

The lid is slowly raised from the box and as the white sunlight strikes its contents, the boy's face lights up like the Star of David. Squinting while his eyes adjust to the profound glare, the boy hears the heavenly chorus of a thousand monks singing in unison. A dove descends from the sky and lights upon the boy's shoulder. All is at peace, within and without. Gladness fills his heart. The boy closes the box, grins, and begins

The spiritual well being of owning your very first set of genuine Redline Flight Cranks is much like the over-dramatized intro above. You feel as if you've attained something of greater worth than the \$130 you sacrificed for your sacred temple on wheels. Redline Flight Cranks, the first ever three-piece tubular chrome moly cranks, continue to be the standard by which all others are judged. Redline Engineering has been a leader in BMX technology since day one, having introduced such industry firsts as the first chrome-moly racing frame, the first tubular forks, the first doubleclamp goosenecks, first chrome-moly V-bars...the list loops on and on. Redline products reflect roots. We let our loco-

motivated testers hulk out on the two Redline RL-520's we were sent for evaluation purposes. What's up with them? Keep reading.

REDLINE RL-520 **TOP TUBE 18 1/4** SFAT TURE **HEAD TUBE ANGLE 71** ANGLE 68 REAR TIRE 20 x 1.75 **FRONT TIRE 1.75 BB HEIGHT 11 1/8"**

FRAME: Redline RL-520, tri-moly. FORK: Redline Pro, 4130 chromemoly. **HANDLEBAR:** Redline Pro, 4130

chrome-moly **HANDLEBAR STEM:** Redline Pro

Stealth, 4-bolt.

GRIPS: Tri type, rubber. HEADSET: Steel, loose ball. RIMS: Arava 7X, allov. 20 x 1.75. SPOKES: Stainless steel, .080 gauge.

HUBS: Joy Tech, sealed. TIRES: Cheng Shin, skinwall, 20 x

BRAKE: Dia Compe Bull Dog.

BRAKE PADS: Dia Compe, stock. BRAKE LEVER: Dia Compe 128. PEDALS: XC II type with chrome-

moly axles.

CRANK: One-piece chrome-moly,

BOTTOM BRACKET SET: Steel,

loose ball. CHAINWHEEL: Alloy, 44T. DISC: Alloy power design. FREEWHEEL: Suntour, 16T.

CHAIN: 3/32". SEAT POST: Redline, 4130 chrome-

moly, straight. **SEAT POST CLAMP:** Peregrine,

single-bolt, alloy. SEAT: Redline, 5-rivet.

ACCESSORIES: Safety pad set.

THE BIKE



The 520 frame features tri-moly tube construction, which means the front triangle is 4130 chrome-moly and the rear end is hi-tensile steel. That helps keep the bike in the affordable \$250 range. Don't worry about the RL-520 being a tanker. She tips the scales at a respectable 25 1/2 pounds. Nice attributes of the frame include the unique bends in the rear drop outs (to prevent "pac-manning") and exceptional side-to-side stiffness. Welds are very good for a Taiwanmade bike, and the quality of finish is



The forks are entirely 4130 chromemoly; the legs tapered and extra beefy. The only thing we didn't particularly jump for joy about was the hole in each drop out. One of the test bikes sustained a very slightly warped left fork tab, but we tend to believe this minor problem stemmed from the testers' torture-torquing--not a fault in fork design.





COMPLETE BICYCLE PRICE:

Approximently \$259.95 for chrome, \$254.95 for painted (actual dealer

FINISHES AVAILABLE: Chrome, Airwest/Snow, Solar/Carbon,

COMPLETE BICYCLE WEIGHT: 25

STEERING HEAD TUBE LENGTH:

HANDLEBAR RISE: 7 1/2 inches.

TOP TUBE O.D.: 1 1/8 inches. DOWN TUBE O.D.: 1 1/4 inches.

BOTTOM BRACKET TYPE:

American.

FOR MORE INFO CONTACT: Your local Redline dealer. DISTRIBUTED BY:

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trickness to make it raceable right out of the crate or a dependable thrasher, whatever the buyer desires to do with it. Age range is approximently 10 years old through 16, possibly older with a stem and seat post switch.

(15X) and Robert Zahnow (17X) also came along for the ride. We packed everything up and headed on out to Palos Verdes trails,

Rvan Vanderveen and quest test boy

Jimmy Levan were more than eager

to provide riding evaluations for the

520's, providing we set them up with

some primo launching terrain.

Redline's factory guys Jason Donnell

hoping to find some BMX-ready jumps. No go. The jumps we found weren't exactly kickers, but our resourceful test crew made the most of what was available

Rvan liked the way the 520 handled-even with

the HUGE bars. As you can see, he made do.

The treacherous P.V. downhills turned out to be excellent for testing how the bikes handled at white knuckle speeds of 35-40mph. Roosting into the loose dirt at the bottom of one of the hills also put the 520's to the handling test. What did they think of it?



Raves regarding the gearchangeability of the alloy power disk and chainring combo, the Joy Tech sealed hubs and authentic Araya 7X rims, Sun Tour-like pedals (with chrome-moly axles, wouldn't you know it), and soft Tri-type grips were heard from our testers.



Robert Zahnow roostin' (we always wanted to say that).

TEST TEAM COMMENTS

It rides really solid...I'd put an XXL stem on it because it feels kind of short for me (5'10", 170 lbs, 17 years old)...I don't know about these bars. They're real tall and the crossbar is real high. I'd trim their width down if I was going to keep them...Pedals stick really good...Slow steering...Corners really good. It's really laid back (seat angle: 68), but that actually helps because you naturally lean back going into turns...Racers are stoked with the power disk set-up because they can change gears real easily...Headset loosened up a little bit. That's normal--- Wobbles a little bit on fast downhills. but what do you expect at 35 miles per hour?...The brake lever rubs my knuckle a little bit. I'd bend it outward...Bars didn't slip at all...Why did they put studs on a nylon saddle?...The graphics are conservative--not too wild...\$250? That's it?



Airing out the 520 on the E.T. hills. Rvan at

Everything jives--sturdy construction. good components, predictable handling, a nice price, and very competitive weight...not to mention the Redline name. If you're just getting into BMX or are just looking for an affordable new bike, the Redline RL-520 might just be the end of your fruitless searches. Don't join that monastery just yet...



HOMETOWN: Orange County, CA SPONSOR: Redline CO-SPONSORS: MRC, Odvssev. sion Street Wear, Body Belt RANKING LAST YEAR: ABA National

PERSONAL GEAR: Redline jersey made by M&M

PERSONAL VEHICLE: Redline Pro XL frame, prototype Redline Pro XL forks, prototype Redline Pro bars Redline XL stem A'ME Tri grips Tioga Bear Trap headset Araya 1.50 alloy rims .080 gauge stainless steel spokes DK sealed bearing hubs Comp III tires; 2.125 front, 1.75 rear Odyssey Pitbull brake Shimano lever, mounted on left Odyssey Triple Trap pedals with Razorback cages Redline Flight cranks, 180mm Redline Techmatic bottom bracket, sealed Redline Flight Gear, 46T Sedis Sport chain, chrome Redline saddle, studded Redline seat post, straight

NL-1 number plate EXTRAS: Shimano brake lever hood rubber), Body Belt safety pads

How old were you when you started racing BMX?

"I was five. I got sponsored by GT about a year later. Back when I rode for GT there were a lot of factory little kids, not like today where there's just a few. Then Grea Hill started his own company (GHP) and I rode for him for a year. Then I rode for CW for a couple years until they started a new company called Revcore. I rode for them for two years. I rode for Robinson for two races, then I rode for myself for the first two races of '90, and then Redline picked me up."

Why did you switch sponsors so much?

"I don't know. That's just how it

Do you train?

"Yeah. I ride rollers every night for about thirty minutes and I do a lot of hills. I also work out at MRC and ride Orange a lot."

What racers do you respect the most?

"I respect Mike King and Eric Carter for their abilities and accomplishments. Mike King's really helped me a lot this year."

Who is your main competition?

"Mike Luna. We've been racing each other since we were six years old."

What lessons have you learned from racing for ten years?

"How to stay focused. I always set high goals and try to achieve them. There's so much to be accomplished in BMX. I've always enjoyed it--the people involved in it, the competition, the travelling...everything about it."

What are your goals for this year?

"My goal this year is to be Amateur Number One. That's always been a goal for me.



Zahnow and Donnell take to flight.

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