

R.L. and Kosmala, 25 feet above Lake Isabella and headin' out. (This photo has absolutely nothing to do with testing the Red Line MX-III 600a except that Kos rides for Red Line and is on a Red Line 24. We figured this would be a good Christmas present for all you people who are buns-deep in snow and blizzards right now.)

Photo by Bob Osborn



STORY BY LEN WEED  
PHOTOGRAPHY BY BOB OSBORN  
TEST RIDING BY BUFF AND R.L.  
LAKE JUMP BY JEFF KOSMALA AND R.L.

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riiling . . .

"Red Line Engineering. Innovators of the first chrome-moly racing frame, first tubular forks, first double-clamp chrome-moly and combination chrome-moly and aluminum goosenecks, first chrome-moly V-bars, first three-piece chrome-moly tubular cranks . . . Good morning."

"Ah . . . you left out first five-inch BMX head tube."

"Oh, so I did . . . First five-inch head tube. Good morning."

"And what about first racing team to win the NORA Cup two times?"

"Right again. First racing team to . . ."

# RED LINE MX-III 600a

SURPRISINGLY LIGHT ECONOQUAL RACER

# RED LINE MX-III 600a

"Uhhh . . . I get the drift. Is Linn in?"

"I'll ring him."

"Hello. This is Linn Kastan."

"Linn, Len. I'm confused."

"I've noticed."

"MX-II, MX-III. Can you explain what the roman numerals mean?"

"Well, I'll give it a try. We started with the MX-I. That was a monoshock frame. The MX-II rigid frame came next. Then we set up complete bike production using the MX-II frame. That wound up being called an MX-III. If you can explain that in words of one syllable you will have done me a great service."

"Let's see . . . The MX-III bike has an MX-II frame."

"Wrong. That used to be true, but not any more. The MX-III bikes now have the brand new Series III frame which replaces the MX-II frame that has been serving and satisfying the youth of America for

the last millennium or so."

"What's the hot scoop about the new Series III frame?"

"Longer. Lower. Lighter."

"Gosh. That's almost onomatopoeitic."

"I think you mean alliterative."

Anyway, the frame is 3/4-inch longer, all up front, to make it more appealing to a wider range of kids. We moved the seat tube angle forward a bit. The bottom bracket is 3/8-inch lower. The best news is we've taken seven ounces off the frame without sacrificing any strength."

"Ah ha. A marvel of engineering ingenuity. How'd ya do that?"

"First, let me tell you how we didn't do it. We didn't switch to a thinner gauge for the bottom bracket shell and the head tube. Some manufacturers do that to



"Why don't you guys ever put ordinary people in your magazine?"

shave weight. Thinner wall tubing can wallow out, warp during welding, or sometimes split. We also kept the same .035 chrome-moly tubing that just about everybody uses for the three large tubes of the frame triangle."

"No shortcuts, huh?"

"No way. We've always refused to do that to save weight. There's only one way to lighten the frame. Properly."

"Carry on."

"We keep the full wall thickness at the ends of the bottom bracket tube and the head tube. The bottom bracket tube is .109 for 3/8-inch on both ends and then it's thinned

inside to .065. The steering head tube has a .095 wall thickness on each end for 3/8-inch. That gives the bearing races a place to sit. Then we thin the rest of the tube to .065. We also bored some larger than normal holes in the head tube and the bottom bracket where the other frame tubes are welded to them to trim some weight."

"And that added up to almost a half pound."

"You bet."

"Sounds trick to me. Are there still two MX-III bikes?"

"Yes. The 700 and the 600a. The 700 has a Sugino Maxycross three-piece aluminum crankset, a front brake, a Red Line stem, and chrome-moly handlebars. It sells for about \$120 more than the 600a."

"And the 600a is your econqual model. Under \$300."



This is TRICK. On the left, your ordinary bottom bracket. On the right, the new Red Line double-butteted and drilled-out jobber. Red Line gave the head tube the same treatment and saved almost a half pound per bike with no apparent loss in strength or rigidity.

"That's right. The Series III frames will also be sold separately."

"So there are three complete Red Line bikes. The PL20 Carrera, the factory team bike with the Pro Line frame and super choice

The Red Line is a most excellent scoot, after you get the bars dialed in. Perfect for racing, freestylin', streetin', or showboatin' . . . like R.L. here, doing a 360.



# RED LINE MX-III 600a

## PRICE & SPECS

### COMPLETE BICYCLE PRICE:

Approximately \$275.

**FINISH AVAILABLE:** Chrome plated (black or blue components).

**COMPLETE BICYCLE WEIGHT (without pads or plate):** 22 pounds, 9 ounces.



**FRAME WEIGHT:** 4 pounds, 1 ounce.

**FORK WEIGHT:** 2 pounds, ½ ounce.

**FORK RAKE:** 1 ½ inches.

**STEERING HEAD TUBE HEIGHT:** 5 inches.

**HANDLEBAR RISE (C/L of stem clamp to**

**C/L of grips):** 7 ½ inches.

**TOP TUBE O.D.:** 1 ¼ inches.

**DOWN TUBE O.D.:** 1 ¼ inches.

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

**BOTTOM BRACKET TYPE:** American.

## COMPONENTS

**FRAME:** Red Line Series III, 4130 chrome-moly.

**FORK:** Red Line (#104), 4130 chrome-moly.

**HANDLEBAR:** Kusuki V-bar, mild steel.

**HANDLEBAR STEM:** Sugino HP-G3, aluminum with chrome-moly stem.

**GRIPS:** OGG foam.

**HEADSET:** Hatta.

**RIMS:** Ukai, aluminum alloy, polished sides.

**SPOKES:** 36/.080.

**HUBS:** Suzue aluminum alloy, black anodized.

**TIRES:** National Knarler Knobby, skinwall.

**BRAKE LEVER:** Dia-Compe.

**BRAKE CABLE:** Dia-Compe.

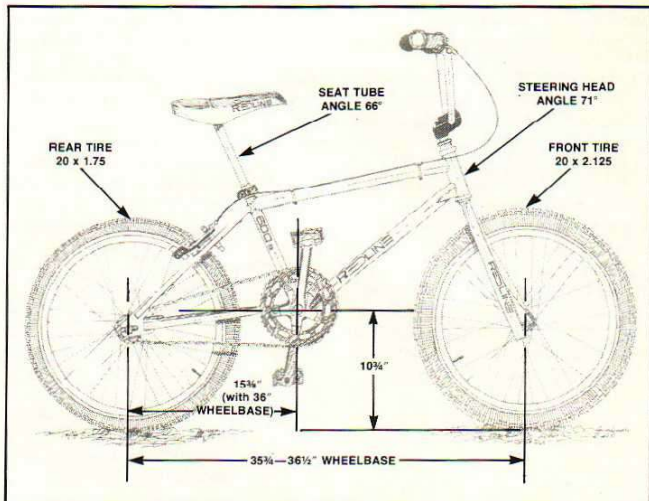
**PEDALS:** KKT AMX, aluminum with chrome-moly shaft.

**CRANK:** Sugino, one-piece, chrome-moly,

175mm or Sugino GT three-piece, aluminum alloy, 175mm.

**BOTTOM BRACKET SET:** Hatta.

**FRONT SPROCKET:** 44T, Sugino



aluminum chainwheel.

**SPIDER:** Integral part of crank.

**FREEWHEEL:** 16T, SunTour.

**CHAIN:** Izumi, ½-inch.

**SEAT AND SEAT POST:** Taihei UL

utilized, chrome-moly post.

**SEAT POST CLAMP:** Dia-Compe,

aluminum.

**ACCESSORIES:** None.

## PERFORMANCE EVALUATION

**PURPOSE:** Racing, quality street.

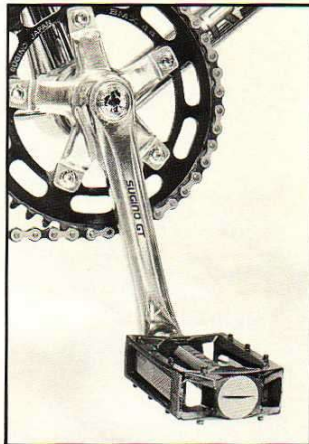
**AGE RANGE:** Ideal for 11-14 for racing, 9-15 for street.

**QUALITY OF FINISH:** Excellent.

**QUALITY OF WELDING:** Excellent.

**HANDLING:** The front comes right up for speed jumping. The back end really stuck. Good steering response, easy to dive with. No tendency to loop in the air at all. Super easy to kick the rear end around and bring it back if you're gettin' rad in the air. Feels rigid under hard cranking.

**MISCELLANEOUS COMMENTS:** It's really sturdy... Kinda short for bigger guys unless you change the bars and gooseneck... I think bikes without gussets look better... Big frame tubes always look trick... It has a clean basic look to it... Those new graphics are super... The clear cable housing looks neat... Everything felt really good except for the stock bars, they're too narrow... With these new seats you have to sacrifice adjustability for saving weight. If the seat was adjustable the bike could be dialed in perfectly for any rider... The tires look like Comp IIIs, work fine... I didn't like the old 600



nearly as much as this new one... It rides like a \$400 bike... Put it in the top five for bikes under \$300 for sure...  
**TEST INPUT:** R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Len Weed.

## FOR MORE INFO

**FOR MORE INFO:** See your local Red Line dealer.

**MANUFACTURER:**

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components, and the two new MX-III bikes."

"Don't forget the new PL24R 24-inch race bike."

"So it's four complete bikes."

"And a fifth is on the way. The PL24S. That's a multi-speed for street riding."

"Wonderful. Let's see. Any other



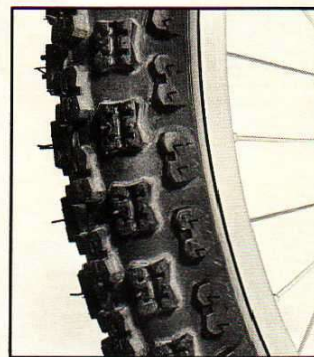
The new Taihei UL utilized seat and seat post. There is no heavy clamp, the seat is pinned to the post. Very light but unadjustable.

Red Line news? You've added two new riders to the team this year."

"Greg Grubbs and Jeff Kosmala. They team up with Stu Thomsen and Jon Anderson. Tell you what.



One of the best of the new breed of econoqual racers, the Red Line MX-III... quick breath... 600a.



National's new Knarler Knobby skinwall. The excellent design is almost identical to the famous Mitsubishi Comp III.



I'll send you the new 600a for a test. You'll get the first look."

"Hey, that's a fab idea. The new MX-III 600a with the Series III frame, not the old MX-III with the MX-II frame. This numerology is really fascinating. III into II won't go, so carry the I, round up at V, move the decimal II places to the left and..."

"Goodbye, Len."

"Goodbye, Linn." ■