

Eisenacher laying a full helicopter on us.

RED LINE

**FACTORY TRICKNESS,
RIGHT OUT OF THE BOX**

Story and Photos By Bob Osborn
Jumps and Bumps Testing
By Ike, R.L., and Jones

RED LINE. The very mention of these words conjures up visions of crash helmets flashing in the sun, bright colored jerseys whipped by the wind, dirt spattered number plates, and racers pushing themselves to the limits of strength, endurance, and coordination. Down and dirty bicycle motocross racing.

The Red Line name has also become synonymous with innovative design, quality materials, primo welding, beautiful nickel finished, and that elusive magic that results in ultimate handling.

Such lofty thoughts as these were, like sugar plums, dancing through our

heads as the fearsome, grubby BICYCLE MOTOCROSS ACTION Test Team, those tellers of lousy jokes, and myself, immaculate in only-worn-three-days Levis and a cherished Husson's Cantina tee-shirt, buzzed out the San Diego Freeway, heading for Pedaler's West, home of the Red Line Racing Team and repository of this month's test bike.

Zoom. Screech. Car doors slamming. The rapid clumping of eight big feet. "Where is it? Where's the..." And there it was. Waiting. Ready. Spartan.

The all new Red Line Pro Line, positively reeking trickness.

"Hey, man. Umm. Spiffy. Ahh. Proto-ala-moto. Wow. That's trick. Boss." Forty milkshake-sticky fingers going all over it. Fondling. Smudging the brilliant nickel finish.

Yes, race fans, Jim Emerson, proprietor extraordinaire of Pedaler's West, knows how to set 'em up.

In addition to all the new Pro Line equipment, which we'll get to in a minute, this scoot had Cheng Shins (1.75 rear, 2.125 front), Araya alloy rims, 80 gauge spokes, alloy hubs with a Shimano 16 tooth freewheel on the rear, an HKK chain, Addicks 45 tooth front sprocket on the new Ash-tabula 7 inch cranks, KKT pedals



The gleaming, gorgeous, grunty gorilla of gnarly BMX tracks: The new Red Line Pro Line.

◀ Stand back, girls! It's those devil-may-care, intrepid, lionhearted BMXA test guys: Ike, R.L., and Jones.

(black, chrome-moly) a Shimano side-pull caliper brake set up, alloy seat post, Grand Prix seat, and Oakley grips. All first rate, nifty, super racing equipment. We were not going to have to change a thing.

When we got the Red Line back to the Most Factory Magazine secret headquarters, hidden atop one of the awesome, rugged, forbidding mountains of Torrance, the first thing we did was hold some timed runs out in the street.

We marked off a 30 yard drag strip and matched Donny against Ike (both 16 and overs), and hooked Randy Emrich into racing R.L. (both 14-15 novices). After each drag race the riders would switch bikes, rest a little, then go again. Of course the Red Line was raced each time. The other bikes were a variety of exotic racing machines.

They were started with a kind of verbal christmas tree: 1 . . . 2 . . . 3 . . . GO! The only rule was that their push-off foot must still be on the ground when I said "GO!"

What does this prove? Well, it's a very good way of trying out different gear ratios and crank lengths against a timed distance to see what is quickest. It's also neat for getting an idea of how well different bikes were designed to transmit energy and power into forward motion (crank location, frame length, gooseneck extension, handlebar height and angle, etc.).

It's also a great way to train your brain and body for the start to first turn section of a motocross race.

Oh. You want to know who won? Well, it wasn't *who* won, it was *which* bike won. The Red Line did it every

continued



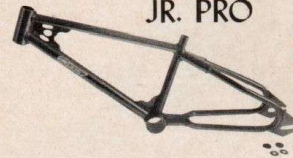
The Red Line did everything with complete predictability.



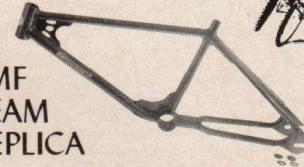
BMX DIVISION



JR. PRO



FMF TEAM REPLICA



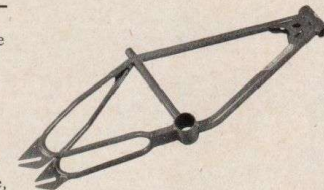
FMF/BMX DIVISION introduces two new lightweight BMX racing frames. Both frames have been tested and developed by the National #1 team of "FACTORY BOYS", at FMF.

The FMF TEAM REPLICA and JR. PRO frames are constructed of 6061 T6 aluminum, heat treated and then anodized FMF red, glistening gold or glass beaded to a fine polished silver. The full sized team replica frame weighs an amazing 3½ lbs. and the smaller JR. PRO version 3 lbs.

Standard crank hangers come on both models and universal components are accepted. Approximate retail is \$85.00.

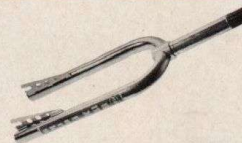
JW REPLICA

FMF/BMX has the JW REPLICA, the hottest new piece for BMX action! The JW REPLICA is the same as the FMF TEAM REPLICA except that the JW REPLICA is constructed of super tough mild steel and factory race tested by the "Good Ol' Boys at FMF." The JW REPLICA is available in FMF red or yellow and weighs in at only 5¾ lbs. The JW REPLICA, a hot one for sure, only from FMF. Suggested retail price—\$54.95.



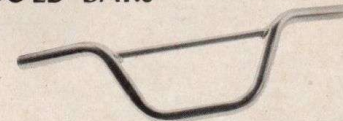
F.M.F./BMX FORKS

FMF/BMX DIVISION has a new fork you can trust. This super strong fork is made of 4130 chrome-molly. Drilled, leading axle tabs make them light—under 2 lbs.—and give your bike good handling abilities. Costs under \$30.00 and are nickle plated for that sharp racing look.



"GOLD BARS" by FMF, now available in three sizes. These lightweight units are guaranteed winners on any bike. Like the FMF racing frames, Gold Bars are made of strong 6061 T6 aluminum, heat treated and anodized FMF GOLD. The small 3" rise bar weighs only 10 ozs. with the popular 6" rise weighing 12 ozs. The Big Boy 8" rise model is still under 1 lb. at 14 ozs. All models have been developed and race tested by FMF. "FACTORY BOYS" THE #1 TEAM IN THE NATION . . .

"GOLD BARS"



FMF/BMX Pre-Christmas Decal Package Deal! Decals and Catalog only a buck.

SEND TO:



BMX DIVISION

25905 BELLEPORTE AVENUE
HARBOR CITY, CA 90710
(213) 325-1363

THE HOTTEST STEEL

time! No matter who rode it, no matter what the other bike was, the Red Line came out on top. Ike put in the best time with a 4.47 second run.

Anyway, that was interesting, but mostly just messing around. Next we got into the down and dirty part of testing: Motocross.

Carroll Ranch. Sylmar. Entradero, Corona. Van Nuys. The Red Line had some high speed miles put on it.

When we finished the racing phase we then moved on to the torture testing and photo phases. Those completed, the Red Line was pulled apart, everything checked, weighed, cussed and discussed, and then reassembled.

The results of the testing? First the details and technical stuff.

The Red Line frame is all chrome-moly, heli-arc welded to absolute per-

fection, then nickel plated. Instead of the rectangular cross-section chain stays, round tubing is now used. The new dropouts are flat with a radiused flare along the bottom edge for added strength. The steering head is lathe-turned with top and bottom shoulders providing additional support for the bearing cups.

Larger diameter, thinner wall top and down tubes have been used in lieu of a gusset at the steering head. Frame weight has been cut to 4 pounds 5 ounces. Cost of the frame is right around 90 dollars.

The new Red Line Pro Line chrome-moly forks have been redesigned to reduce weight without sacrificing strength. Dropouts are new, tubing smaller in diameter and wall thickness. Weight is 1 pound 12 ounces and they cost about 34 frogskins.

The new Red Line chrome-moly gooseneck is totally different and fantastic. Weight has been reduced, the stem bolt is now accessible, the bars are extended forward about 1½ inches, and it's cheaper. Weight: 15 ounces (without the stem bolt and wedge). Cost: about 22 bucks.

The new chrome-moly "victory" bars reflect the same thoughtful, meticulous perfection that is so obvious in all the Red Line products. The V-shaped crossbar has reduced the stress at the welds by introducing a slight degree of flexibility. Plus, as with the other Red Line stuff, they just flat look TRICK! Weight is 1 pound 7½ ounces. Cost is about 16 dollars.

Bolt all of this equipment together, slap on the pads and number plate, and the whole enchilada weighs just a

continued on page 39



WAHOO! Hit the uphill flat out, dive for the inside, unweight and kick out the rear end; the berserk approach to the European section at Entradero. Eisenacher riding.



An almost tabletop. R.L. aboard.



Long time Red Line factory racer, Byron Friday, flat smokin' down the old Yarnell Street track.



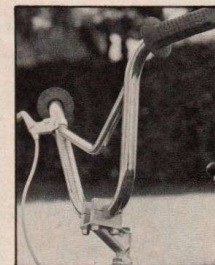
Even the Leaper of Tall Buildings occasionally sits one out.



Fast berms are a joy on the Red Line.



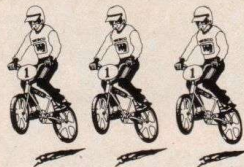
Rear dropouts. Check the radiused flare for added lateral strength.



The new, hot, spiffy Red Line chrome-moly gooseneck and "victory" bars. Primo equipment, folks.

Webco has been in the high performance business since 1954, and we're here to stay. That's an important fact to consider when buying any product intended for rough treatment... whether it's a seat post or a complete moto cross bicycle.

Webco does more than simply make parts. We are test and development experts; and when we design and build anything, it is the best of its kind. Our chromoly moto cross



We back our bikes with 20 years of racing



The Ultimate

bike, the *Ultimate*, is the lightest and strongest machine you can buy at an economical price. Racers who win on Webco bikes ride standard production equipment; not fragile featherweight prototypes that need constant rebuilding. Webco's *Ultimate* is built to take it.

The *Ultimate* has everything you expect in a racing bike—track geometry, nimble handling, long cranks, safety pads—plus optional Webco Mag wheels and the new Webco chromoly fork. Send \$1 for our latest catalog of bikes and related high performance accessories.

WEBCO MOTO CROSS SPECIALISTS
BOX 429 • VENICE, CALIF. 90291 (213) 399-7724

BACK ISSUES of Bicycle Motocross Action AVAILABLE



December 1976/January 1977
February/March 1977
June 1977
August 1977
October 1977

Enclose \$1.00
plus 50¢
postage and handling
for each copy ordered

Copy or Copies Desired:

Dec./Jan. 1977 _____ NAME _____
Feb./March 1977 _____ ADDRESS _____
June 1977 _____ CITY _____
August 1977 _____ STATE _____ ZIP _____
October 1977 _____

Mail to:
BICYCLE MOTOCROSS ACTION, P.O. Box 5277, Torrance, California 90510

BMX Champion



TUFF WHEEL

This 20" Wheel made from super tough DuPont Zytel® Nylon. Tuff Wheel is lighter than any mag wheel and offers more impact resistance than any wheel made! The perfect answer for the serious Bicycle Motocrosser. Rear Tuff Wheel takes the #70 or #76 Bendix brake unit. Front Tuff Wheel uses the SKYWAY Heavy Duty Axle. 90-Day Guarantee against breakage or defects. Life-Time Guarantee against warpage.

super tough



lightweight

See your local dealer or write to:
SKYWAY
RECREATION PRODUCTS

4451 Caterpillar Road, Redding, Calif., 96001 (916) 243-5151

RED LINE

continued from page 20

shade under 24 pounds; definitely in the ultra-competitive class. The retail price of this particular setup is a terrifying 290 dollars or thereabouts. I should add, to soften the blow a bit, that this bike is about as "factory" as you can get. There is no better equipment available, unless you were to go to precision bearings throughout, maybe.

And now comes the good part: A bunch of random impressions from the test team that pretty well tell the whole story.

This Red Line equipment obviously spent a great deal of time on the drawing board. Everything is extremely well thought out and effective.

The handling is just what you would expect of a factory bike. Neutral and perfect. Weight distribution, crank and seat location, handlebar height, angle, and offset, wheelbase, and everything else are flawless for anybody around 12 years old or older. For the little squirts this bike is a hair on the long side.

Acceleration was terrific. Lots of low end grunt. The Red Line would spurt out with each stroke of the pedal arms. This was primarily due to the excellent gear ratio, the Addicks sprocket, 7 inch Ashtabula cranks, lightweight rims, and the location of the bottom bracket. The setup on the bars and gooseneck probably contributed something to this also. The test guys loved the "victory" bars.

With the test almost over we were getting way too radical with the Red Line. The test team was doing things that should never be done to a racing bike. You know what broke? Absolutely nothing. Sure, we tinkered the alloy rims a little, but we always do that. Also, Eisenacher managed to put a slight bend in the top plate of the gooseneck, but you should have seen the biffl! For Ike it was just a matter of sliding about 20 feet through the mud, but for the Red Line it was an end-over-end, violent flipping that should have totaled the bike. Anyway, the bend was so slight that we didn't even notice it until we pulled the bike apart a couple days later. Besides, we were laughing so hard at Ike, who was totally covered with mud, that we forgot all about checking the bike.

To sum it all up, the Red Line got straight A's from the test guys. If you've got the bucks and want a factory bike, this is it. If you would rather approach this thing a bit more gradually, try one or two of the Red Line products. We can recommend them most highly. No way can you go wrong.



HOT-SHIRTS

\$4⁵⁰

Plus 75c postage and handling. Calif. residents add 6% sales tax.

FLAMING YELLOW,
100% COTTON T-SHIRTS
WITH BLAZING RED
AND CHARCOAL BLACK
PERMANENT BRIGHT
COLOR SCREENING.

Child's M-L-XL—Adult's S-M-L-XL

Specify Size. Mail Check or Money Order to:
RAINBOW ENTERPRISES, INC. • 7211-D Garden Grove Blvd.
Garden Grove • California 92641

DEALERS: INQUIRE ABOUT QUANTITY PRICES

Did Jacques Cousteau discover this super sticky-tacky grab-ya-hand octopus tread? Who knows! One thing's for sure, this stuff really hooks up and hangs on — and that's a fact!

THE OAKLEY GRIP

Send \$5.95 for your genuine Oakley Grip T-Shirt. Specify BL, S, M, L or X.

OAKLEY II

800 so palm ave.
alhambra, ca. 91803