



# REDLINE VS THE NITRO CIRCUS

## THE CONTENDERS

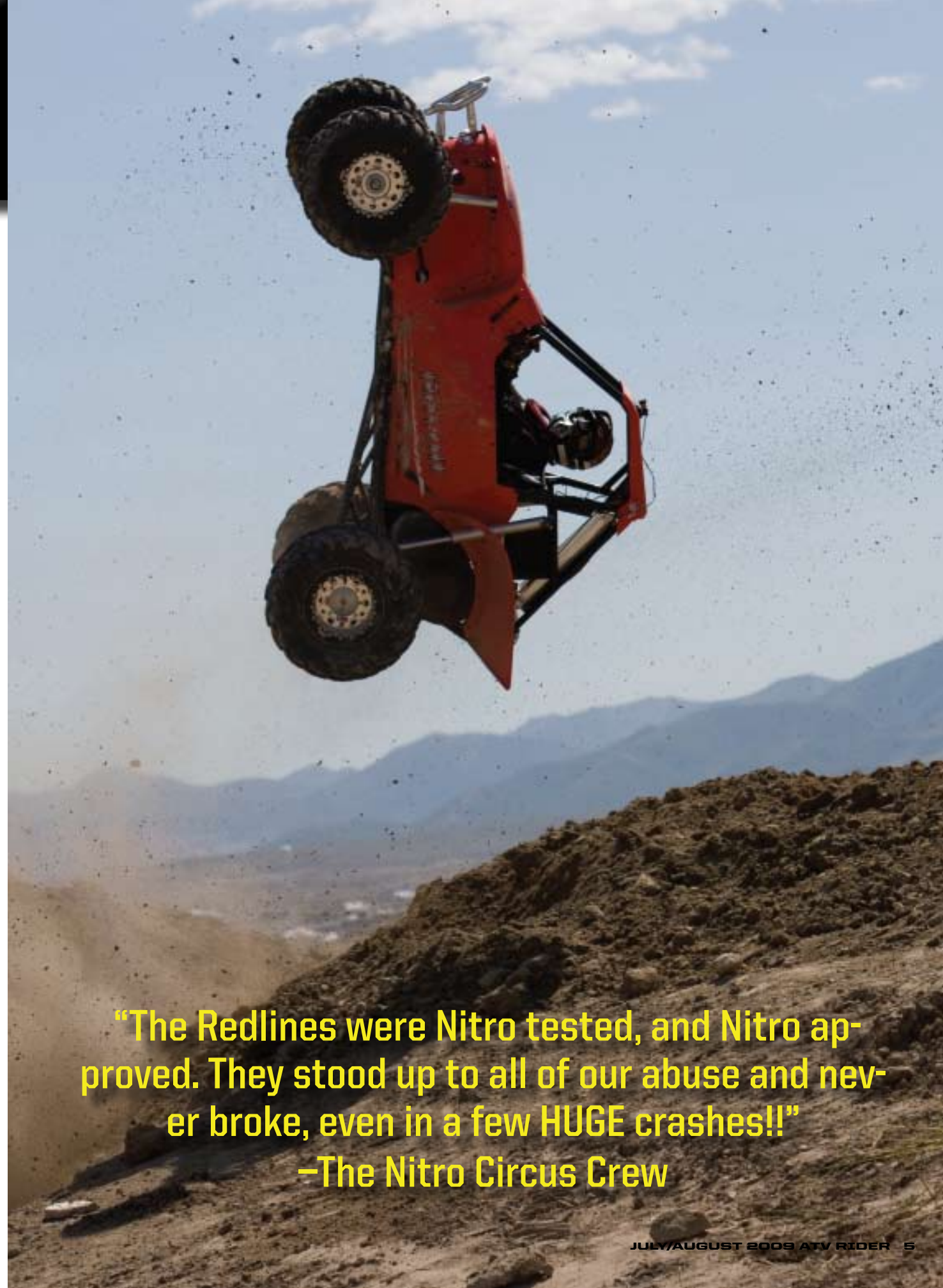
In the Red corner... The Redline Riot and Revolt. As we reported just a few issues ago (Sept. '09) Redline's vehicles are pretty damn tough. The Riot side-by-side and Revolt single-seater are 749cc monsters that produce 70-plus horsepower right off of the showroom floor. Both units boast 16 inches of suspension travel in the rear with 18 inches of travel up front. Having spent considerable time in the machines, we can attest to their brutal power delivery and all-around toughness. We can also attest to their insane ability to wear out an opponent without so much as breaking a sweat. The Redline machines are beefy in all of the right places, yet lean enough where it counts to stay nimble. In order to knock one out, it would take a devastating combination, as a single hit rarely fazes them.

In the Blue corner... The Nitro Circus Crew. Unless you've been in a shoebox for the last five years, you should have a pretty good idea of who the Nitro Circus crew is. The crew is comprised of seemingly self-destructive athletes from various really, really dangerous sports. The big name in the crew is, of course, Travis Pastrana

(do I really need to tell you who Pastrana is?), the MX/SX/FMX/Rally superstar with the instigative ability (and talent) to talk anyone into anything. Ex-FMX Pro Andy Bell, Travis's longtime sidekick, and a perfect example of Travis's unique aforementioned talent, is also the man responsible for turning a luggage company (OGIO) into a household name. Jolene Van Vugt is a female pro motocrosser, Jim DeChamp is a pro downhill mountain bike rider, Erik Roner is an extreme skier and B.A.S.E. jumper, and Scott Palmer is a skydiver. Outside of the athletes, there are Street Bike Tommy, Greg Godfrey and the Nitro Circus lawyer Jeremy Rawle. Combined, the entire crew continuously steps it up and pushes the limits within their respective sports, and during the filming of the ridiculous stunts that only they could come up with. The crew's willingness to try anything gives them a unique ability to either land a knockout blow or find themselves staring up at the ring lights.

## ATLANTIC CITY? LAS VEGAS?

Unlike most prize fights, the Redline vs. Nitro Circus bout was scheduled for Salt Lake City, Utah, in a setting that was certainly more Fight



**"The Redlines were Nitro tested, and Nitro approved. They stood up to all of our abuse and never broke, even in a few HUGE crashes!!"**  
**-The Nitro Circus Crew**

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Club than Madison Square Garden. An empty truck lot and a few crudely formed mounds of dirt made up the no-frills "arena," which was not far from the headquarters of Godfrey Entertainment (producers of the Nitro Circus videos and TV show).

## DING! DING!

From the sound of the opening bell, to the closing round, the matchup failed to disappoint. Both sides pressed the action, with neither side backing down or giving an inch. The arena turned out to be plenty, as both the limits of the machines and the drivers were steadily tested. Front flips, barrel rolls and near backflips resulted in a tough, knock-down, drag-out war of wills, better suited for the cameras of Pay Per View than those of MTV. Round after round, bell after bell, the machines and drivers were steadily beaten, then rested, before being beaten again. While we can't really give you too much in the way of play by play, we can certainly tell you the Nitro Circus crew did everything that the Redlines weren't intended to do, yet the machines rolled with the punches and stayed on their feet...well, kind of. The machines (and driv-

ers) actually spent a lot of time on their heads and backs. No less than five huge crashes took place, yet outside of minor cosmetic damage (scratches, scrapes, minor dings and bends), the Redlines (and drivers) were fine and survived fairly unscathed.

We really honestly didn't think it was possible to defeat the undisputed kings of chaos and destruction, but the matchup was certainly intriguing. The fact that the Redlines survived is a testament to the machines themselves. What the Nitro crew does to equipment goes well beyond the normal parameters of "intended use" and the Redlines took it all in stride. To say that Pastrana's crew was defeated wouldn't be fair either. Sure, Andy Bell had some whiplash, but who wouldn't after front flipping an 800-pound machine.

The truth is, just like many other historic bouts, this one went to the judge's scorecards, and this prizefight would ultimately have to be declared a draw. Who knows, maybe we'll get lucky and there'll be a rematch. The good news is if it happens, we'll be ringside, and ready to bring you the action.

