

RED LINE CARRERA

II

**BMX
ACTION**

OFFICIAL TEST

**ON AN 0 TO 10 SCALE
THIS BIKE IS ABOUT AN
11.5**

red line (red līn) n. **1.** the mark on a tachometer that shows the maximum limit that an engine can be revved; racing vehicles usually run at or just below this limit. **2.** a very high quality BMX bicycle designed to be ridden ABOVE the maximum limit.

Time and time again, the second meaning in that definition has held up under heavy fire. But we love to challenge things like that, so we couldn't resist getting our paws on a Carrera II for a test to see if we could prove the definition wrong. We instantly started thinking of all sorts of devious, diabolical things we could do to the bike.

You guys ready? Then hang on to yer shorts, 'cause here we go.

TOUR DE COMPONENTS

The forks have tapered legs and a totally cosmo method of mounting the dropouts. The bottom inch of each fork leg is slotted so that part of the dropout extends up into the slot. It is then welded all the way around on both sides of the leg. What this does is support the dropout much more than the ordinary method of just welding the dropout onto the front of the fork leg. Flex is reduced CONSIDERABLY.

Just to let you know, there's no

such animal as a Carrera frame. That's the name of the complete bike. The frame and fork's name is the PL-20. There have been more than a few riders show up at shops asking for a Carrera frame and fork only to find out they're like a unicorn — nonexistent.

The head tube of the PL-20 frame is flared at the ends to provide more beef around the headset cups, and is narrower the rest of its length to save a few ounces. The headtube is five inches long to provide more rigidity than is found in the more common four inch variety.

Red Line started something with the little triangle gussets at the bottom of the head tube. Lots of other companies have . . . uh, adapted them to their own bikes.

The ends of the seat stays and chain stays are roll-formed closed and welded all the way around both sides of the dropouts instead of having straight-cut open ends. This adds extra time and expense to

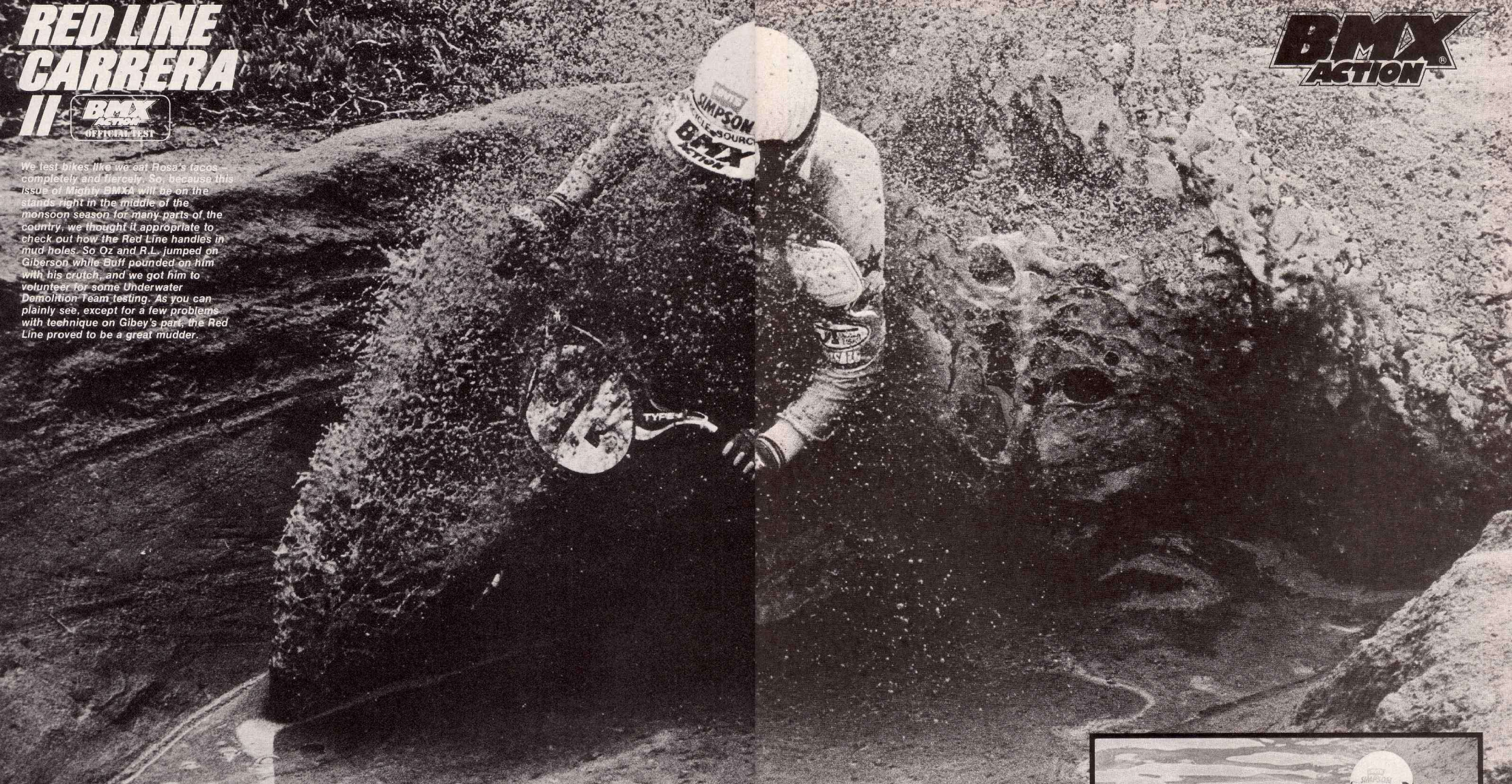


Stuart Thomsen, full-tilt bozo.

RED LINE CARRERA II



We test bikes like we eat Rosa's tacos completely and fiercely. So, because this issue of Mighty BMX will be on the stands right in the middle of the monsoon season for many parts of the country, we thought it appropriate to check out how the Red Line handles in mud holes. So Oz and R.L. jumped on Giberson while Buff pounded on film with his crutch, and we got him to volunteer for some Underwater Demolition Team testing. As you can plainly see, except for a few problems with technique on Gibey's part, the Red Line proved to be a great mudder.



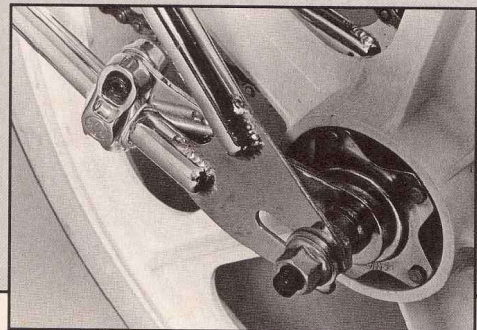
HOW STUART AND R.L. HAVE THEIR BIKES SET UP

Since Stompin' Stu and our own resident PL-20 cranker, R.L., have their personal business machines dialed to absolute sano PERFECTION for their specific modes of riding, we waited till they weren't looking and made off with their bikes to give you the inside scoop on how they're set up.

STU'S RACER



FRAME AND FORK: Red Line PL-20, chrome-moly.
HANDLEBAR: Red Line Stu Thomsen signature model, chrome-moly. ("Umm, well, they're a LITTLE wider than stock.")
HANDLEBAR STEM: Red Line, aluminum and chrome-moly.
GRIPS: Oakley B-1B.
HEADSET: \$3.95 cheap-o with a B.S. Dirt Skirt. ("I go through headsets really quick.")
RIMS: Chrome Araya 7X.
SPOKES: .080, with aluminum nipples.
HUBS: SunTour Superbe, high-flange, aluminum. ("I'm going back to low-flange hubs. Low-flange wheels are stiff, but high-flange wheels are TOO stiff.")
TIRES: Comp III, 2.125 front, 1.75 rear.
TUBES: 20 X 1.75.
BRAKE: Dia-Compe MX caliper, aluminum, rear only.
BRAKE SHOES: Mathauser finned.
BRAKE LEVER: Dia-Compe Tech 3, aluminum.
BRAKE CABLE: Dia-Compe.
PEDALS: SunTour XC-II, aluminum and chrome-moly.
CRANK: Red Line Flight Crank, tubular chrome-moly, 185mm.
BOTTOM BRACKET SET: Hadley sealed-bearing. ("I'll be using one of the new Red Line URL-2000's as soon as I can get one.")
FRONT SPROCKET: Red Line, aluminum, 3/32".
FREEWHEEL: SunTour, 3/32". ("My gearing varies between 42 and 43 1/2 — 16.")
CHAIN: Sedisport, 3/32".
SEAT: Elina with Red Line logos.
SEAT POST: Red Line, fluted chrome-moly.
SEAT POST CLAMP: SunTour, aluminum.
SAFETY PADS: Red Line.
NUMBER PLATE: Haro Series One.



This is the coaster brake arm on R.L.'s bike. If you're going full-on into trick riding, you must run a coaster brake in addition to your rear caliper. But you'll find that the brake band keeps breaking. R.L. solves this problem by bending his brake arm so the end sits over the chain stay, and using a Dia-Compe hinged seat post clamp — with tape under it — in place of a brake band.

R.L.'S FREESTYLER



FRAME AND FORK: Red Line PL-20, chrome-moly.
HANDLEBAR: Star Bar, chrome-moly.
HANDLEBAR STEM: SunTour, aluminum and chrome-moly.
GRIPS: Oakley B-1B.
HEADSET: Hatta MX-II.
RIMS: White Skyway Tuff II. (Originally produced in white especially for R.L.).
HUBS: Front, Campagnolo Track; rear, SunTour coaster brake.
TIRES: National Tire Stadium, 20 X 1.75 front and rear.
TUBES: 20 X 1.75.
BRAKES: Dia-Compe MX calipers, aluminum, front and rear; rear SunTour coaster brake.
BRAKE SHOES: White Skyway Tuff Pads.
BRAKE LEVERS: Dia-Compe Tech 3, aluminum.
BRAKE CABLES: Dia-Compe.
PEDALS: MKS Grafight-X, fiberglass impregnated nylon and chrome-moly.
CRANK: Red Line Flight Crank, tubular chrome-moly, 180mm.
BOTTOM BRACKET SET: Tioga sealed-bearing.
FRONT SPROCKET: Red Line, aluminum, 1/8", 41 teeth.
REAR SPROCKET: SunTour, aluminum, 1/8", 16 teeth. ("I need easy gearing to get going quick in the small show areas we use.")
CHAIN: Izumi, chrome-plated, 1/8".
SEAT: Elina Lightning Bolt.
SEAT POST: Star BMX lay-back, chrome-moly.
SEAT POST CLAMP: SunTour, aluminum.
SAFETY PADS: Flite.
NUMBER PLATE: Aero.
MISCELLANEOUS: Radkaps valve caps. Dia-Compe hinged seat clamp used for coaster brake band. Coaster brake arm bent to position it over chain stay. ■

RED LINE CARRERA II



PRICE & SPECS

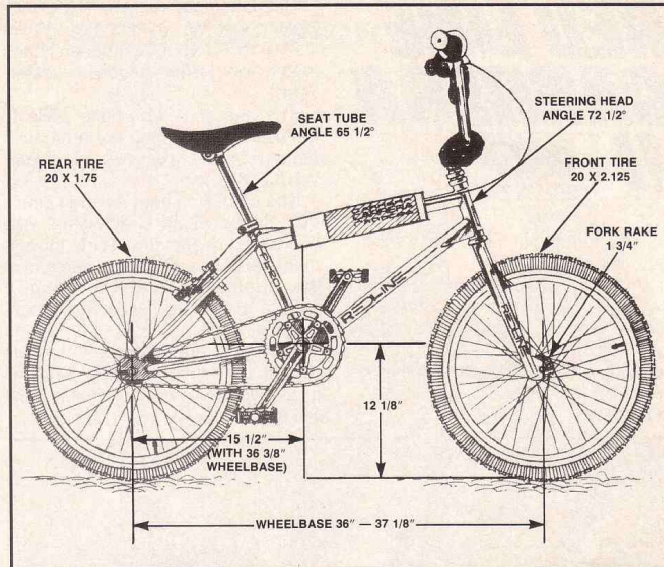
COMPLETE BIKE PRICE: \$465.00
FINISH AVAILABLE: Chrome with black components.
COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 11 ounces.
FRAME WEIGHT: 4 pounds, 2 1/2 ounces.
FORK WEIGHT: 2 pounds, 5 1/2 ounces.
STEERING HEAD TUBE LENGTH: 5 inches.
HANDLEBAR RISE: 8 1/4 inches.
HANDLEBAR WIDTH: 27 1/4 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 1/4 inches.
FORK LEG O.D.: Tapered.
BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Red Line PL-20, chrome-moly.
FORK: Red Line PL-20, chrome-moly, leading axle.
HANDLEBAR: Red Line Stu Thomsen signature, V-bar, chrome-moly.



HANDLEBAR STEM: Red Line, aluminum and chrome-moly.
GRIPS: OGK Mach, rubber.
HEADSET: Hatta MX-II, with SunTour Head Lock-up.
RIMS: Ukai, aluminum.
SPOKES: 36, .080.
HUBS: SunTour, sealed-bearing, aluminum, low-flange.
TIRES: National Knarler Knobbies.
BRAKE: Dia-Compe MX, aluminum.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe.
BRAKE CABLE: Dia-Compe.
PEDALS: SunTour, XC-II, aluminum and chrome-moly.



FRONT SPROCKET: Sugino chainwheel, 44 tooth, aluminum.
SPIDER: Integral with pedal arm.
FREEWHEEL: SunTour, 16 tooth.
CHAIN: Izumi, 1/8 inch.
SEAT: Kashimax Aero.
SEAT POST: Red Line, fluted chrome-moly.
SEAT POST CLAMP: SunTour, aluminum.
ACCESSORIES: Red Line pads.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro). Ultra-zoot street.
AGE RANGE: 14 and over racing, 13 and over street.
QUALITY OF FINISH: Very good to excellent.
QUALITY OF WELDING: Very good.
MISCELLANEOUS COMMENTS: Put the brake lever in a vice and carefully pound it into some kind of power bend instead of the stock knuckle buster . . . Lube the spindle to help get the cranks on and off easier . . . Wheel fit is great front and rear . . . All cups fit perfect . . . It's great that they put 180's on here, they really match the size of the bike . . . Cool bike, just get a number plate, dial in the gearing, and go racing.
TEST INPUT: R.L., Stu, Oz, Gibey, and Buff from the sidelines.
MANUFACTURER:
 Red Line Engineering
 830 Tourmaline Drive
 Newbury Park, California 91320
 Tel: (805) 498-6783



CRANK: Red Line Flight cranks, 400 Series, tubular chrome-moly, 180mm.
BOTTOM BRACKET SET: Sugino, sealed-bearing, with Sugino chrome-moly spindle.

RED LINE CARRERA II



Red Line used to have THREE best looking welding of ANY bike. While it's still VERY GOOD, it doesn't quite match the perfect beads of yesteryear.

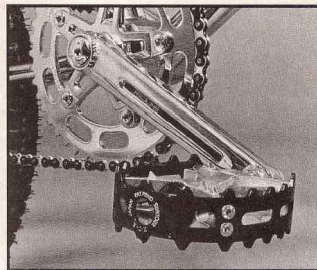
The bars took us a little while to get used to, but if you like a bar with almost no pull-back in the bend, you'll LOVE 'em.

The cranks on here are Red Line's 400 Series Flight Cranks that use the tapered spindle. Even though these ARE the economy version of the original 401 Series splined spindle crank, they work great and are totally stiff.

The crank arms fitted on the Carrera II measure 180mm, a great choice for the size riders this bike will fit.

manufacturing, but makes for a more sano tail section.

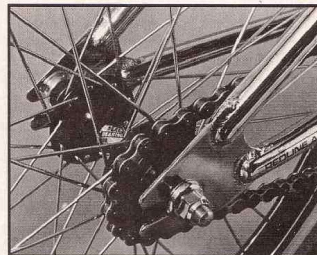
This is the exact same frame that Stu, D.D., Jon Anderson, and Eric Garcez race, so if there isn't enough room on here for you, you should be riding a cruiser. It's also the same frame R.L. rides for Trick Team performances.



The Carrera II comes box stock with Red Line's 400 Series Flight Cranks. Even though these are the econo version of the original 401 Series - they have a tapered instead of splined spindle - they work great and are totally stiff. The SunTour XC-II pedals are a definite medical improvement over the earlier XC-1 Jaws of Death.

The Sugino sealed-bearing bottom bracket works fine, but if you want the epitome of zootness, replace it with one of Red Line's new high-tech URL-2000 bottom bracket sets.

The SunTour XC-II pedals that come stock on this bike are the current cream of the crop in the Foot



SunTour sealed-bearing hubs, SunTour freewheel, and the same zoot dropout/slot/full-weld treatment as on the fork.

Fixation Dept. They grip, but they're not Jaws of Death like their earlier cousins, the XC-I's. Even still, you better not let 'em grab your shins or you'll be sorry.

The Knarler Knobbies work fine, thanks, as do the aluminum Ukai rims.

Next in from the rims are the cool SunTour sealed-bearing hubs, designed to keep mung and drool from

In the past, when you bought a Red Line, you expected it to do everything perfect. So what's new?

FIVE MINUTES WITH THE MIGHTY ONE

OUTLOOK FOR 1984

"I'm gonna race hard, go fast, and earn lots of money."

"I don't want to start serious training till this ESPN series is over, and then I have about two months before anything happens. I WANT to start just really full-on training. Running, weights, riding my bike every day, and go at it like I used to.

"Maybe if I drive my car real fast and get a few tickets, they'll revoke my license and I'll have to ride my bike. What I need to do is ride my bike a little more than up and down the street and doing starts."

"Right now I'm just laying low, and letting the people think that this is the way I'm gonna be next year. But I'm cookin'. I've got the fire back under the old pot. I've been wanting to have fun and play, but everybody else is really serious and they want to race."

LOOKING BACK AT 1983

"I had it all dialed at Elsinore this year, but a couple months down the road something went wrong and I lost it. Then a few months ago I was winning again, then I started running into little problems. Personal mistakes and DNF's."

"Staying number one is always the hardest, 'cause you're at the top and everyone is gunnin' for you. I got booted off this year, and it may not come next year, but I AM gonna get another number one plate before I quit."

PERSONAL INPUT INTO THE DESIGN OF THE PL-20 FRAME AND FORK

"The PL-20 is a cross between my verbal and riding input and Linn Kastan's technology. When I first got on the team I suggested minor changes, but they didn't all take place till this version of the Pro-Line. It took about 2 1/2 years for all the changes to occur."

"What we worked on was changing the angle of the top tube so that it was lower in the rear. That gave the frame a lower profile."

"At the same time we lowered



the bottom bracket 3/8 to 1/4 of an inch. That lowered the center of gravity, which made it more stable in the turns. Now it knifes through the turns. You can just wick it through the corners. It also helps it come out of the gate a little better."

WHO ARE THE FIVE FASTEST PROS?

"Well, I think there are three consistently fast guys at the top . . . umm, I wouldn't make it in that top three, so let's make it five. Of course I can't leave myself out. No matter how good or bad I do, I'm always there."

"Then I'll say Greg Hill. You can't leave him out of ANYTHING. If you do, he'll go out and win the race."

"Brian Patterson, of course. He's been looking good."

"The next two are really tough.

The consistency drops off and you just look at power riders. Tommy Brackens. Eddy King comes to mind, yet I don't feel he's a threat. He's still lurking in the shadows."

FEELINGS ON CRUISERS

"I think I've given in to them. It's easy money. I'm faster than (BEEP!) on 'em. The last few races that I've raced 'em I've done really good. I have a little bit of a hard time riding 'em, but D.D. has been telling me how to ride the bike. I have a little tendency to lean back too far, the front end comes off the ground and I get high-speed wobbles."

ANY FINAL COMMENTS?

"I wish this would be a united sport. No problems, no hassles, and just a good time. There's too much political junk." ■



R.L. goin' for a front wheel 360 on the streets of Las Vegas.

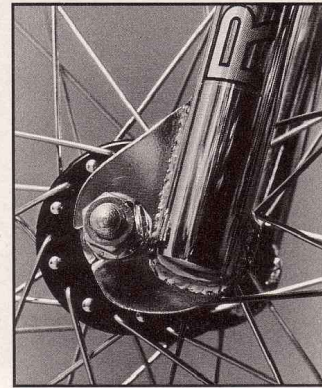
RED LINE CARRERA II



reaching the tender bearings, and bogging your performance.

Braking is accomplished with the great Dia-Compe MX caliper. But the Dia-Compe brake LEVER is a straight, funky jobber that's lame for two finger braking. The reason it's on there is 'cause it's the only lever that gives enough leverage to meet CPSC (Consumer Products Safety Commission) standards for use with one caliper. But since government testers use four fingers on the lever, and BMX'ers don't, and since it's impossible to get any kind of powerful AND useable leverage with it, stick it in a vice and use a hammer to engineer your own fave bend into it. Use a little finesse when you do this; don't King Kong the sucker, or you'll be buyin' a new lever.

The OGK Mach grips are a very



The bottom inch of each fork leg is slotted so that part of the dropout extends up into the slot. Then it is welded all the way around on both sides. This makes for more strength and less flex than the normal method of attaching dropouts. Ultradyne-rhino.

hard compound of rubber and should last forever, but it'll be at the expense of your palms. Replace 'em when you get tired of blisters.

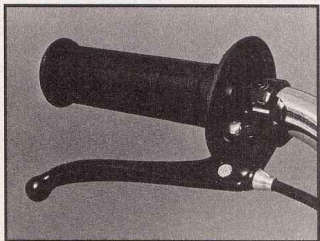
Other great miscellaneous goodies include the SunTour seat post clamp and Head Lock-Up, the



The Red Line Carrera II. On an 0 to 10 scale this bike is about an 11.5. The frame is the legendary Pro Line, with a few trick geometric refinements.

Photo by Bob Osborn

RED LINE CARRERA II



The OGK Mach grips and Dia-Compe straight brake lever are . . . uh, let's put it this way; if they were fish, we'd throw 'em back.

aluminum and chrome-moly stem, which is the same stem that Stu and Greg Hill use on their bikes.

Okay, 'nuff said. We'll talk to you again in a few hours, after we get back from the track.

TOUR DE TRACK

Okay, (pant, pant, pant) we're back. We were NOT nice to this bike. Not even a little bit. It didn't matter that it was a race bike, or that you shouldn't thrash a bike like this. We did it anyway. What DID matter was that we had the time of our lives giving it a good pounding, and nothing bent, broke, tweaked, twanged, or twoogled. Except maybe Giberson.

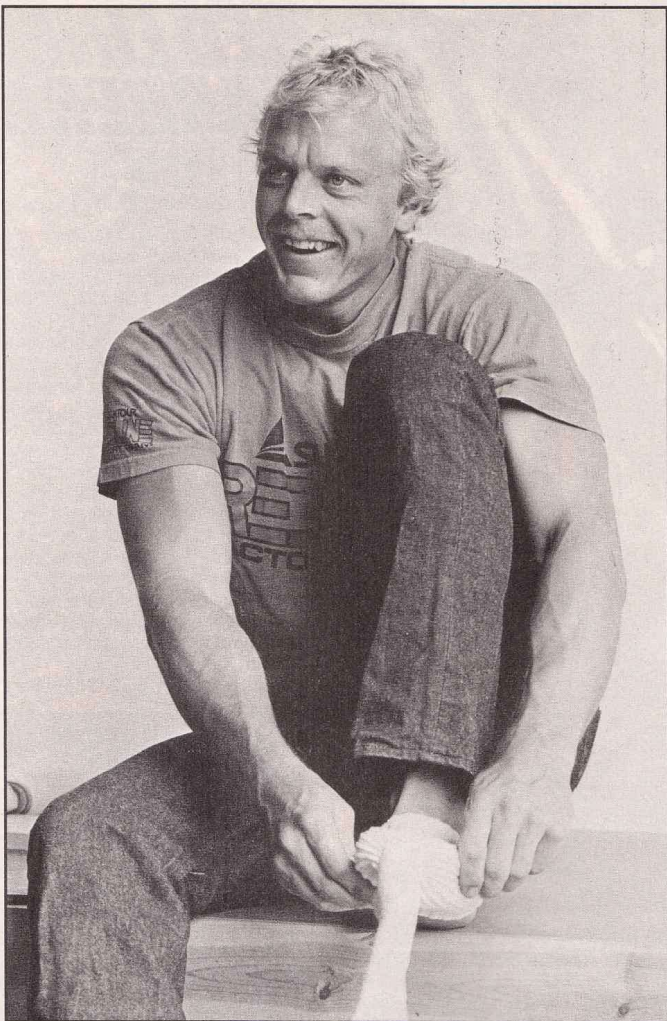
R.L. spent more time atmospherin' than the Space Shuttle. Flight time provided no quirks or surprises other than confusing a flock of geese headed south for the winter. Totally confidence inspiring.

Speed jumping was a cinch, even at WFO speeds.

Best results for cornering were achieved by keeping our weight centered and using the basic point-the-front-wheel-where-you-want-it-and-crank-like-a-madman method. It didn't matter whether we were carving or squaring the berms, they were both easy.

The seat was perfectly placed to use for support in the corners, and it didn't get in the way when it wasn't wanted.

Power position and response out



"It may not come next year, but I AM gonna get another number one plate before I quit."

of the gate was great. The wide, flat bars and 180mm Flights provided plenty of snap.

When we were done with all the normal stuff we told Gibey it was free Big Gulps for a month if he'd go for the Dreaded Mud Hole at Entradero. And he did! It was Underwater Demolition Team time for the Red Line.

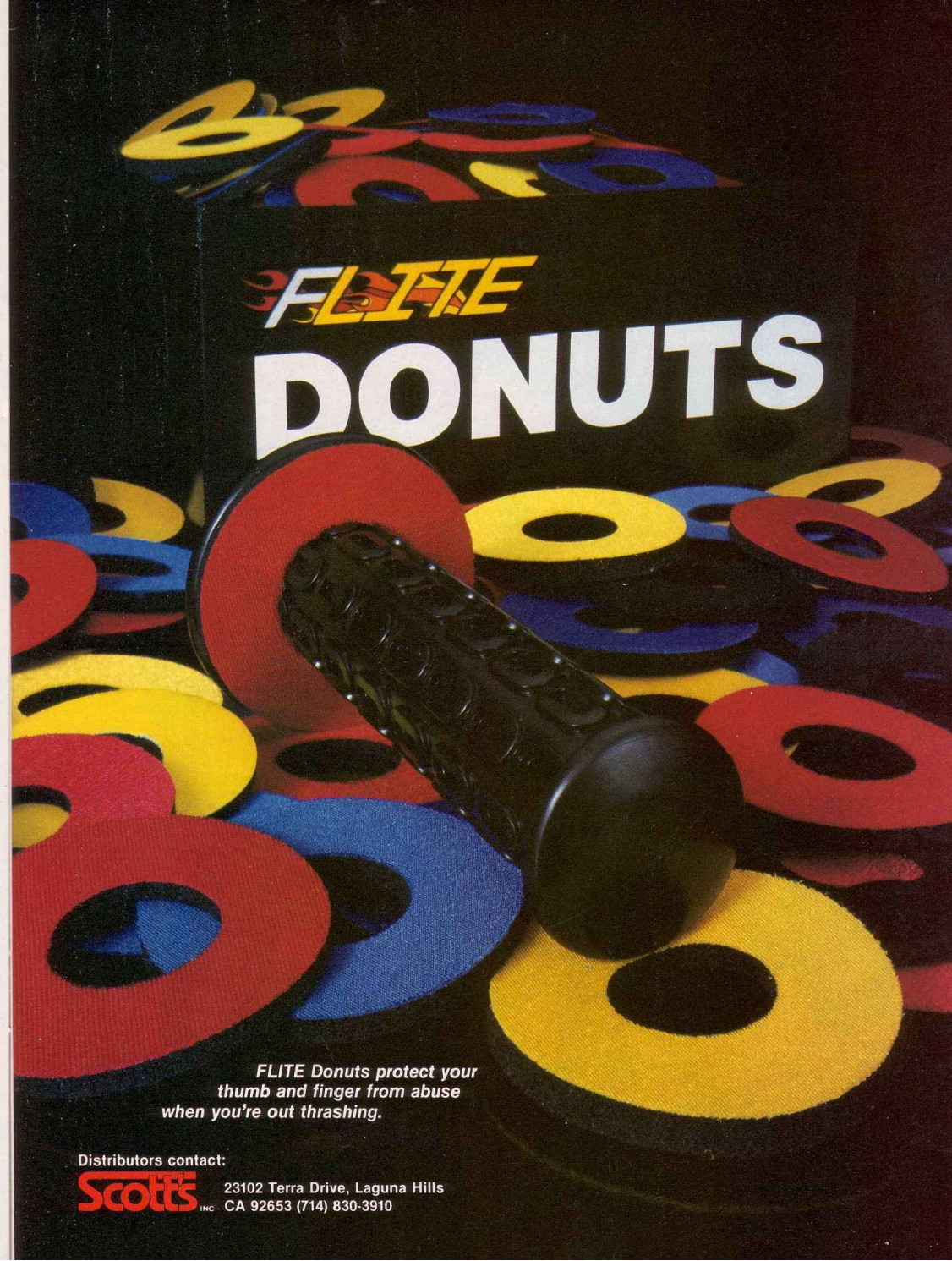
About a dozen (glub, gurgle) runs later, we decided that . . . um, well, the UDT testing wasn't proving beans. But it was worth it just to see Gibey get doused in all that muck and goo, and we got some

KILLER photos. He came out lookin' like the Creature From The Black Lagoon. Actually, if you're having a rainfall problem in your area, the Red Line proved to be a great mudder.

BACK TO THE DICTIONARY

Well, the smoke is clearing from all the bombs we dropped on the Carrera II, and . . . yup, the definition is STILL intact. Will we ever be able to prove it wrong? With Red Line constantly updating their products, chances are lookin' mighty slim. ■

BMX ACTION



FLITE Donuts protect your thumb and finger from abuse when you're out thrashing.

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