

**BMX  
ACTION**  
OFFICIAL TEST

# Red Line 700P

**THE PRICE TAG SAYS  
SEMI-ECONO, BUT THE  
RIDE SAYS LUXURY**



*Holy chrome-moly! That's BMXA's own R.L. Osborn, and Red Line's newest pro, ol' Scott Clark, merrily sailin' their Red Lines over Jim Jannard's drop-nose Porsche 935. Jim's not your average high-zoot president of a major company. Oh yeah, he's got gobs of class, and he's suave and debonair, but how many company presidents can be found playing Asteriods at a machine in their office? Hey Duke, will this shot suffice 'til we can get the cover shot you keep buggin' us about?*

What do you expect when you ride a Red Line? Hyper-performance? Incredible handling? Excellent componentry? Construction that's several steps advanced from the average race machine? Yup, and so do we. And right up 'til now we've never been disappointed whenever we've picked up a new Red Line for testing.

Now you're probably thinking,

"What do they mean by, 'Up 'til now?' You've probably concluded that we're heading into bad news territory for this month's test bike, the Red Line 700p. Not to worry. It's just arrived at our door, and it looks like a real hot 'tater. It's just that we're always a little on the cautious side when it comes to test bikes 'cause quite honestly, we're more than a little unfair to 'em.



Yowza! It's an awesomely cosmo-qual and mega-motaciously qual Red Line 700p. This thing absolutely reeks zootness. It performed with maximum grace under heavy pressure - although we did manage to turn the cranks to dust while jumping over the Porsche.

Photo by Windy



Doesn't this look like some kind of cobbly section in a European Grand Prix track? Yeah, get rad! The 700p is a total kick to ride in any terrain, but the really hairy sections are where you'll truly appreciate the fine handling.



"Hey Scott, betcha a quarter you can't put tire tracks on my lens." (Whew, he missed.)  
 "Whadda you mean best two out of three?"

You see, in our book, test bikes are guilty until proven innocent. They have to prove themselves time after time under heavy fire and in hairy situations, handle with grace and aplomb, not fall apart (even after truly gigungus amounts of punishment), and deliver honest value for the purchase price.

Okay, with that under our belts, let's get on with the biz of attempting to obliterate this month's victim.

**LET THE TRIAL BEGIN**

The Red Line 700p that we're running through the mill has a suggested retail price that's right in the neighbor-

hood of \$299. That's not exactly cheap — especially considering the current trend towards lower-priced scoots. But scanning over the bike you immediately pick up on that kind of feeling you get when you know the extra bucks are really worth it.

For example, the 700p is equipped with the world famous and incredibly spiff Red Line PL-20 frame and fork. You know what PL stands for, right? Yup, Pro-Line. That's always been Red Line's designation for their elite, cream-of-the-crop products, so that means this chassis is a completely awesome work of art — well, at least as far as BMX frames and forks go.



A couple of fully factory design features are to be found in the steering head area alone. One is the five inch head tube. Most moto-machines are of the four inch variety. The extra inch added to the Red Line's head tube increases the ability of the steering head area to withstand the fork stress loads.



The head tube is also slimmed down in the center, and then flared at the ends to accept the cups. That's for light weight, most honorable factory buckaroos.

Of course, the placement of triangle gussets below the junction of the head tube and down tube is a Red Line original. The size of these

guys has increased over the years — a bonus in the durability department.

Both the top and down tubes use beefy 1 1/4 inch diameter tubing. And do you know what's *really* trick? These tubes are triple-butted. That means there are three (count 'em, three) thicknesses to each tube. They're thickest up at the head tube

where the stress loads are the greatest, slightly thinner where they meet either the bottom bracket shell or the seat tube, and even thinner in the middle where the stresses are minimal. That means the tubes have beef where you need it, and featherweight thickness where you don't. Purty zoot.

Yup, everything you've heard is true. Testing the hot new race scoots is a bed of roses — mostly 'cause you WILL find a thorn. Right, Scott?

Did we tell you that the seat tube is single-butted? No? Bet you already guessed what that means. Yup, it gets slightly thicker where it meets the bottom bracket shell for extra strength.

One final trick in the frame is the masterful construction method used for the rear dropouts. Both the seat stays and chain stays have been swedge-form closed at their rearward ends, and then slotted to accept the dropouts. The dropouts are then welded all the way around BOTH sides. We're talkin' some amazingly clean construction here, gang.

Weight for the frame is a very respectable 4 pounds, 2 ounces.

#### FORK NOTES

Each fork leg starts out extra thick, but then slims down quite nicely with a wonderfully luscious taper (pant, drool).

The bottom of each leg has been swedge-form closed to seal out the elements. The only way for foreign matter to enter the forks is through a small hole in the bottom of each leg. Ah, it looks so trick. The legs are then slotted at the bottom, and the dropouts are inserted into these slots. There are a couple of advantages to this. One is 100 percent weld coverage. Red Line welds all the way around the outside of each leg — and a chunk of the inside, too. Another plus is that this method of attaching the dropouts allows Red Line to use lighter dropouts and not sacrifice strength or stiffness. And they are stiff.

The forks tip the Most Factory BMXA scales at 2 pounds, 5 ounces.

Oh yes, before we move one from this section of the test it must be noted that the welding for both the frame and fork are definitely up to Red Line's usual very high standards.

#### QUAL COMPONENTRY

Other Red Line goodies on the 700p include the chrome-moly Red Line STR handlebars, forged aluminum and chrome-moly Red Line Forklifter stem, and a Red Line fluted chrome-moly seat post.

The bars have Red Line's famous V-bar crossbar, and have a totally fine power bend to them. They're plenty wide, too. No lack of pull here.

We can't flaw the Forklifter stem. It never even hinted at slipping, even during some incredibly hard landings, and there were never any strange



Yeah, we 'spose you could say that the Red Line handles most comfortably in the air. R.L., tabletopped at the Diamond Bar thrashin' area.

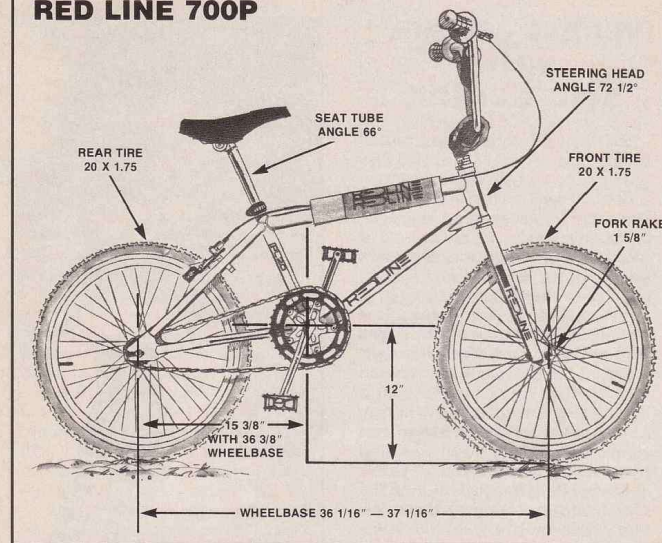
sounds produced by it. (Don't you hate it when your bike makes creaking noises?)

The OGK Mach grips have a pretty tough rubber compound that's on the rough side. If you have gloves on, they're not too bad. But if you don't...

The rims are qual Ukai aluminum jobbers, which spin around some equally cool Suzue low-flange hubs.

Dirt grippin' and grabbin' is accomplished with National Knarler Knobbies, and they do a jammin' good job of gription.

## RED LINE 700P

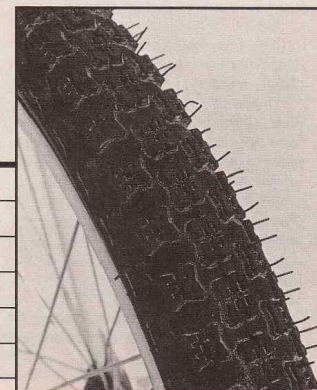
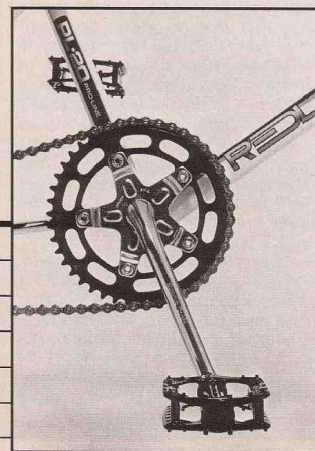


## Price & Specs

**COMPLETE BIKE PRICE:** \$299.00.  
**FINISHES AVAILABLE:** Chrome or white with black and chrome components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 23 pounds, 14 ounces.  
**FRAME WEIGHT:** 4 pounds, 2 ounces.  
**FORK WEIGHT:** 2 pounds, 5 ounces.  
**HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area):** 8 inches.  
**HANDLEBAR WIDTH:** 27 11/16 inches.  
**TOP TUBE O.D.:** 1 1/4 inches.  
**DOWN TUBE O.D.:** 1 1/4 inches.  
**FORK LEG O.D.:** Tapered.

## Components

**FRAME:** Red Line PL-20, chrome-moly.  
**FORK:** Red Line PL-20, chrome-moly.  
**HANDLEBAR:** Red Line STR, chrome-moly.  
**HANDLEBAR STEM:** Red Line Forklifter, aluminum and chrome-moly.  
**GRIPS:** OGK Mach, rubber.  
**HEADSET:** Hatta.  
**RIMS:** Ukai, aluminum.  
**SPOKES:** Asahi, .080, with brass nipples.  
**HUBS:** Suzue, low-flange, aluminum shells.  
**TIRES:** National Knarler Knobbies.  
**BRAKE:** Dia-Compe MX caliper, rear only.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe Tech 3.  
**BRAKE CABLE:** Dia-Compe.  
**PEDALS:** KKT SMX, aluminum and chrome-moly.  
**CRANK:** Sugino, one-piece forged chrome-



moly, 175mm. Also available with three-piece forged chrome-moly Sugino CT cranks.

**BOTTOM BRACKET SET:** Hatta.  
**FRONT SPROCKET:** Sugino aluminum chainwheel, 44 teeth.  
**SPIDER:** Sugino, chrome-moly.  
**FREEWHEEL:** SunTour, 16 teeth.  
**CHAIN:** Izumi, 3/32 inch.  
**SEAT:** Elina Flyte-Tech.  
**SEAT POST:** Red Line, fluted chrome-moly.  
**SEAT POST CLAMP:** SunTour Arrow, aluminum.

## Performance Evaluation

**PURPOSE:** Racing (up to and including pro), way above average street bike.  
**AGE RANGE:** 13 and up racing, 12 and up street.

**QUALITY OF FINISH:** Very good to excellent. This is as tough a painted finish as we've come across.

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

**QUALITY OF WELDING:** Excellent. Definitely up to Red Line's high standards.

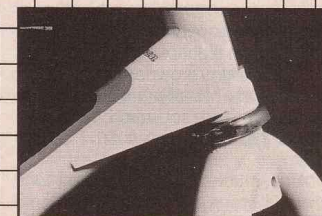
**GEOMETRY:** Excellent. Not too quick or too slow. Plenty of ground clearance.

**HANDLING:** Completely neutral in the air and on the ground. Just keep your weight centered and you'll be fine. It tracks straight and true through the berms and while in flight.

**MISCELLANEOUS COMMENTS:** The OGK Mach grips are kind of tough on bare hands, but not too bad if you're wearing gloves... With the flared head tube, the headset cups are slightly harder to get out. You have to use a hammer and punch on the *outside* of the head tube instead of the inside like normal... It's a pretty simple bike and it's designed to be that way. It does what it's supposed to do... It's not a jaw-dropper, but at \$299.00 it's a good solid bike for the money... Wheel and bearing cup fits were all fine... A slightly larger set of brake shoes would be a welcome change for a boostin braking power... The seat is pretty all right; it's not too tough on your buns... Can we keep this bike for a while longer?

**TEST INPUT:** Scott Clark, R.L. Osborn, Steve Giberson, Don Toshach, Windy, and various other Wiz Pubs staffers and passers-by.

**MANUFACTURER:**  
 Red Line Engineering  
 830 Tourmaline Drive  
 Newbury Park, California 91320  
 Tel: (805) 498-6783



The brake system only has one flaw: semi-wimpy shoes. They aren't the usual full-length red Dia-Compe shoes, but a slightly smaller set of grooved black shoes that limit the overall braking performance. The stopping power isn't too bad, but considering the capabilities of this bike it should be better. Everything else in the braking department is first class — like the totally cosmo Dia-Compe MX caliper and Dia-Compe Tech 3 lever.

Power gets to the rear wheel via KKT SMX pedals (that grip your shoes really good and give you lots of platform area to stand on), Sugino chrome-moly one-piece 175mm cranks (that bent pretty badly during one of the more banzai parts of the test), a Sugino 44 tooth chainwheel and chrome-moly spider, an Izumi 3/32 inch chain, and a spiff Sun-Tour 16 tooth freewheel.



The Gruesome Twosome tradin' lies. Did you know that R.L. and Scott are roommates, and that they practice and work out together? It's true.

## CRUEL AND INHUMANE TESTING

One of the absolutely brutal aspects of this 700p test was the dreaded (gasp, cringe) . . . Porsche jump. We headed down to Oakley's factory HQ loaded for bear. We had a pair of ramps, Scott Clark and R.L., Scott's personal scooter, the test bike, tons of camera equipment, and a whole gob of film. The objective of our dastardly mission? To catch R.L. and Scott in flight over Jim Jannard's (who is Oakley's owner and resident genius) extremely high-digit, unbelievably rad sounding, and outstandingly zoot drop-nose Porsche 935.

After mucho jumps, the Red Line chassis emerged unscathed (as did

## VERBAL JAMMIN' WITH SCOTT CLARK

BMXA: "All right, Scott, we're rolling here. First off, how did you get hooked up with Red Line?"

Scott: "Well, at the beginning of last year I was keeping my eyes open like everyone always does for a good sponsorship. I knew that Stu had just left Red Line, and I knew they were going to need a good pro to fill his space. So I started talking to them, but it was kind of late 'cause Stuart left right at the end of the year. I was worried that I had to hurry up and sign a contract or I wouldn't have a ride for next year, so I went ahead and signed with Murray — but with Red Line keeping an eye on me all year."

"Then about halfway through the year I started talking to them, letting them know I was still interested and seeing if they were — and they were. So all year long we'd been talking off and on."

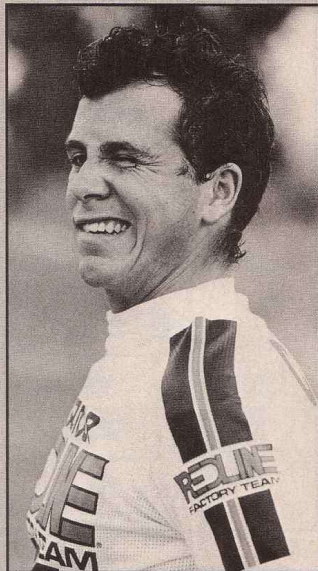
"This was more than just a money move. It also had to do with the reputation of Red Line, and that I knew I'd be worth a little more, not moneywise, but credibility-wise with Red Line. It's not that I'm putting Murray down; I'm talking about the hard-core BMX sport. The kids who are really into racing know the difference between the two. I think Murray, for what they're doing, has a great product. They're selling to the kids who either want to get started in racing or who just want to ride around on the street. They do a good job there. But Red Line builds hard-core racing bikes and that's what I want to deal with."

BMXA: "You mentioned earlier that you've just bought a computer and that you're going to start graphing the guys you race against."

Scott: "What I'm going to do is call all the sanctioning bodies and ask them to send me the main sheets for the last three years or so of the national events in the pro class. I'm going to enter that info into my computer and find out what pros average what positions in the motos, semis, and mains, so when I'm racing I'll know what a particular rider is going to average."

BMXA: "Then you can know before the motos who you'll have to beat."

Scott: "Right. I'll know if so-and-so is going to average a third, or



if so-and-so always gets first, or whatever. When I'm out there on the track, I'll know pretty much on an average who's going to get what. Each race has a lot of luck involved, but the averages come up, too."

BMXA: "Say you tally up all your motos and you average a third. Is that what you're going to expect to get all the time?"

Scott: "Then I know that I average a third, and I have to go out and train harder to get an average that's better than that."

BMXA: "Where's your head at for this year coming up?"

Scott: "It's on my shoulders. (Har, har, har) You know, people always say that they're gonna do great; I'm gonna do this, I'm gonna do that. But honestly, my head's in better shape than it's ever been. I have a solid feeling for what's happening, I know what's going on with myself, I'm serious about my training, it's not just something that I'm doing that's trendy. I work at it every day. I know that in the long run all the training pays off, so I'm willing to do it."

"Everything's just going good. I've got a great sponsor, Red Line works with me better than anybody I've ever had, and that makes it easier for me. I have confidence in myself. I didn't do anything in '84 that I felt was wrong."

BMXA: "Is your training more

consistent now? Before it seemed like we could go out to the races and kind of tell whether you had been training consistently or not. Is this something you're doing all the time?"

Scott: "Every morning when I wake up I know I have to do something that day in the way of training. Some mornings I know that I have to rest, too. Not train at all. But then I do other business things like making phone calls to my sponsors and things like that."

"Before, I was splitting myself a little bit here and there, trying to do my T-shirts and stuff like that. For a while I wasn't doing a whole lot of anything. Just hanging out. Now I take it seriously. BMX is my full-time job. Ever since I've been working out and training and treating it like a job, I've been happier with myself. I feel like I'm accomplishing something with my life."

"I know that I'm gonna continue training. I feel good when I do it. There are a lot of times when I don't feel like going out and training, and I just drag myself out there anyway. I wind up staying an extra hour-and-a-half at the track because I'm enjoying myself so much. I go out there and work hard and I do my starts. Afterwards I goof around and jump a little bit or have fun. You've got to mix that in there, too."

"I have a girlfriend now and she helps me out a lot. She gives me a little kick in the butt when she can tell I'm kicking back."

BMXA: "What do you do for training every day?"

Scott: "The last few weeks R.L. and I have been going up to The U and riding on Mondays. It's about two hours away, so we get up early in the morning to drive up there and ride for about two or maybe three hours."

"Every Tuesday night and Thursday night I go out to Harbor BMX track (in San Pedro, California) and I do starts. At least twice a week I'll do starts. I do a little bit of running, I do some jump rope, push-ups, sit-ups, and general stuff like that. But basically I ride my bike."

BMXA: "You moved down here from Northern California about a year ago. Why'd you do it?"

Scott: "I moved down to get into the core of the sport. Southern California has the fastest pros, and the magazines are here. For my own personal benefit I needed to get more exposure. It makes me worth

more as a rider. When I say worth more I don't always mean financial, I'm talking about my reputation. It helps that. Plus, there's an attitude down here that guys don't have up north. Up there it's pretty kicked back. Besides, no one up there was racing. None of my friends were racing anymore. I was the only one and it was really hard to train and be serious about it when the only time you're directly involved with racing is when you're at the races. Down here it's a 24 hour a day thing. Everyone's talking about it and everyone's doing it. It makes it a lot easier mentally to do something about it."

BMXA: "What are your goals right now?"

Scott: "In racing I want to achieve my personal best, whatever that is. I feel I have the potential to be better than any other pro has ever been. I'm not trying to put anybody down, but I feel that way about myself. I look at Olympic athletes and how much time they put into their sports and how hard they try, and then I look at our sport and see that people are really fooling themselves. They're not training as hard as they think they are, and they're not trying as hard to achieve as they think they are. I know I haven't made a giant, giant leap, but I've made a step forward and that's all it takes to start."

"As far as my life goes, I'd like to buy a house, I'm saving up to buy one right now. I'd like to settle down with my girlfriend, and I'd like to have a family in the future. The more money I make right now, the easier and faster my personal goals will come. So I have to give a lot of my attention to my racing and my training and improving that, and then my other goals will come along with it."

BMXA: "How old are you right now?"

Scott: "22."

BMXA: "You've been pro since you were 14, right? How much longer do you figure you can keep racing?"

Scott: "I always say another five years every time that question comes up. I honestly don't know. I'm happy racing, I enjoy it, for a while there I took it for granted, and I didn't really give it my all, and right now I feel like I've just started racing again. I feel like I'm a new person. I've kind of grown into my new goals and new expectations of myself, but I still have a lot to achieve."

the car), but unfortunately, the same couldn't be said for the Sugino crank and the front Ukai rim. Both had assumed new and unique configurations. But considering the altitude of the jumps and the flat asphalt landing, it was amazing that quite a few more of the components didn't meet an untimely death right then and there.

Then, just for a little extra brutality, we replaced the tweaked components and headed up to our favorite local fire road. We're talkin' ten miles of pure, high-speed, rock-infested downhill insanity. No new tweakage was reported. It should be noted that the Red Line 700p makes an extremely fine banzai downhill machine.

Oh yeah. These incredibly horrible



Oh yeah, we love these forks. Beefy tapered legs, and totally cosmo construction. The bottoms of the legs are swedge-formed to close them up. Then the legs are slotted to accept the small, lightweight dropouts that are welded all the way around the outside and a good chunk of the inside, too. Since the dropouts extend all the way through to the back of the fork leg, and get more than average amounts of welding, this makes for some particularly stiff forks, folks.

sections of the test were in addition to the normal (for the Nerd Herd) wild and crazy torture-testing. The 700p earned our respect. It's definitely one tough cookie.

## HANDLING DEPARTMENT

The Red Line does everything you expect it to without any complaints or surprises. It's simply a totally fine-handling berm-bustin' machine. The feel is completely solid, never