elliptical down tube, gusseted front triangle, tapered forks with optional standing pegs that bolt in, and a set of the slimmest and most functional bolt-on chain stay standing platforms that we've seen. There's plenty of foot room, but they don't grab your ankles.

Oops, can't forget the built-in coaster brake bracket, full-on freestyle geometry (R.L. helped design it), Red Line Forklifter stem with a De-Tangler bolt (that's Red Line's Potts-style Mod) to keep your front brake cable from getting munched, Peregrine wheels, National Panaracer Freestyle tires... anyway, without getting too long-winded, you get the idea.

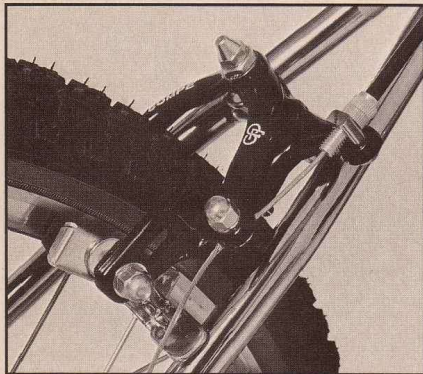
Right around \$339.00 will put one of these full-on freestyle weapons in

around the head tube for unheard of strength? And how they taper from where they pass the seat post to where they meet the rear dropouts? Pretty factory, huh?

The rear brake cable is routed through one of the supports that run between the top tubes. Tricky, tricky.

Take a gander at the down tube. That's an incredibly beefy 1 3/4 (yowza!) inch elliptical tube. Yup, there's full gusseting at the bottom of the steering head tube, too.

Moving toward the bottom of the frame you'll notice that the seat stays also taper, and that they incorporate a set of the most sano built-in rear standing platforms seen on this planet. They give you plenty of room for your tattered Vans to rest, but they don't reach out and shred your ankles



R.L. proclaimed the Dia-Compe 880 caliper a pretty cosmo stopping device. Check out the Cheng Shin knobs and the Ukai aluminum rims. Huzza buzza.



These chain stay standing platforms that come on the RL-20 are probably the neatest units available. They give you gobs of standing area but they're far enough out of the way that you won't shred your ankles while you're street cruising and suchlike.

strength. We're talking burly construction.

They also come with your choice of a regular or lowered crossbar (for freestyle trickin'), and welded-on tabs so that you can bolt on either one of Red Line's form-fitted numeral panels on your own plate.

Componentry on the 800p includes deluxe stuff like chrome Ukai rims, Dia-Compe's new MX-901 caliper, Suzue sealed-bearing hubs, Sugino Pipe tubular chrome-moly one-piece cranks, and Oakley B-2 grips. Suggested retail is \$389.00. Sano.

## RED LINE RL-20 PRO-STYLER

The original Pro-Styler is dialed to rock 'n roll as a complete, trick ready scooter.

It's got the RL-20 frame, which has

your calloused-but-capable hands.

## RL-20-II PRO-STYLER

Whew! This dude is something else! It comes as a frameset only, and there are few, if any, frame and fork combos that can rival the design and primo engineering of this baby. Now the only problem is, where do we start?

The more sharp-eyed among you started writing to us after R.L. did the Miami Hopper how-to in the March issue. Everyone wanted to know the full scoop on the bike R.L. was riding 'cause it had twin top tubes unlike the regular Pro-Styler. Now you know the truth. He was riding the RL-20-II.

The top tubes have a full 3/4 inch O.D. Did you scope the photo and notice how they wrap completely

like some of the other platforms we've tried. Very nice.

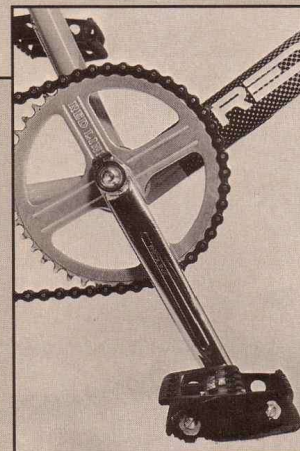
Such Rolls Royce qualness doesn't come cheap, so you'd better sit down before we tell ya the price. The final numbers haven't been set in concrete yet, but right now Red Line's talking in the neighborhood of (gasp, choke) 250 frogskins for the frame and fork set. This is the kind of chassis that SHOWS you mean business. No questions asked.

## WRAPPIN' UP AND HEADING INTO THE SUNSET

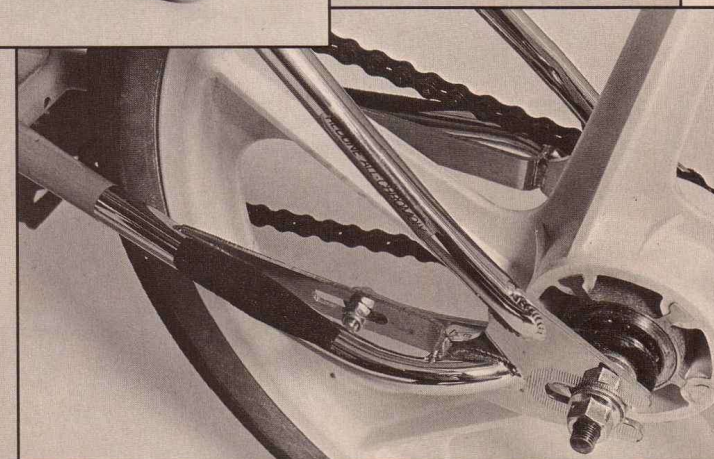
That's about it, sports fans. Amazing stuff. Now we can't wait to see what Red Line will come up with next year to try and top this batch of goodies. It'll have to be pretty gnarly, that's for sure.

## R.L. OSBORN'S RED LINE RL-20-II. KILLER FREESTYLE EQUIPMENT

Here 'tis: R.L.'s personal freestyle machine. This ain't yer run-of-the-mill freestyle scooter. We're talkin' Rolls Royce level from nose to tail. This thing's so cool that if R.L. could install a phone on it somewhere, he'd probably never leave it—well, 'cept maybe for munchies and an occasional pit stop.



Red Line's 401 Series Flight cranks are totally killer. See the strip of Knarler Knobby that's bolted to the pedal? That's to keep the pedal from getting totally butchered when R.L. does a trick where the bike's laid over on its side.



The RL-20-II has some pretty sleek chain stay standing platforms incorporated into the frame, and also a bracket for you coaster brakers. Notice how the dust seal on the rear hub is missing, and how the cage for the bearings is gone, too? If you look really closely, you can see how the coaster brake arm is welded to the brake cone. These are all custom mods R.L. performs on his coaster brake for longer-lasting and smoother performance. Check out the sidebar on R.L.'s bike for more details.

**COMPLETE BIKE WEIGHT (with pads and plate):** 29 pounds, 4 1/2 inches.

**TOP TUBE O.D.:** 3/4 inch, tapering at seat stays.

**DOWN TUBE O.D.:** 1 3/4 inch, elliptical.

**FORK LEG O.D.:** Tapered.

**FRAME:** Red Line RL-20-II, chrome-moly.

**FORK:** Red Line RL-20-II, chrome-moly, with optional standing pegs installed.

**HANDLEBAR:** Red Line Forklifter, chrome-moly.

**HANDLEBAR STEM:** Red Line Forklifter, aluminum and chrome-moly.

**GRIPS:** Oakley O/Wing, rubber.

**HEADSET:** Run-o-the-mill.

**WHEELS:** Peregrine, 70 percent nylon, 30 percent glass fiber.

**TIRES:** National Panaracer Freestyle.

**BRAKES:** Dia-Compe MX calipers front and rear, SunTour coaster brake. (The front caliper cable routing is modified to accept the Potts Mod. The rear coaster brake is modified by removing the dust cap on the left side, and then welding the brake arm to the brake cone. That ensures that there's no slop in the braking action, and prevents the brake cone from enlarging the brake arm's hole as it works back and forth. R.L. also removed the ball-bearing cages and added extra balls so that the whole hub is free-ball. That makes it roll TONS better.)

**BRAKE PADS:** Dia-Compe.

**BRAKE LEVERS:** Dia-Compe Tech 3.

**BRAKE CABLES:** Dia-Compe.

**CRANK:** Red Line Flight, three-piece tubular chrome-moly, 180mm.

**PEDALS:** MKS Grafight-X fiberglass impregnated nylon and chrome-moly. (R.L. bolted on a strip of rubber cut from a tire to keep the right side pedal from getting totally munched on tricks where he lays the bike down on its side.)

*continued*



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—Ralph Sampson

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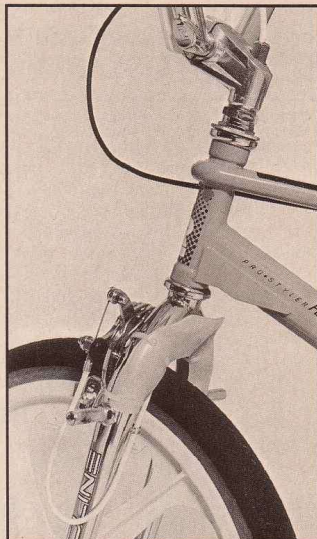
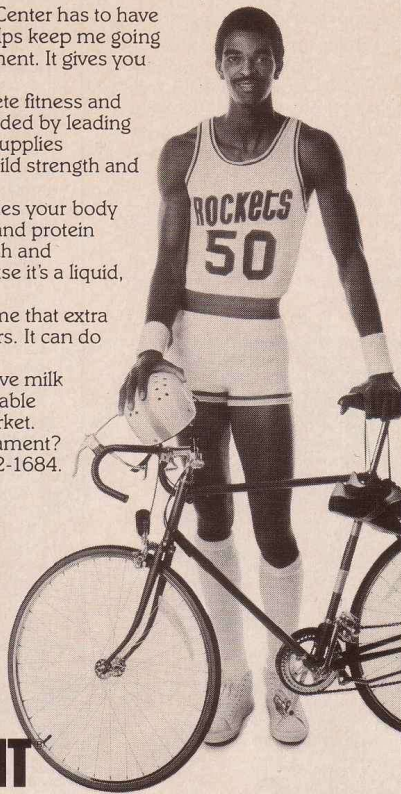
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## NUTRAMENT

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There's some totally rad engineering in the RL-20-II frame and fork. Like how the top tubes come all the way around the five inch head tube. And see how the steering head tube flares at its ends? How about the optional standing pegs that bolt into the forks? T-rick. Oh yeah, we can't forget the Forklifter stem and bar, and the De-Tangler bar that's in the stem so that you can set up a Potts Mod for the front caliper.

**FRONT SPROCKET:** Red Line aluminum chainwheel, 44 teeth.

**REAR SPROCKET:** SunTour, 16 teeth.

**CHAIN:** Izumi, 1/8 inch.

**SEAT:** Elina Peregrine.

**SEAT POST:** Red Line, fluted chrome-moly.

**SEAT POST CLAMP:** SunTour Arrow, aluminum.

**ACCESSORIES:** California Racing Designs brake guard (for the rear caliper), B.F.D. Buffgard (to keep his foot from getting munched on the front caliper mounting bolt), Red Line Forklifter number plate, and grip tape on the top tubes and chain stay standing platforms.

That's the setup for R.L.'s flatland bike. He also has one set up for ramp riding only. It's set up identically except for these changes:

An RL-20 frame and fork, with no pegs in the forks.

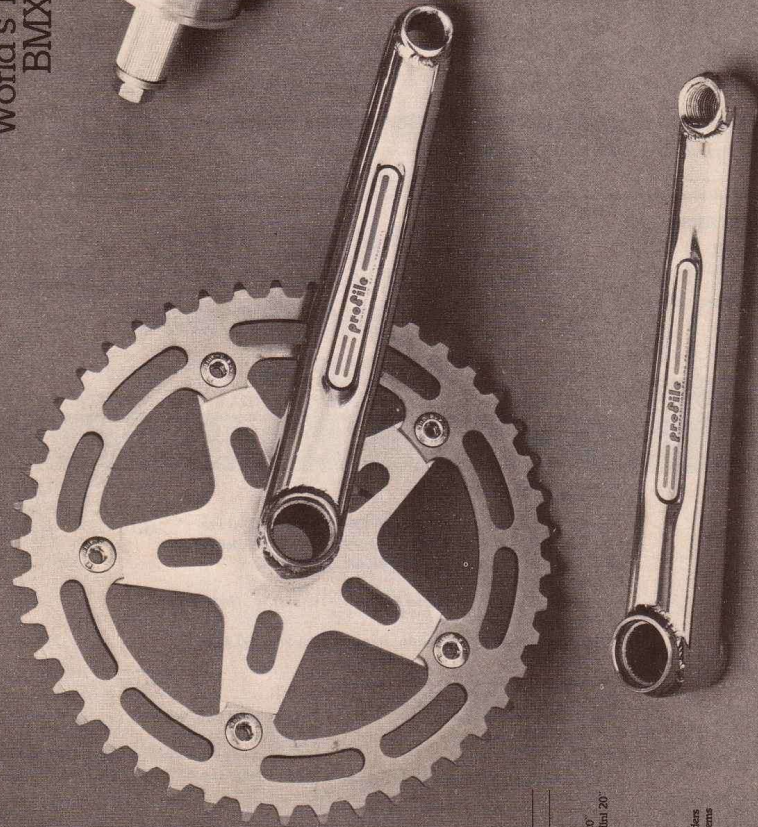
It's equipped with a freewheel instead of a coaster brake, and uses a harder 46-16 gearing (for max pump on the ramp).

The front and rear calipers are still Dia-Compe, but they're 890s instead of the beefier MX models. That's it, freestyle fanatics. Everything you need to know to create your own R.L. repli-styler. ■

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