

TEXT BY WEED
PHOTOS BY OZ AND WEED
TESTING BY BUFF AND R.L.

with the green shoes? Ask Kathy or Patti to the prom?

Here's another puzzler. How do you test a frame and fork kit? Gotta build a bike, right? Put it together and go bo diddeley in the boonies. Say, how about grabbin' a bike that's

already been assembled TLCingly. Yeah! A sublime idea. Saves time, probably fights crime, and all it takes is one thin dime.

One ringy dingy . . . Hi, Stu, how about some Hot Shot shooting? At the Bunkers? Sure. Oh, yeah, we're

doing a test on the brand new Pro-Line II kit. Your bike sorta got nominated. Mind if we hang onto it for awhile and turn our Nurd Herd loose on it? . . . uhh . . . ahh . . . That wasn't gasping, was it, Stu? . . . No, didn't think so. Fine. See you tomorrow.

So, gang, this is a little different test. A kit instead of the whole kit and kaboodle. Red Line dealers will sell you all the kits you want, but kaboodles? Lotsa luck. Actually, you will be able to buy the whole kaboodle later this year when Red Line

releases a complete Pro-Line II bicycle. Drool . . . slobber . . . etc.

Right now you can latch onto the new kit and add any components you want. Checkin' out the specifications box will show you how to duplicate Stompin' Stu's own bike—ex-

BICYCLE
MOTOCROSS
ACTION
OFFICIAL TEST

RED LINE PRO-LINE II KIT

ROMPIN' WITH STOMPIN'
STU'S NEW ZOOTER

Your basic downhill off-camber clod shooter.



RED LINE PRO-LINE II KIT

cept for one trick factory component that's still being developed.

NUMBER ONE WITH A BULLET

Ya probably already knows a lotta Pros goes Pro-Line. It figures. Combine excellent engineering, terrific

teamsters, and primo promotion, and you have to come up with a winner.

BMXA's very own 1980 Readership Survey saw Red Line named as the brand most likely to be purchased next. And you guys and gals

also selected Red Line as your favorite team in the NORA balloting for 1980.

TOTALLY TACHED OUT ENGINEERING

One of the factors that sparked

Red Line's rise is their innovative engineering. Today they specialize only in motorless motocross, but years ago they enjoyed an enviable reputation for making max quality motorcycle racing frames.

Red Line's motorcycle racing ex-

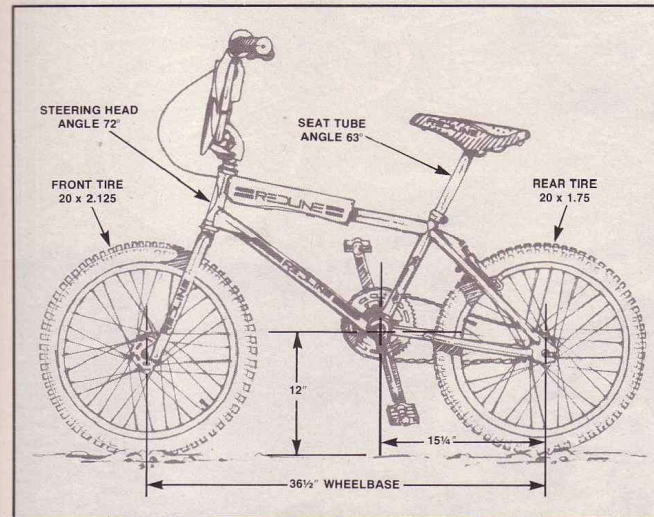
perience plus some full zoot imagining—that's imagining something and then engineering it—produced several BMX firsts. The first chrome-moly frame. The first tubular BMX forks. The first double-clamp chrome-moly gooseneck.



Superflific spiffiness. And the bicycle in front of the van is kinda neat too. The real star of this here picture is the star of the Red Line line, the brand new II.



A full wick clicker by the Team Tricker.



REDLINE PRO-LINE II KIT* SPECIFICATIONS

FINISH Red, white, and chrome.
WEIGHT: 26 pounds, 3 ounces (including three pads and number plate). Frame: 4 pounds, 4 ounces. Fork: 1 pound, 12 ounces.
RETAIL COST: Approximately \$150 for frame and fork
FRAME: Red Line Pro-Line II, 4130 chrome-moly.
FORK: Red Line Pro-Line II, 4130 chrome-moly, leading

axle, tapered legs.
HANDLEBARS: Red Line V-bars, chrome-moly.
GRIPS: Oakley .5.
STEM: Red Line Super Pro-Line, cold-forged alloy head with chrome-moly stem.
RIMS: Araya 7C aluminum alloy.
SPOKES: .080/36.
HUBS: Suzue freewheel.
BRAKES: Dia-Compe sidepull caliper (rear only); Kool Stop pads.

TIRES: Cycle Pro 1.75 (rear) and Comp II 2.125 (front) for practice. Cycle Pro 1.75 snakebelly gumwall (rear) and Cycle Pro 2.125 or Carlise Aggressor 2.125 (front) for racing.
PEDALS: KKT.
CRANKS: Red Line Flight Crank, 180mm, three-piece chrome-moly.
FRONT SPROCKET: 42T, Sun Tour spider and sprocket.
REAR SPROCKET: 16T, Sun Tour freewheel.
SEAT: Red Line by Elina.
SEAT POST: Red Line, chrome-moly, 11-inch.
SEAT POST CLAMP: Sun Tour, forged alloy.
CPSC APPROVED: Yes (complete bike when available).
ACCESSORIES: Red Line pads.
FOR MORE INFORMATION: Send \$7.50 for Team Product Package which includes color poster of Stu Thomsen, 8 x 10 color photos of each team member, stickers, and 16 page color catalog. Send \$2.50 for catalog.
MANUFACTURER: Red Line Engineering 830 Tourmaline Drive Newbury Park, California 91320 Tel: (805) 498-6783

*Components listed are those on Stu Thomsen's personal bike.

The first V-style bars. The first five-inch head tube frame. The first chrome-moly three-piece crank.

All those engineering firsts plus a lot of firsts at the track help explain why Red Line finished first on your most-wanted list.

Consider the Pro-Line's five-inch head tube. It offers a mechanical advantage over a four-inch head tube. More rigidity. Try holding a baseball bat with both hands together while somebody attempts to wiggle it. Then slide your hands

apart some. You'll find you can resist the wiggling pressure better that way. A fork bolted inside a head tube is just like that bat in your hands. Spread your hands—or lengthen the head tube—and you get more resistance to flexing.

WHAT'S NEW WITH THE II

The new Pro-Line II frame was revamped to make it more appealing to a wider range of potential Red riders. Red Line decided to alter the bike's big-guy-only image a bit with a lower profile.

The new frame produces a bike that is slightly longer than the old Pro-Line.

The new frame is about 3/4-inch longer in the front end than the old version.

The seat tube is one inch shorter.

The head-tube/down-tube gussets have been enlarged for more stiffness. According to head Red Linner Linn Kastan, about a dozen Pro-Liners managed to buckle gussets on the old bikes. Know how? Mostly with head-on wall-bangers or similar

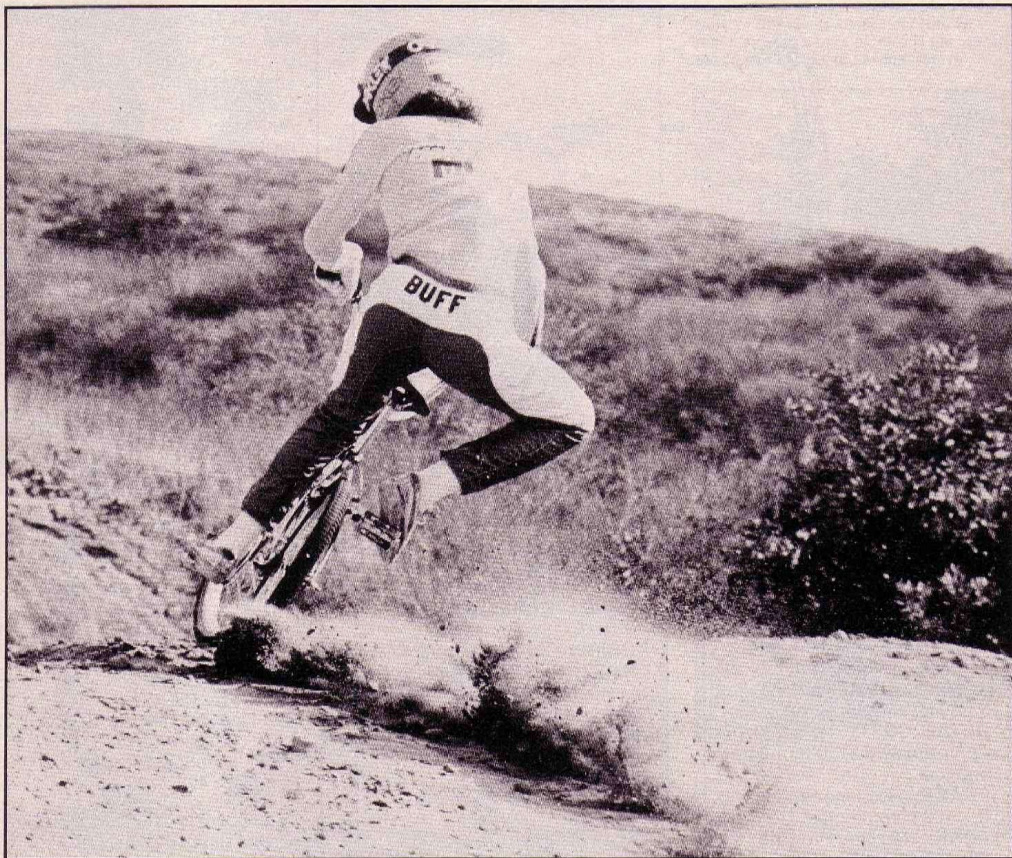
RED LINE PRO-LINE II KIT

chime-clangers. The larger gussets should handle anything up to and including playing chicken with a charging rhino.

Fork geometry was retained, but the fork legs are now tapered and feature increased diameter. The

tapering leaves them looking like Schwinn forks, however, the Pro-Line outside diameter is larger at both bends—1 1/8 inch at the top and 7/8-inch at the bottom.

The new forks delete the heat treatment used on the old Pro-Lines.



weight of the first Pro-Lines, and come up with something much easier to chrome.

STU'S BIKE

The one item on Stu's bike you can't duplicate is the sealed-bearing

bottom bracket set. This is found only on the team bikes. Red Line rebore the frames to accept the set. Future development will be aimed at making the sealed-bearing conversion more practicable for Joe Pedal Pumper.

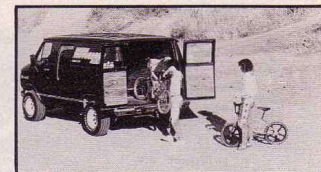
Stu runs some ancient V-bars. The bend is just marginally different, but like an old rockin' chair, he's used to them.

GROUND POUNDIN'

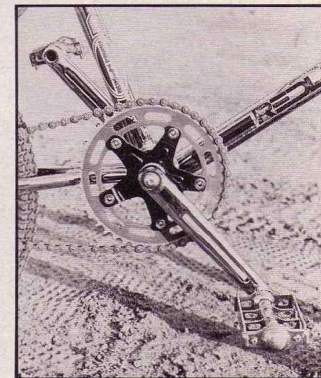
So much for background. Let's



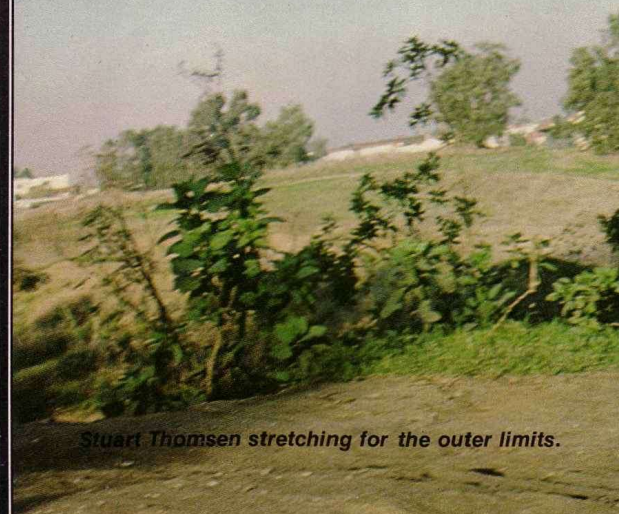
Heat treating is a mucho bucks operation that increases strength. However, it played havoc with attempts to produce a spiffy polished chrome look. By increasing the o.d. and using a single butted stem, Red Line was able to match the strength and



"I don't know, Buff. I still think the carnitas tacos are better."



Red Line Flight cranks, KKT pedals, Sun Tour spider and 42T sprocket.



Stuart Thomsen stretching for the outer limits.

get to poundin' ground and samplin' rare air with the illustrious Nurd Herd paced by Mike (Rent My Back) Buff and R.L. Osborn. Before testing, R.L. signed a statement declaring his initials don't stand for Red Line.

RED LINE PRO-LINE II KIT

Were the guys pumped about pumping away on Stu's personal bike?

Is a pig porky? Does a camel have humps? Besides, they had an extra added incentive for really hanging it out for photos. No, not disgusting,

dirty, dismal cash. Something of consequence. Carnitas tacos on the way home. Saddleback's ground-sky interface (that's bureaucratese for terrain) required plenty of extra effort. Buff was holding out for the Taco Bell, but he got outvoted in

favor of Manuel's gen-u-whine taco hole-in-the-wall.

Our Nerd Herd is super quick on the uptake. Tell them they're riding Stu's bike and within mere hours they'll figure out it's set up to fit a six-footer.

Stu runs his seat back and his bars forward, making the bike feel longer than it really is when a sub-six-footer is aboard. However, our dynamic duo figured it could be dialed in for any reasonably sized 14 year old and up. That's just what

Red Line had in mind.

Both our guys got used to the bike instantly. The Pro-Line has the kind of geometry that lets you climb on cold and pump yer legs off with complete confidence.

R.L. noticed the longer lighter



Tough stuff by Buff, goin' for it in the gnarlies.



The Super Pro-Line. A cold forged alloy head with chrome-moly stem.

Watch out, comp. Rompin' Stompin' Stu has a new II.

front end right off. He adjusted forward to compensate, and the front wheel really bit in, just like a piranha with the munchies. 'Course riding like that did encourage the back end to brake loose sooner than he expected.

Buff, who rode the bike neutral, had both ends sticking like glue to shampooed moose doo doo.

Air time was described as smooth, really good, loopless, level, and same thing for me.

Stu's easy 42/16 gearing plus the

180mm Flight Cranks gave the guys a good chance to check out the Stomper's spin-to-win setup in action. They were turning more revs than a hyper gyroscope at a whirling dervish convention.

Although R.L. is five-ten, he's

dialed into short bikes for trickin'. So both he and shorter Buff decided they would fudge and firkle the seat forward a bit to set the bike up for themselves. Buff reverses the clamp under the seat on his bike to get his buns forward a bit.

Overall, the Herd was impressed. Jubilant phrases gurgled from their lips. "This is one sturdy machine." "Real comfortable." "Spiffy looking." "One of the best we've tested." "How about those tacos?"

The Pro-Line II kit should be in

the shops by the time you read this. As with past efforts, the quality of the engineering and the resulting performance should be enough to make a whole lot of holeshooters wanna make a bee-line to their Red Line Dealer. ■