

BICYCLE  
**MOTOCROSS**  
ACTION  
OFFICIAL TEST

# RED LINE MX-II

ALMOST WORTH THE PRICE JUST  
FOR THE SNOB APPEAL



#### RAD TESTING BY THE BMXA NURD HERD

Understand that nobody around here says you *have* to have a Red Line bike. But to be realistic, it would be dang near un-American to avoid *all* the Red Line products for very long.

Take the Red Line forks for example. There should be a set of them in the Smithsonian. They are a legend all by themselves. They were the very first tubular forks available to the equipment-starved pioneers of BMX. When they were introduced they instantly became one of those I-can't-live-another-minute-

*The Red Line MX-II in all its finery. If this were a car it would be a Ferrari.*

without-one-o'-them-suckers type of products.

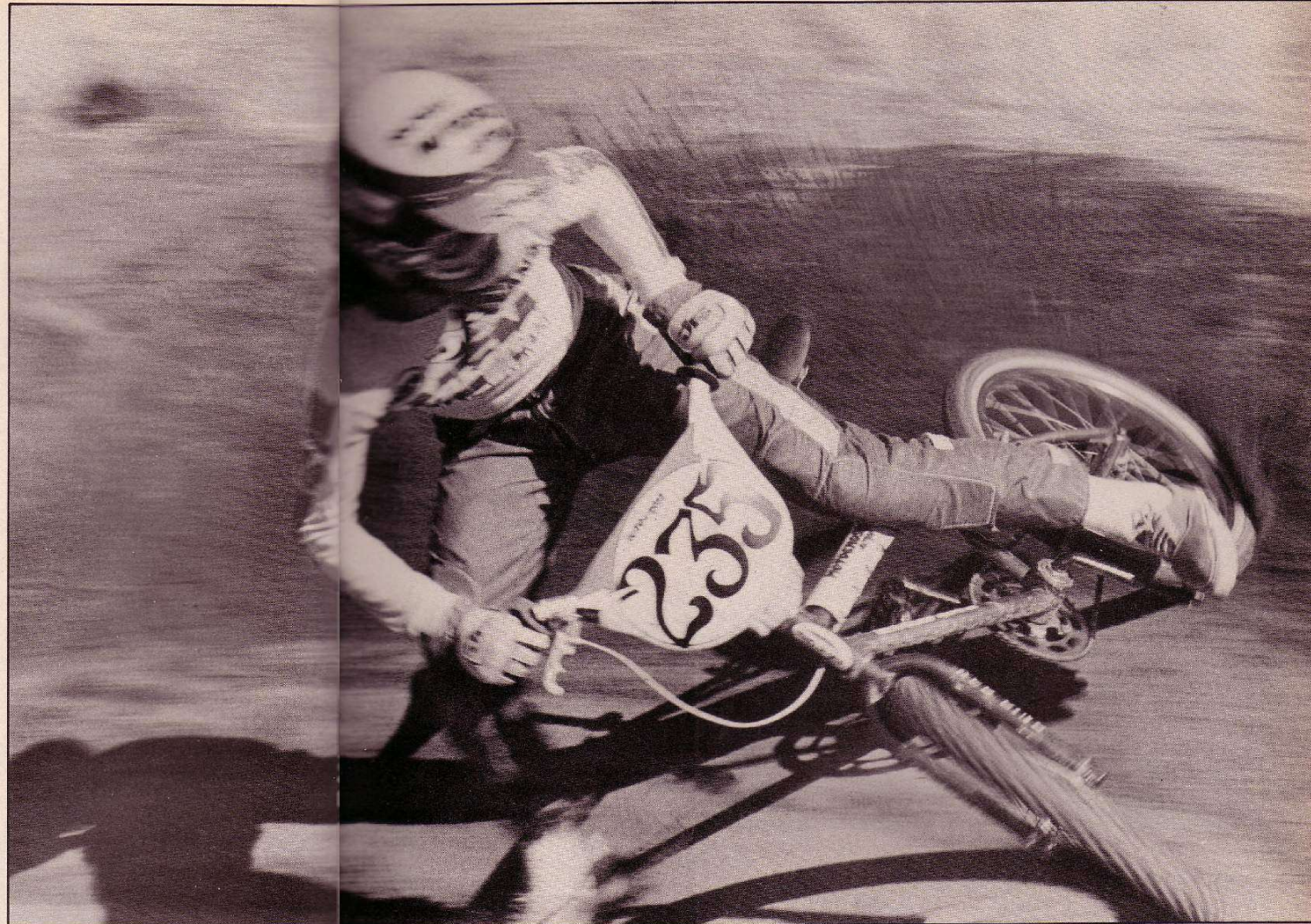
Next came the Red Line double-clamp chrome-moly gooseneck, and *nobody* had ever seen anything like that before!

Then, a little later on down the road, came the Red Line V bars. Man, if I had a nickel for every one of those that have been sold, I'd be poopin' in tall cotton.

Now if you haven't, at one time or another, had at *least* one of these Red Line products on your bike, then you must have just fell off the turnip truck.

If those steps up the staircase of BMX technology haven't impressed you sufficiently, then how about the Red Line Pro Line frame with its 5 inch headtube? Or how about the Red Line Pro Line forks which are heat-treated *and* shot-peened for additional strength and less weight? You've gotta admit that these are some far out products.

But if you *still* refuse to admit that this is pretty impressive stuff, then take



a look at Red Line's brand new cold-forged aluminum and chrome-moly gooseneck. Your brains will fall out.

To put this whole thing in its proper perspective, Red Line Engineering is a state-of-the-art manufacturer.

And with that brief historical overview, we come smack dab up against Red Line's newest project . . . the MX-II. And once again we find Red Line blazing trails for American BMX manufacturers. Only this time, instead of coming out with some innovative new product, they are messing with the *entire* bicycle manufacturing process.

In order to fully assemble a Red Line bike for shipment, parts have to come from 15 or 20 different suppliers. This is a bugger because if there is even one spoke missing, or one supplier doesn't supply, the bike can't be shipped. If this happens with thousands of bikes being shipped each month . . . you got big trubs, boy.

Keeping all the different components coming in on time from all the different suppliers; keeping the fabrication of frames, forks, bars, and goosenecks on schedule and at top quality; and keeping the shipping department running

*Bonzai Buff, slideways on the MX-II.*

smoothly . . . is a lot like juggling 15 or 20 balls, tap dancing, and whistling "Okie From Muskogee" all at the same time.

So, what Linn Kastan, the Big Honcho at Red Line Engineering, decided to do was contract with the Kawamura Cycle Company in Japan to do the whole enchilada . . . or the whole egg foo yung, as the case might be.

He chose Kawamura because they already produce some of the finest

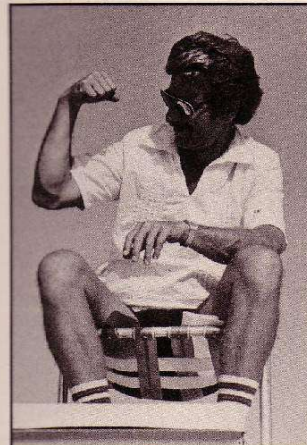


# RED LINE MX-II

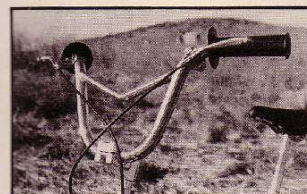


Insanity from Jones. He sure knows how to wring out a bike. The MX-II did not tweak, twink, bend, break, seize, rust, bust, or collect dust.

bicycles in the world—like the top grades of Nishiki and Azuki 10-speeds—and he absolutely wanted the Red Line quality maintained, and because Kawamura is a huge company—about the size of the Schwinn Bicycle Company



Linn Kastan, laid-back low-rider type owner of Red Line Engineering.



Red Line V bars. These jobs sell better than toilet paper.

over here—and therefore has tons of clout. In other words, suppliers *always* supply to Kawamura.

But this wasn't quite enough for Linn Kastan who, despite his laid-back low-rider image, is a fussy and meticulous kind of guy. To insure MAX quality construction he packed up six enormous Linde heli-arc welding machines and about a ton of American welding rod, which according to Linn are superior to Japanese machines and rod, and buzzed on over to Japan to teach the Kawamura welders how to heli-arc American style.

And what you see on these pages is the result: a class, full-on, fire-breathing, racing machine. And max quality as befits a product with the hefty Red Line name on it.

# JMC DOES IT AGAIN!

Ask Harry Leary



#### FRAME FEATURES

- Elliptical Tubing
- All 4130 Chrome-Moly
- Long Frame 3 lbs 14 oz.
- Short frame 3 lbs. 8 oz.
- All Heliarc Welded
- Options available:

SM. FRAME/LG. BOTTOM BRACKET  
SM. FRAME/SM. BOTTOM BRACKET  
LG. FRAME/LG. BOTTOM BRACKET  
LG. FRAME/SM. BOTTOM BRACKET

#### FORK FEATURES

- All 4130 Chrome-Moly
- Heat-treated stress-relieved

- 1 lb 5 3/4 oz.
- Heliarc Welded (TIG)
- Streamline tubing

#### COLORS AVAILABLE

CANDY APPLE RED  
CANDY APPLE BLUE  
JMC WHITE

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SEE OUR TEST IN THE JULY '79 ISSUE OF BICYCLE MOTOCROSS ACTION.



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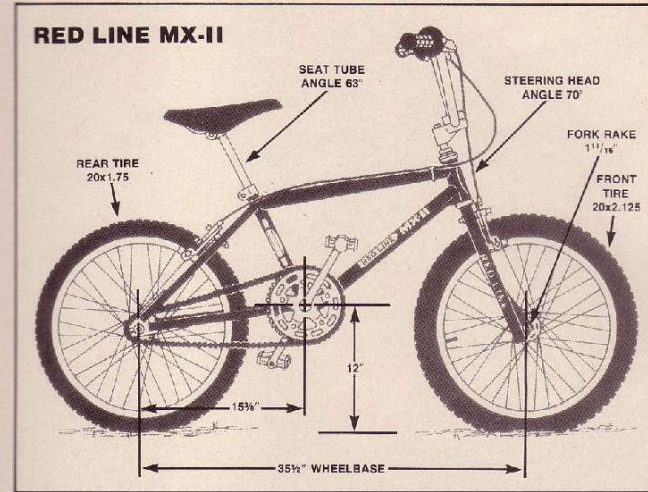
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## RED LINE MX-II



### RED LINE MX-II SPECIFICATIONS

**FINISHES:** Blue, red, white, black, yellow

**WEIGHT:** 26.7 pounds  
**RETAIL COST:** Approximately \$265 on the West Coast, \$280 on the East Coast due to shipping costs

**FRAME:** Red Line MX-II constructed with 4130 chrome-moly, heli-arc welded

**FORKS:** Red Line chrome-moly leading axle

**HANDLEBARS:** Red Line Micro Line chrome-moly V bars

**GRIPS:** OGK Mach

**STEM:** Red Line cold-forged aluminum with chrome-moly stem

**RIMS:** Ukai box aluminum

**SPOKES:** .080/36

**HUBS:** Suzue large-flange aluminum

**BRAKES:** Dia-Compe side-pulls front and rear

**TIRES:** Cheng Shin knobblies

**PEDALS:** KKT RTE-B chrome-moly shaft

**CRANKS:** Sugino 175mm (6 7/8 inches) BMX-2 forged steel one-piece

**FRONT SPROCKET:** Sugino spider with Sugino aluminum 44T sprocket

**REAR SPROCKET:** Sun Tour freewheel 16T

**SEAT:** Taihei unpadded racing saddle

**SEAT POST:** Fluted aluminum

# When you're serious... Only the best is good enough.

Red Line introduces the New MX-3-700 Series bicycles. The MX-3-700 has an all cro-moly frame, fork and V-bar; a unit rear hub; Sun Tour VX crank and a Red Line Super Pro-Line stem.

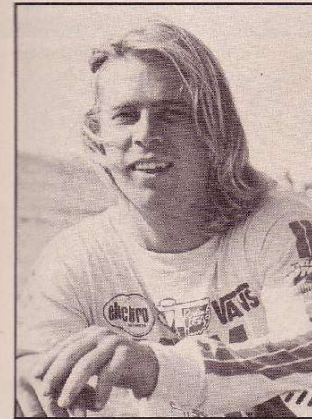
Check out the new MX-3-700 bicycles in White, Red, Yellow, Black and Blue at your local dealer. They're from Red Line...What more do you need to know.

Note: CPSC equipment included but not shown. Pads not included.



*Greg Hill*

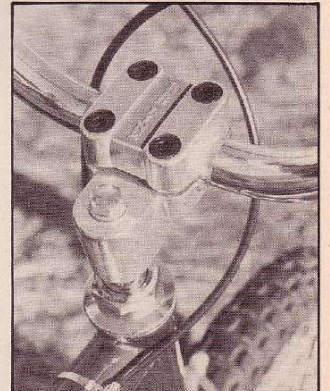
*Jeff Rimmer*



Building Leapin' Jones...back in the saddle again, testing for the *Most Factory Magazine*.



Even our token midget, Robert Emrich, could get stylish on it.



The fab new cold-forged aluminum and chrome-moly Red Line stem.

But one thing we want to get straight first off is that the MX-II is not a bike for everybody. If you're in the general area of 10 to 15 years old, want a full-tilt motocross bike, and have the bucks... then don't even think about it, go get one. Heck, the snob appeal of the Red Line name is *almost* worth the price by itself.

But if you're one of them long gangly dudes boys turn into at about 16 years of age, then forget the MX-II. It's too short and the Micro Line bars are too

# REDLINE

Red Line Engineering • 830 Tourmaline Drive • Newbury Park, CA. 91320 • (805) 498-6783



# RED LINE MX-II



Buff at full grunt. It turned, it jumped, it looked good...



Pancaked perfection by the master of the tabletop...BLJ. The MX-II is one tough cookie.



R.L., whuppin' it on.



A Red Line is like a Husqvarna...it makes you look good.

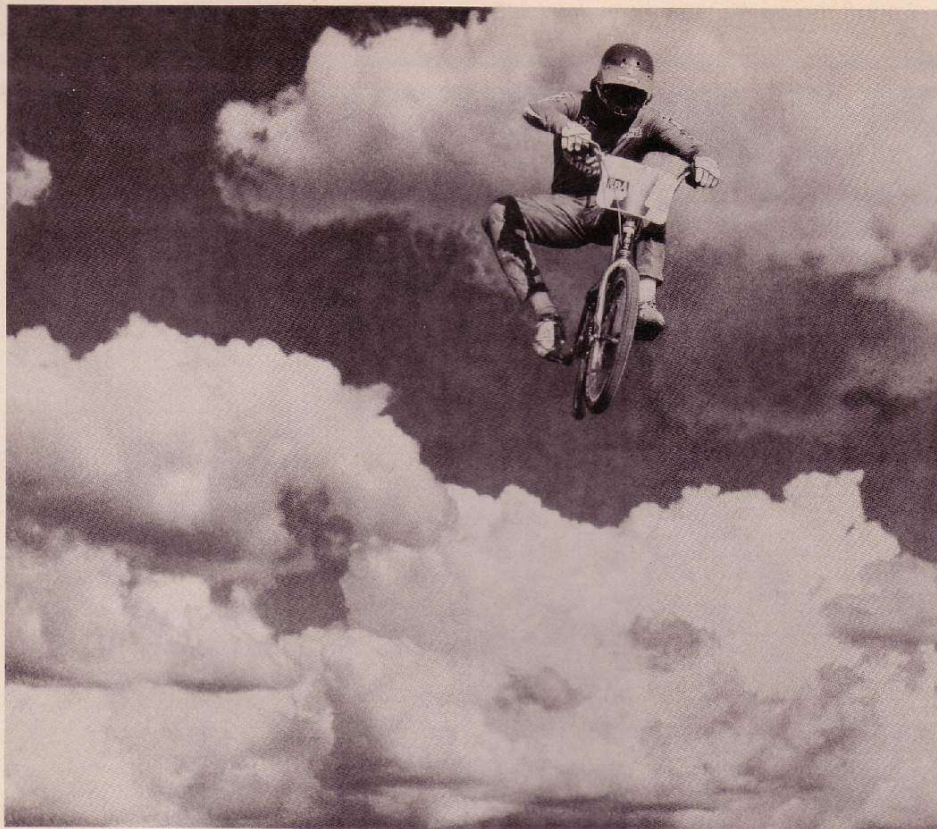
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Buff got pretty rad on the Red Line.

JANUARY 1980





## TRICK RIDE BY BOBBY ENCINAS. TRICK HELMET BY PRO-TEC.

People tell Bobby Encinas that he's got rocks in his head for trying a stunt like this.

And, without a good helmet, that's exactly what he would have. No wonder Bobby rides with the Pro-tec™ BMX helmet.

This helmet is strong enough to come bouncing back from even the worst wipe-out. Yet it's surprisingly lightweight. Less than 16 ounces.

That's about two pounds less than the average motorcycle-type helmet. And that's two less pounds you have to drag across the finish line.

Of course, it takes more than light weight and strength to impress

Bobby Encinas. It takes comfort.

That's another thing the Pro-tec BMX helmet has plenty of. It has two layers of shock-



absorbing foam for extra cushioning. Plenty of ventilation ports to help you keep your cool. And the Pro-tec BMX helmet doesn't block your hearing. So you can keep an ear out for riders coming up from behind.

All in all, there's no better helmet for BMX than Pro-tec.

So don't be swayed by some hot-dog looking motorcycle helmet the next time you buy headgear.

Instead, do what Bobby Encinas does.

Use your head.

**Pro-tec™ INC.**

11108 Northrup Way, Bellevue, WA 98004 / (206) 828-6695

## RED LINE MX-II

low. Instead, go for a Pro Line frame and bars. They are exactly dialed-in for your size bod.

The MX-II geometry takes a bit of getting used to. At first it feels too light in front, too easy to loop. This is caused by the short (35½ inch) wheelbase and the relatively short forward cant of the Red Line gooseneck.

Thirty minutes to adapt to the MX-II's eccentricities and you're ready to cut loose on a track or down at the local vacant lot thrashin' area.

This is when you start to find out why the Red Line name has so much pure snob appeal. It comes from integrity of manufacture, innovation of design, a well thought out compliment of components, and a head-turner appearance.

Still and all, the MX-II is not without its lapses. Consider: The brake levers need more bend. You have to reach over them. Consider: The grips are too hard. They *thrash* on your hands. Consider: The MX-II could have enjoyed the decidedly superior structural advantage of the Pro Line's 5 inch steering head. But it only has a 4 inch steering head, like most other BMX bikes.

If we were going to set this bike up

for flat out, spare-no-expense racing, we'd change those few things and a couple others. We'd pull the front cali-



Check the trick tabs on the Dia-Compe calipers. They stop forward whip, make braking more precise.

per brake assembly and switch the rear to an under-the-grip lever or to the new Haro Handle set up. For grips we'd go with Grab Ons or Oakleys. And we'd switch to Competition II or Cycle Pro or the new IRC skinwall racing tires (2.125 front and 1.75 rear, natch). But don't let this throw you. You can take a box-stock MX-II down to the track and have a machine that is competitive with the best.

The Red Line MX-II will compete very strongly with the BMX Products Supergoose. Both are top quality, slightly heavy duty (one-piece cranks instead of aluminum pedal arms), racing bikes. Both have top notch original equipment throughout. Both come from big name, well respected manufacturers. Both sell for about the same bucks.

When you compare the two it comes down to whether you're a big dude or a medium size dude. Big dudes go for the Supergoose because of its longer wheelbase. Medium size dudes (up to about 15 years old) go for the Red Line because of the class V bars and super new Red Line stem.

You pay your money and you take your choice. ★

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