



BY STEVE GIBERSON

Are 24 inchers the BMX bike of the future?

They ARE gaining popularity, and have become every bit as sophisticated and as fast as their 20 inch cousins — maybe faster for larger

racers. There's no way you can call them cruisers anymore — they DO NOT cruise. They fly!

The classes have been growing, and who knows? maybe in a few years there will be individual age groups from, oh say, 12 years old and over. Admittedly, it will prob-

Even though Buff is getting mega-air on the quarter-pipe, the Robinson 24 is definitely NOT a freestyler. It's a flat-out race bike. Period. The reason we run test bikes on the ramps is to get a better idea of their handling characteristics. That, and we get some KILLER photos, like this one.

ROBINSON 24 INCH PRO RACER



ONLY VERY SERIOUS RACERS NEED APPLY



Look overhead! Izzat the Goodyear blimp? Maybe the Hindenburg? No way, Jose. It's R.L. piloting Robinson's new fighter plane on a strafing run.

ROBINSON 24 INCH PRO RACER

BMX ACTION
OFFICIAL TEST



Cornering was cool. Shift your weight toward the front to help keep the 1.75 Comp III sneaker grippin' and grabbin'.



Designed for one thing and one thing only. Making short work out of your comp.

ably be years before they overtake the 20 inchers (if they ever do). Time will tell.

One thing that HAS happened already — it's become almost impossible to find a manufacturer that hasn't ventured into the 24 inch market.

Robinson Racing Products is one of the most recent companies to start producing the upsized equipment, and recalling our past experiences riding Chuck Robinson's nonsense, business-machine race bikes, it only seemed logical to test one of his new 24's as soon as prototype testing was completed and the production models were hot out of the jig.

Let's see what they have up their sleeves for those of you with an affinity for the middleweights.

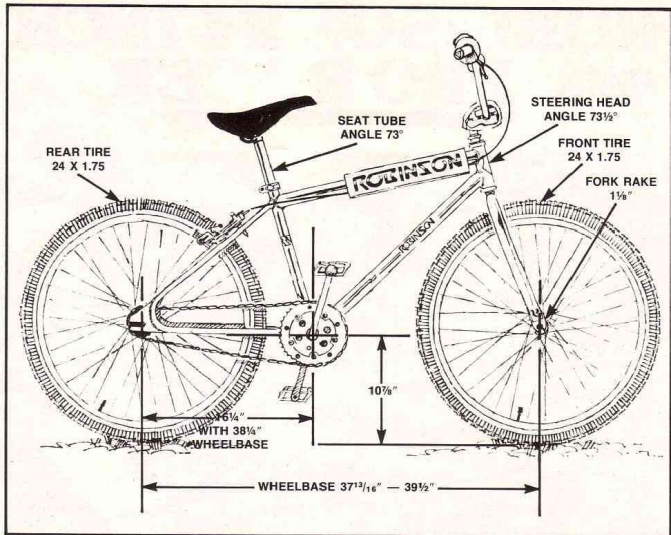
THE TOUR STARTS HERE

If you were expecting anything fancy, forget it. The frame, fork, and bar are in keeping with Robinson's get-the-job-done, pure race-bred designs. Nothing spectacular, only what you need to get to the finish line in a hurry. A BIG hurry!

"This bike is available from Robinson in either a frame and fork set, or as a complete bike with everything you need to assemble the same full-scale racer that we're putting through the paces here.

With Robinson's racing heritage, you'd expect them to put together a good component package to go along with their own products, and it's all here. A few of the goodies, including the new 24-inch Pro Class wheels, are acquired from Mongoose (whose factory is about two blocks away from Robinson).

Since Mongoose is still in the prototype stage with their 24 inch Pro Class pierced rims, that's what was on this test bike. Production rims will be on all Robinson 24's shipped to bike shops. Also, our test bike was equipped with Shimano hubs instead of the Suzue sealed-bearing units that will come on Robinson's production bikes.



R.L. gettin' TKO. The Pro Racer 24 was totally predictable in the air.



Buff practicing his kicked-out curb endos.

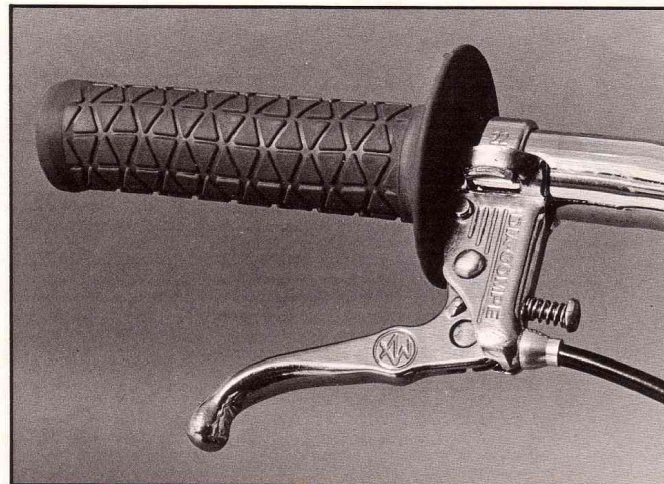


ROBINSON 24 INCH PRO RACER

BMX ACTION
OFFICIAL TEST

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro), extra-high quality street.
AGE RANGE: Racing, 12 and over; street, 11 and over.
QUALITY OF FINISH: Very good to excellent.
QUALITY OF WELDING: Good to very good.
HANDLING: Watch how you put your feet on the pedals or your toes will rub the front wheel . . . "It feels a little limited for moving around on it in the air, it's definitely a race bike and not a freestyler" . . . There was no tendency to loop or endo . . . Keep your weight on the front end in the corners to help keep the front wheel biting . . . The Comp III's work great . . . Speed jumping is fine . . . Good power position . . . "It feels like it's set to go totally fast from corner to corner."
MISCELLANEOUS COMMENTS: Space the front hub ½ inch for perfect fit with the forks . . . Rear hub fit is perfect . . . Our bike came with Shimano hubs; they'll come with Suzue sealed-bearing hubs at your dealer . . . The pads and graphics look really good . . . The alloy spoke nipples are butter soft . . . Buff tweaked the back rim big-time when he landed sideways coming off an aerial . . . Nothing else tweaked . . . "You can't really feel



PRICE & SPECS

COMPLETE BIKE PRICE: Between \$550.00 and \$600.00 depending where you live.
FINISHES AVAILABLE: Chrome with red or blue grips, rim bands, and seat.
COMPLETE BIKE WEIGHT (without pads or plate): 25 pounds, 6 ounces.
FRAME WEIGHT: 4 pounds, 3 ounces.
FORK WEIGHT: 1 pound, 14 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 6½ inches.
HANDLEBAR WIDTH: 27½ inches.
TOP TUBE O.D.: 1½ inches.
DOWN TUBE O.D.: 1¼ inches.
FORK LEG O.D.: 1½ inches.
BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Robinson 24 inch Pro, chrome-moly.
FORK: Robinson 24 inch Pro, chrome-moly.
HANDLEBAR: Robinson 24 inch Pro, chrome-moly.
HANDLEBAR STEM: DK, aluminum and chrome-moly.
GRIPS: A'me, rubber.
HEADSET: Mongoose.
RIMS: Mongoose Pro Class, pierced aluminum.
SPOKES: 36, .080.
HUBS: Suzue sealed-bearing, aluminum, low flange.
TIRES: Mitsuboshi Comp III.
BRAKE: Dia-Compe MX, aluminum.
BRAKE PADS: Mathauser finned.
BRAKE LEVER: Dia-Compe Tech 3.



BRAKE CABLE: Dia-Compe.
PEDALS: Shimano SX, aluminum and chrome-moly.
CRANK: Takagi, one-piece, chrome-moly, 180 mm.
BOTTOM BRACKET SET: Tange.
FRONT SPROCKET: Pro Neck aluminum chainwheel, 39 teeth.
SPIDER: Pro Neck, aluminum.
FREEWHEEL: SunTour, 18 teeth.
CHAIN: Izumi, ½ inch.
SEAT: Viscount Aero.
SEAT POST: Robinson, chrome-moly.
SEAT POST CLAMP: Dia-Compe, hinged alloy.
ACCESSORIES: Robinson pad set.

any difference between the smaller SX pedals and regular size DX pedals" . . . "The gearing feels really easy" . . . "This thing feels like it would be SO FAST off the line" . . . "It definitely feels like it's set up for racing only" . . . Nothing fancy, just what you need to get the job done.
TEST INPUT: R.L., Buff, Gibey, Oz, Winkle.
MANUFACTURER: Robinson Racing Products
 9748 Cozycroft Ave., Unit F
 Chatsworth, California 91311

ROBINSON 24 INCH PRO RACER

**BMX
ACTION**
OFFICIAL TEST



Put Buff on a 24-incher and he thinks he's Mark Barnett.

Our test gang (and Anthony Sewell, who was out shooting photos with us for the '84 BMX Calendar) in heavy conference, cussin', discussin', ratin', and debatin' Chuck Robinson's latest creation.



Kickin' into attack mode: speed jump the front end over the lip, lean to the inside, let the bike tuck up toward your body as the back wheel hits the jump, let the back end drift out a tad, and power to the next corner. Whooooo! The Robinson responds, no pwob.



State-of-the-art Comp III treads are on both ends of the bike. It would be hard to find better tires.

The brake caliper and lever come from Dia-Compe, as does the seat clamp. Good stuff. You can order the bike with optional larger-than-stock finned Mathauser brake pads if you crave a little extra stopping power.

Cranks and pedals are from Taka-



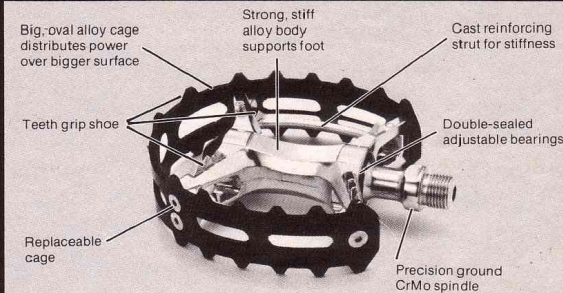
Now you know the kinds of things that Buff and R.L. were up to when the back rim bent. Don't EVEN worry 'bout 'em for racing.

gi and Shimano, respectively. The cranks are 180mm chrome-moly jobbers. The SX pedals are slightly smaller than the legendary DX's, but they still grip great, and keep your feet in place. This is nice 'cause this is a short wheelbase 24, and your toes are constantly in very close proximity to the front tire.

Pro Neck supplies the spider and chainwheel. A'me rubber — not vinyl — grips keep your paws stuck on the bars.

The stem is from DK and it provided plenty of gription for the bars. A few of its neat features are; the lightweight alloy wedge, the knurling on the bottom half of the shaft, and that the shaft and bottom clamp are pinned together.

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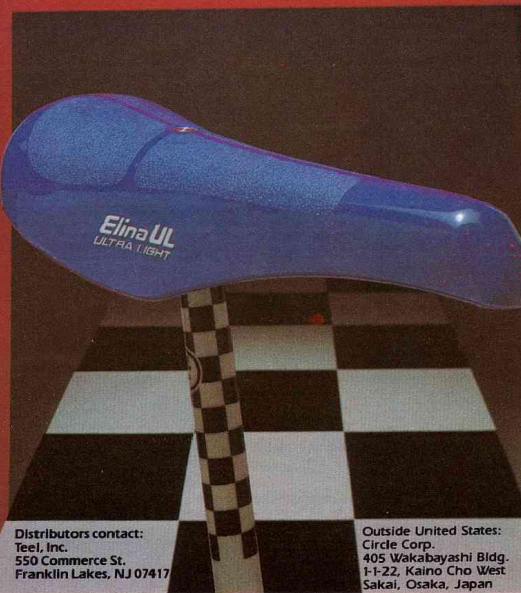
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The Elina U.L. is available in blue or black with the glass fiber post with checkerboard graphics or on a chrome plated cro-moly post.

Elina U.L.



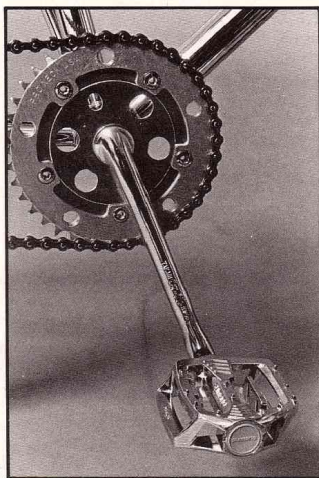
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ROBINSON 24 INCH PRO RACER



About the only frill on this bike is the chrome. The frame, fork, bar, seat post, caliper and lever, seat post clamp, crank, pedals, and (Suzue) hubs are all coated with the



Shimano SX pedals, Takagi 180mm chrome-moly cranks, and Pro Neck spider and chainwheel. All qual goodies.

shiny stuff. The stem is highly polished aluminum.

So, does the Robinson 24 inch Pro Racer perform as good as it looks? Read on and find out.

HOP ABOARD

If you're used to riding 24's, you'll be accustomed to having your toes playing tag with the front wheel. If you're new to them, you have to consciously make sure you ride with the balls of your feet on the pedals. If you don't, well, you will soon.

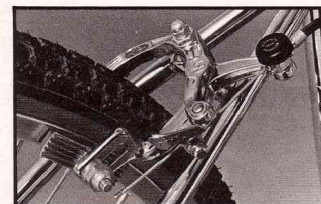
R.L. and Buff loved how the Pro Racer performed as a race bike, but you won't find them lining up to use it as a jumping or trick machine. It felt a little cramped when trying to get the bars cranked around for stylin'. Again, this doesn't mean that it isn't a flier — it handles just fine in the air, with no tendency to loop or endo. It's just not made for hot-doggin'.

What it IS, is a thoroughbred race bike, made for gettin' to the finish

line at warp speeds without any wasted motion.

The power position felt great, and it cornered with no probs. In fact, there weren't any beefs from our test crew when riding the bike, except for the cramped feeling they got when they were going for style instead of speed. We've said it before and we'll say it again — it's a RACE bike, pure and simple.

Everything survived the test perfectly straight except the back wheel. Buff and R.L. tweaked it pretty badly while doing some heavy-duty atmospherin' on the quarter-pipe and jumping out at Strawberry Fields. This was most likely due to being a pre-pro-



The Dia-Compe MX calipers with Mathausser finned brake shoes give you PLENTY of stopping power, and the Comp III's make sure the message gets relayed to the ground.

duction prototype wheel. The lacing or spoke tension could have had an affect, or just the fact that it was R.L. and Buff doin' the thrashing. Whatever, the production 24 inch Pro Class pierced rims probably won't handle the mega-thrashing that their 20 inch counterparts will take.

One mod we would make to strengthen the back wheel would be to replace it in a Race Lace pattern (all the spokes laced on the outside of the flanges instead of the half-in, half-out standard wheel lacing). This would help a bunch by giving the spokes a wider base.

SO ...

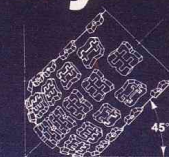
If you're a serious racer who's out shopping for a full-race, full-speed ahead racing 24, this could be the machine you've been hunting for.

But if you're a play racer or want a 24 for thrashing, look elsewhere. This is strictly a bike for gettin' down to biz. ■

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