
REDLINE PL-24

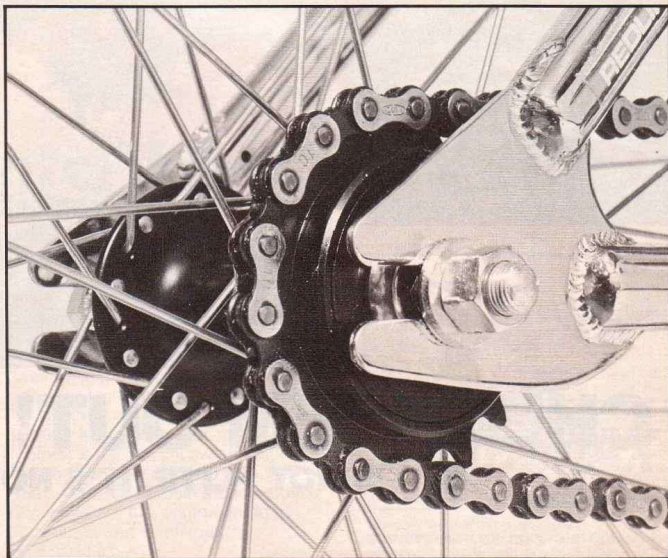


One minute on the PL-24 and the thought leaps into your head: "I could kick butt on this bike!"

We had been hot to test this bike ever since Springfield last year when Kosmala showed up on a prototype. This was the first time Redline, one of the sport's leading innovators, had ventured into cruiser territory. This was history!

Just short of deadline for this issue, we got our mitts on an advance production model, one of the only two in the entire world at the time.

The way we got it was with the story that we just wanted an advance look. No heavy testing. Just a sidebar to the D.D. Leone article. We'd be careful with it.



Stout 3/4-inch stays. The ends are roll-formed to completely close them, then slotted to allow the dropouts to extend through the tubing prior to welding. We're talkin' some kind of rigid here.



Business machine: The phenomenal new Redline PL-24. Zoot scootin'.

**To ride it was to love
it.**

Redline PL-24 arrived with strict instructions from Redline's ad agency to keep the riding to an absolute minimum . . . something about still

Fine, said Redline.
They trust us.
The phenomenal and incredible

OVERLEAF: Buff the Fluff, airin' out the PL-24 on Kong, the Trick Team's awesome quarter-pipe. The 24-inch Redline handles like a full-race 20-inch bike.



THE MARRERO FLASH



"D.D. who?"
"From where?"

Those were the questions a lot of riders were asking at last year's Lancaster national, after spending the weekend watching the back of D.D. Leone's jersey.

Lancaster was D.D.'s debut as a support rider for Team Redline. He doubled. First time out. Within a week D.D. was full factory. It seemed like magic. POOF, out of nowhere. Instant factory hero.

But it wasn't QUITE that easy.

D.D. (short for Domonique Donald) lives in Marrero, Louisiana, a little town outside of New Orleans. Not exactly Mecca for factory talent scouts.

Without heavy local comp to push him, and about zero chances of being discovered by a factory rep, success seemed far away. (As it turned out, about a thousand miles away.)

We asked D.D. how he got so fast. "I've got a trainer. Roddy Gaubert. He's the same age as

me and he's pretty fast ... not blazing fast, but he knows a lot of moves and when we're practicing he tries to put 'em on me and when he's out front I try to put 'em on him. We've got a practice track that him and me built."

"His daddy is Mr. Universe in the lightweight division and he owns a health spa down here and he's helped me set up a vitamin and mineral program and he tells Roddy what kind of training we should do."

"I used to go to Texas to race 'cause those guys were a lot faster than I."

"Then Capitol Schwinn started helping me out. They were great, like a factory sponsor. They gave me my bike, paid entries, hotel, and gas money to go to nationals."

"Ever since I was a bike shop rider, my goal was to beat Poulson. I really set my goals on him 'cause he's more the No. 1 type."

In the summer of '82, looking for

some tougher competition, chasing points, and hoping for factory recognition, D.D. joined the Texas Tour.

He won an incredible 29 out of 30 of the races. But alas, the Marrero Post Office did not clog up with offers of factory rides.

Later that summer, D.D. made it to the Lubbock national, an even thousand miles from Marrero. He scored a second in expert and a third on his cruiser. Not bad for a total unknown.

But the Fickle Finger of Fate was not quite ready to beckon the Marrero Flash. Nothing happened. "I was ready to give up trying for a factory sponsorship and just race my own races." Gloom and depression.

It was two months after Lubbock that Fate (wearing cowboy boots and a Stetson) decided to call. Gene Roden said, "Boy, I'm gonna make you a star." Or words to that effect.

The summer in Texas had paid off.

"The next morning I woke up and I couldn't believe it."

Seven days later Redline sent D.D. to Lancaster to go up against the big guns. When the dust cleared, the Marrero Flash WAS the big gun. He'd won 15 Over Open and 15-25 Cruiser.

"The next morning at breakfast, Mr. Gene and Mr. Linn (Kasten, owner of Redline) told me that from now on I'd be a full factory rider."

"I've got my support jersey hanging on the wall in my bedroom. My mom wrote on it 'ONE WEEK JERSEY!'"

Since Lancaster, D.D.'s record has been astonishing. A double at Magic Mountain. A triple at the grand national in Oklahoma. A second in Vegas, and first and third at Elsinore.

You say D.D. Leone and you're talkin' major Excedrin headache for the established veterans in the top amateur classes.

The Marrero Flash stomps! ■

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The Marrero Flash, cuttin' mud on his PL-24. D.D. runs 190mm Flight Cranks. He must have legs like Magic Johnson.

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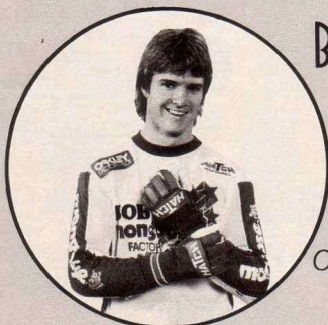
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REDLINE

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having to shoot all the advertising and promotional photos.

Picture a bunch of alley cats that are supposed to guard a carton of fresh fish for a day or two.

Maybe for an hour. Possibly two.

After the first few careful rides out in the street in front of BMX headquarters, trust and honor were

**We thought we were
Bruce Penhall.**

scrapped. From then on, the only way to get a ride on the thing was to catch whoever was on it, mug 'em, and head for the hills quick.

Everybody had fish on their breath. Even Oz, who should have been setting a better example.

All the guilty parties, whether racer or not, totally dug zootin' around on it. It handled more like a 20-inch than a cruiser. Response was instant. You could feel the solid integrity of design, construction, and componentry.

Non-racers felt like racers. Racers felt faster, more aggressive. One

**... they should be
mounted in a glass
case with a little
spotlight on it.**

minute on the PL-24 and the thought leaps into your head: "I could kick butt on this bike!"

Starts were great. It snapped out of the gate like it was shot from a gun. Jumping was fun. You could feel the gyro effect of the 24-inch wheels. Sliding was a breeze. We thought we were Bruce Penhall.

Speed jumping was fine if you're used to a 24. If not, you zeroed in on it by about the third try. Even trick riding was a gas. R.L. and Buff instantly began knocking out aerials and 360s like they were on 20-inchers.

The frame and fork are works of



D.D.'S PL-24 SETUP

Except for a couple minor changes, and one major one, D.D.'s bike is the same as a stock PL-24. Which is a little like saying that it is the same as a stock 930 Turbo.

Leone uses the same brand of tires with the same tread pattern, but he runs a 1.75 in front instead of the 2.125. He runs a rear caliper only and uses a bent standard Dia-Compe lever in place of the

Tech 2. SunTour Superbe free-ball hubs replace the sealed bearing hubs.

You're not gonna believe this one. D.D. runs 190mm Flight Cranks! ("They give me a snap out of the gate.")

His gearing is 39-17, one tooth taller than stock on the freewheel. Shimano DX pedals and a Power Disc spider round out the changes. ■



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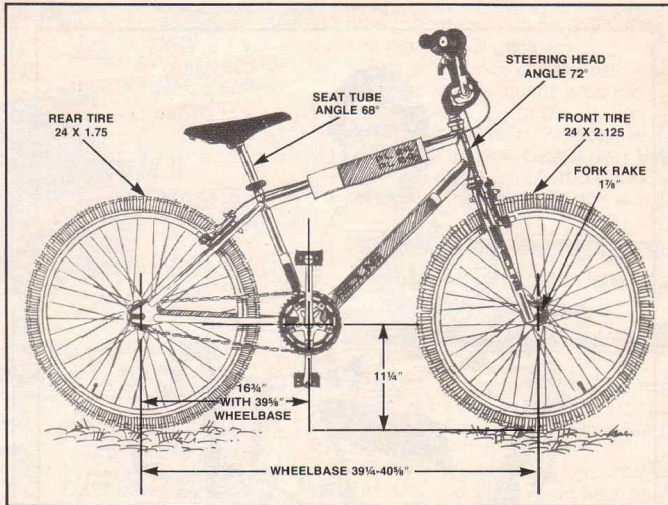
For more information please contact:
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9259 San Fernando Road, Sun Valley, CA 91352

Out Side of the United States please contact:
TIOGA INFORMATION CENTER
P.O. Box 571, Kobe Port, Kobe, 651-01, Japan

REDLINE PL-24

PRICE & SPECS

COMPLETE BICYCLE PRICE: \$409.
FINISHES AVAILABLE: Chrome with black or blue components.
COMPLETE BICYCLE WEIGHT (without pads or plate): 28 pounds, 6 ounces.
FRAME WEIGHT: 5 pounds, 4 ounces.
FORK WEIGHT: 2 pounds, 11 ounces.
STEERING HEAD TUBE LENGTH: 6 inches.



COMPONENTS

FRAME: Redline PL-24, chrome-moly.
FORK: Redline PL-24, chrome-moly, leading axle.
HANDLEBAR: Redline, chrome-moly.
HANDLEBAR STEM: Redline, aluminum clamp, chrome-moly shaft.
GRIPS: Mach, rubber.
HEADSET: Hatta MX-II.
RIMS: Ukai, 24-inch, aluminum.
SPOKES: Asahi, 36/.080.
HUBS: SunTour, sealed bearing, aluminum.
TIRES: National Knarler Knobbies.
BRAKES: Dia-Compe MX, aluminum, front and rear.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe Tech 2.
BRAKE CABLES: Dia-Compe.
PEDALS: KKT AMX, aluminum platform, chrome-moly shaft.
CRANK: Sugino Cr-Mo, one-piece, 175mm.
BOTTOM BRACKET SET: Hatta.
FRONT SPROCKET: Sugino aluminum chainwheel, 39 teeth, 3/32-inch.
SPIDER: Sugino, chrome-moly.
FREEWHEEL: SunTour, 18 teeth, 3/32-inch.
CHAIN: Izumi, 3/32-inch.
SEAT: Taihei Elina.
SEAT POST: Redline, chrome-moly.
SEAT POST CLAMP: DCMX, aluminum.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro). Very high zoot street.
AGE RANGE: 14 to whatever.
QUALITY OF FINISH: Excellent.
QUALITY OF WELDING: Excellent.
HANDLING: You name it, the Redline did it.



without complaint. Jumping was a breeze. Speed jumping was easy for a 24. Slides could be held forever. Steering was nice and stable, not too quick, not too slow. Totally predictable.

MISCELLANEOUS COMMENTS: Totally fun bike. . . I can trick ride on this thing easy. . . Feels great all the way. . . This feels better than a good 20-incher. . . A BMX'er for adults. . . This is my kind of bike. . . It's bitchen. . . I can envision myself stealing this bike.

TEST INPUT: R.L., Buff, Gibey, D.D. Leone, Dave Sigler, Oz, Dian Harlan, Kurt Smith, Brenda Waterman, Windy, et al.

FOR MORE INFO

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

art. They should be mounted on black velvet in a glass case with a little spotlight on it, instead of thrashing around on a gnarly BMX track.

All the guilty parties totally dug zootin' around on it.

The fork legs are tapered. The bottom ends are roll-formed to completely close them, then slotted to allow the dropouts to extend clear through the tubing prior to welding. We're talkin' stiff forks here.

The things you first notice on the frame are bold new graphics and the massively humongous oval down tube. Later, as your eyeballs caress the rest of this beaut', you begin to discover such pearls of design as the 6-inch flared steering head, the beefy 1 3/4-inch top tube, and the stout 3/4-inch seat and chain stays, which

Picture a bunch of alley cats that are supposed to guard a carton of fresh fish for a day or two.

have been roll-formed and slotted to accept the dropouts, just like the fork. This frame is a class item.

The welding and chrome-plating are, quite simply, perfect. Typically Redline. Componentry is all trusty stuff.

Seldom has everybody here been so impressed with a bike.

To ride it was to love it.

MORAL: When it comes to guarding fish, there is no such thing as an honest cat. ■

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