

**BMX
ACTION**
**OFFICIAL
TEST**

ROBINSON

Pro Team Model

No Comparison

EVALUATED BY
CHRISTOPHER MOELLER, M.D.

One year ago to this very issue, BMXA tested the Robinson P.T.M. bicycle. At that time, the staff of the magazine named the Robinson the Best Bike of 1987. One year later, Robinson is selling almost the same, exact, identical bike. Only minor changes have taken place on the bike and on the team roster. In 1988, Robinson is once again serious about BMX.

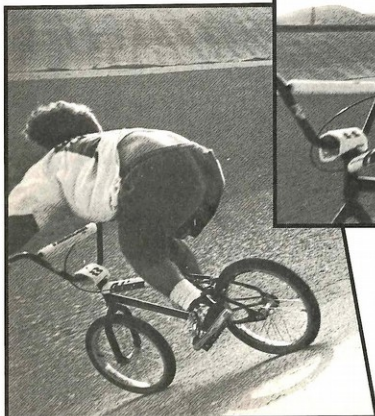
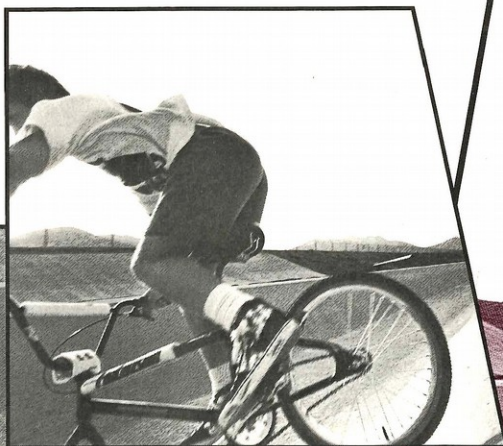
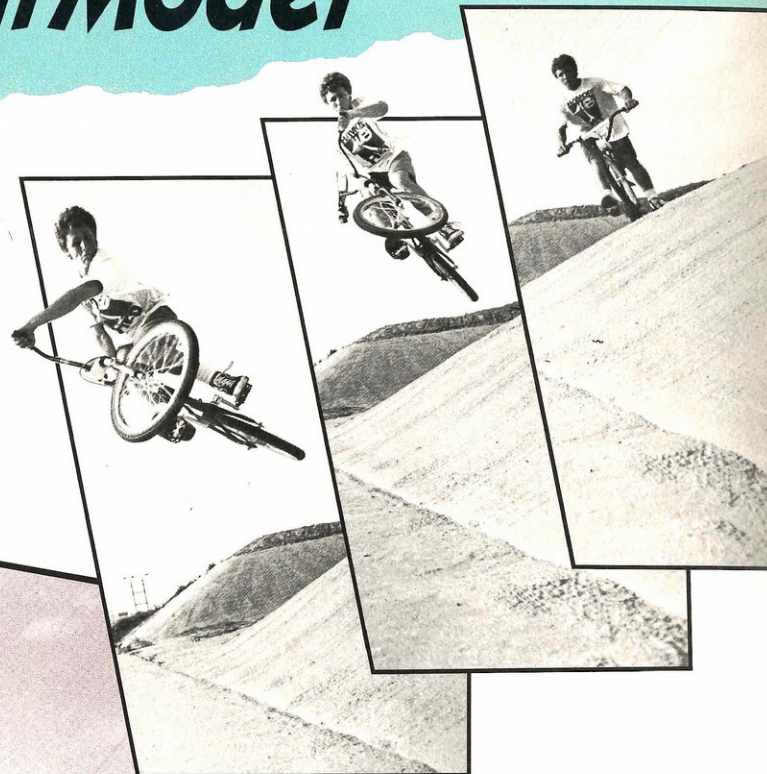
Greg Hill is a veteran pro who rides

for Robinson. The bike Greg rides has been known to have Flights and be a tad long looking. Jason Shegas does up his hair pretty fancy and wears a lot of gold. Jason's bike is a Robinson. Todd Mitchell is from Texas and is off Robinson. Glenn Pavlovsky is Todd's replacement. Glenn lives in Irvine, CA., where the trees are made of plastic. Danny Nelson lives 7 miles from the Simi Valley ABA track. Danny goes fast on a 20 inch bicycle and has used the same center pull brakes for five years. He too, rides a bone-stock Robinson Pro frame.

In 1987, the Robinson had a short back end, as it does in 1988. One year ago, the Robinson had a pair of IRC tires that didn't work too nice on dirt. One year later it has Comp III's—Mitsuboshi's but none-the-less a vast improvement. The year before the '88 Olympics, the Robinson had A'ME

grips. This year it has some freaky, non-flange mountain bike grip that people assume will be popular in BMX as well. Twelve months ago, the GT Power Series cranks on the Robinson were 175mm long. Since then, they've grown 5mm. The stock 180's are ideal for this kind of hardcore machine. In 1987, President Reagan met with the Soviets and the Robinson had

geometry that could handle just about any track. In 1988, President Reagan ordered the sinking of several Iranian speed boats, yet the Robinson still rode killer. Last year, Charles Townsend got the ABA #1 plate and the Robinson could be ridden by a giant. This year Greg Hill could possibly be the No. 1 pro and the Robinson would still fit a 6 foot tall rider. The year before Charles



Angry K-9 looks-one-down at the "Wallows of Grapevine." As much as the Robinson is a full-blown top-ranked race bike, we couldn't help but try it on the street or in a mile long ditch. Photos: Spike

Manson got interviewed by Geraldo Rivera, the Robinson Pro Team Model had sealed bearing SR Beartrap pedals. Having nothing to do with the judicial system's penal code, the Robinson still has the SR's today.

In last year's test, the Robinson was heavily evaluated as far as strength, handling, size, price, purpose, etc, etc. This year, we will simply recap the whole episode. If more information is desired please feel free to refer to last year's issue—the one with Eddy and Billy on the cover.

The main point behind the Robinson movement has always been the "no freestyle" conviction. The Robinson team is a no frills race force who jump



Your need for speed can be quenched quite quickly when racing a Robinson—seen here in action during a typical Wednesday night in So. Cal.. Check out Mad Dog's Airwalks . . . Photo by Windy



Immediately upon arrival for the Simi photo session, Bill Nelson (Danny's dad and Robinson's team manager) humbly told us, "Danny's not much of a jumper—and it's all my fault. Ever since he was eight, I've trained him to keep both wheels on the ground and to just go fast!" Well, it ended up that Danny got some air and looked mighty fast while doin' it . . . We've never been much for excuses. Spike photo



Within the last year, Danny Nelson's grown about a foot. Within that time, he's gone from the Robinson Elite frame to a custom mid-sized Robinson Junior to his current Robinson Pro frame. At 13-years-old, he's at the point where size and weight aint holdin' him back!

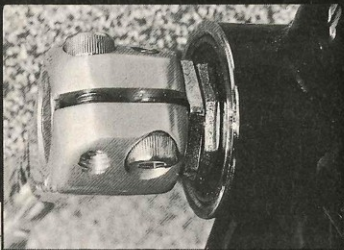
mostly seventies style but go tons fast on the track. The bike was designed years ago by Chuck Robinson and has remained virtually unchanged since day 2. (Day 1 was boring.) The concepts of a short rear end, high bottom bracket, and top-quality were the basis for the bike. Today, the bike has been stretched out, lightened, and kept up to date with new 'n improved graphics and a seal of authenticity welded to the seat tube. The bars and the seat post are both made by Robinson and are the same shade of black as the frame. They too proudly adorn the big-R logo. Just like last year's bike, the Robinson had GT sealed hubs and Dia-Compe brakes. Every single component on this bike is top of the line. Not one part is skimpy—and I'm not talkin' peanut

butter. For a person who is about 5'5" or

taller, this bike will fit well. The big components such as the bars and the seat post can be cut to match the rider. The rear end is short enough to allow even smaller riders to speed jump. The new 180mm cranks are a welcomed change and the new Comp III tires are a blessing. The lay back seat post is cool for real big guys, although smaller dudes might want to put a 180 degree post on. The 43/16 gear is proving to be the gear of the 80's and Robinson made sure to have it on their bike. With all the new trends and fads in the BMX market, it's good to see such a solid piece of function on the racing scene. It's important to remember that this is not freestyle or F-1, and upside down brakes or aerodynamics don't really matter.

What all this means to you is that the Robinson is an excellent bike. The

geometry makes it snappy and stiff, the components make it virtually maintenance free, and the team makes its competition an example. This bike is awesome and can take you to high places fast. Or you can choose to go like Clive—low, slow, and incognito. ■



BRAKES LEVER(S): Dia-Compe Tech-7.
BRAKE CABLES: Dia-Compe.
CRANKS: GT Power Series, 180mm, 3-piece, aluminum.
BOTTOM BRACKET BEARINGS: SR/GT, sealed bearings.
FRONT SPROCKET: GT disc and 43 tooth sprocket, aluminum.
REAR SPROCKET: SunTour, 16 tooth.

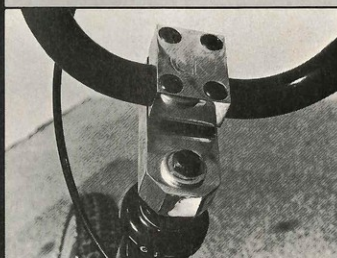


with no modifications except for maybe a fat front tire.
QUALITY OF FINISH: Great. Nice, glossy, strong powder coating. The black one we got looked so sharp that our resident skater, Andy Jenkins, went out and got one.
QUALITY OF WELDING: Bitchen! Average sized beads, no mistakes, real clean. The Made In USA definitely helps out when it comes to quality.
QUALITY OF COMPONENTRY: The best. Not a skimpy part on the entire bike! All the polished parts like the hubs, cranks, stem, power disc, and rims are hot. From the hollow axles to the sprung headset, this bike can't get no better.
GEOMETRY: Perfecto. The Robinson's short rear-end/long front-end combo makes for a quick yet controllable bike. The straight leg forks are a tradition that will hopefully be around for ever. The seat tube is not kicked back that far so Robinson put on a lay back seat post. This is good because now smaller guys can put a straight one on.
HANDLING: Cool. Riding the Robinson has always been one of Mad Dog's favorite things to do. Starts, speed jumps, air, whatever . . . this bike can do it all smoothly. The power positioning is killer, right over the back wheel. In tight turns the bike whips around in a wheeie. Just remember that this is a slightly loopy bike, so don't pull up too hard to pre-jump.
MISCELLANEOUS COMMENTS: "The new pads are really hot; how come Chuck never thought of em?" . . . "That's reeeally groovy." . . . "This bike is so black it's evil." . . . "How come every time I get on this bike I win?" . . . "I dunno about these grips . . ." . . . "Every time I do a gate on a bike that Gork built, something slips somewhere." . . . "The handlebars are on backwards (Club Homeboy's resident airhead, Megan)." . . . "If nobody had sponsors, they'd all ride this bike." . . . "Just about all the bikes on the market were copies of the original

COMPLETE BIKE PRICE: \$550 or thereabouts.
FINISHES AVAILABLE: Black, chrome, and red.
COMPLETE BIKE WEIGHT: 24 1/2 pounds.
FRAME WEIGHT: 4 pounds, 6 ounces.
FORK WEIGHT: 1 pound, 12.5 ounces.
HANDLEBAR RISE: 8 1/2 inches.
HANDLEBAR WIDTH: 29 inches!
TOP TUBE O.D.: 1 1/4 inch.
BOTTOM TUBE O.D.: 1 3/8th inch.
FORK LEG O.D.: 1 1/8th inch.
HEAD TUBE ANGLE: 73 degrees.
SEAT TUBE ANGLE: 74 degrees.
BOTTOM BRACKET HEIGHT: 11 1/2 inches.
WHEELBASE: 35 5/8ths inches to 36 3/4 inches.
REAR END LENGTH: 13 3/4 inches to 14 7/8ths inches.

COMPONENTS

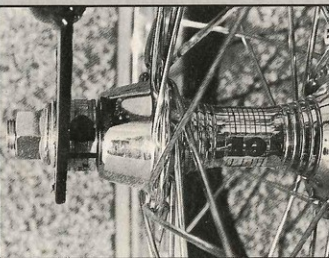
FRAME: Robinson Pro, 4130 U.S. chrome-moly.
FORK: Robinson Pro, 4130 U.S. chrome-moly.
HANDLEBARS: Robinson "Wide Boy" Pro, 4130 U.S. chrome-moly.
HANDLEBAR STEM: DK extra-long, machined aluminum head, chrome-moly shaft, polished.
GRIPS: A'ME/GT, no-flange.
HEADSET: GT/Epoch, aluminum.
RIMS: Axiom, chrome.
HUBS: GT, low-flange, sealed bearings.
SPOKES: 36, 14 gauge, chrome.
TIRES: Mitsuboshi Competition-III, Tioga replicas.
BRAKES: Dia-Compe 901, rear only.
BRAKE PADS: Kool Stop, long pads, black.



SEAT: Robinson by Viscount.
SEAT POST: Robinson lay-back, black.
SEAT POST CLAMP: GT, drilled-out aluminum.
EXTRAS: All three Robinson pads.

PERFORMANCE EVALUATION

PURPOSE: Total and complete annihilation of BMX tracks and your competition. This bike could be raced in the novice class or the pro class—it doesn't matter. The street could be assaulted also, although "she" feels most at home in the dirt (going fast).
AGE RANGE: 14 years to dead (larger guys may want to wait for the new Pro XL presently being tested by Greg Hill). As we said in the test, the bars and seat post can be cut down to let a smaller guys ride this bike. The biggest guy in BMX could ride this thing

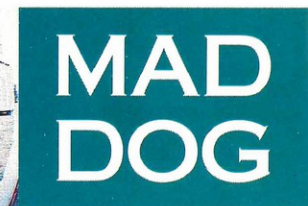
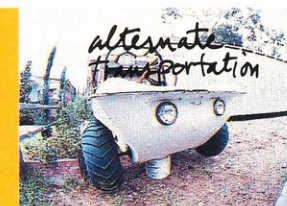


Robinsons." . . . "How about letting me borrow . . ." . . . "NO! Bad dog!" . . . "Get an extinguisher! This bike's on fire."
TEST AREAS: Orange Y ABA track (of course), "Wallow's of Grapevine" ditch, Simi Valley BMX track, BMXA parking lot, and a few other top-secret locations.
TEST INPUT: Danny Nelson, Greg Hill, Glenn Irvine, Craig Bear-it, Goo, Christopher L. Moeller, Paul S. Green, Markus Lewis, Wanda Osborn, Megan Baltimore, Ray Rohm, Russ "Stupid Questions," Eric Bulltacovich, Tony Ships, A.J. Robinson, Scotty Feulner, Greg Swingrover, Cory Metzler, and others.
MANUFACTURER: Robinson Racing
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 Huntington Beach, CA
 92649
 (714) 891-7451

AIRWALK



PHOTO: CLIVE/HOMBOY



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