



# 1989 ROBINSON PRO

*A great bike turned, well, greater!*

□ A few months back, one of our many *Plus!* spies scattered throughout the industry informed us of possible changes with the 1989 Robinson race bikes. We're talking major changes, not just new stickers! Naturally, we couldn't wait to see if this spy info was correct. Seeing as how the biggest thing in the last six years to happen to Robinson was the loss of headtube gussets, these possible frame design changes would be

major news to the BMX world. And we wanted to be the first to tell them.

#### RUMORS INTO REALITY

A while later, the rumors had been confirmed by Robinson. The new year's lineup would indeed sport some new features! That was all it took to convince us we should test one...immediately!

We anxiously awaited the day when we could pick up the new Rob. Our wait wasn't long. Before we knew it, the

Robinson was being held in our sweaty palms, which told us that the Team Model now sports those A'ME/GT mountain bike-type grips. Our still sweaty palms then picked up the bike and told us that this is one of the lightest full-sized rides around (23-3/4 pounds).

Our bugged-out eyeballs immediately recognized the FULL-sized Robinson pro bars, the DK XL stem, GT aluminum Power Series cranks with sealed bottom



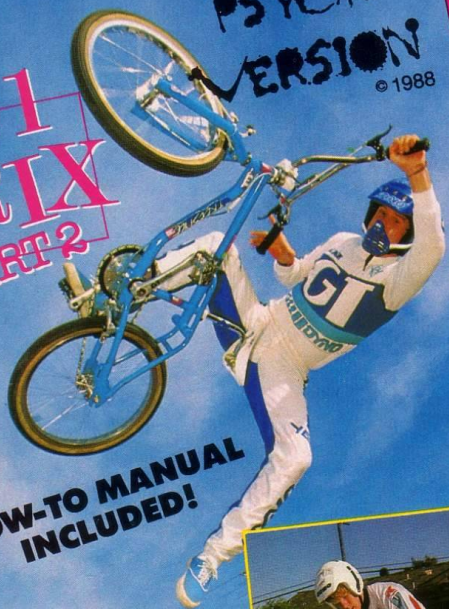
*Did you ever have one of those days when everything went right? Expect more of them if this is the next bike you buy. Just ask guest-tester Brandon Allen.*



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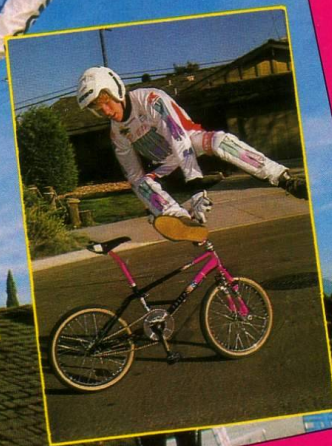
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VERSION © 1988



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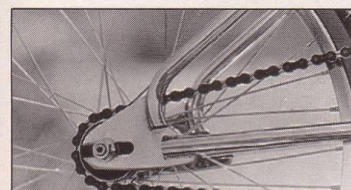
**ROBINSON PRO**



Further testing at Roscoe with Greg Hill and Glenn Pavlovsky resulted in a twisted rear rim. Can you guess which of these two jumps caused it?



The most welcome change for 1989 is the new forks. As you can tell, they're real straight, which many of you know makes your bike handle real quick. Nice quality and finish, too.



Gone from all Robinsons is their looped rear triangle (may it R.I.P.). Replacing it is a total of four chromoly tubes instead of two. It makes for a cool-looking (and functional) rear end . . . don't you think?

**OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST ROBINSON PRO TEAM MODEL**

**PROS**  
Great handling  
Lightweight  
A "race only" heritage  
High-quality componentry  
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**CONS**  
Mucho dinero must be raised in order to get it

bracket, SR sealed bearing pedals, GT's non-flip-flop hubs (Sealed? Of course!), D.C. 901 rear brakes, Viscount/Robinson seat and Robinson layback post. The IRC tires have given way to the legendary Comp IIIs (20" x 1.75"), and the Ukai rims have been replaced with chrome Axion ones (a cost-cutting measure?). As far as componentry goes, these bugged eyeballs haven't found a bike with better.

With the exception of the tires, rims and post, the Robinson, so far, doesn't seem much different from last year's effort, until you check out the frame and fork. The Robinson stickers remain the same as does the plate on the seat tube that boldly proclaims "Robinson, HANDCRAFTED IN THE U.S.A." The angles are the same, which is cool, seeing as how Robinsons are regarded as some of the best handling, finest-crafted

race bikes in the world.

Gone, however, is the looped-at-the-dropouts tail section which has graced Robinson bikes since 1977. Its successor is a straight chainstay and seat stay that bends down at the beginning of the dropout, but doesn't connect to the chainstay. What this does is basically give you the same looks as before, but eliminates the hassles of bending the rear-end 90 degrees. It also makes the







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Our own Todd B. wasn't much of a Robinson fan in the past because of their less-than-razor-quick handling. That's changed with the new generation of Robs. Todd loved this one!

aim it in the desired direction and you'll be there...QUICK! The front end feels real light. That's the first thing you immediately notice. Of course, the back end is light, too! Sometimes the pros' bikes feel sluggish; the Team Model feels like a top-fuel dragster. After getting used to the feathery weight, jumping is a blast! Stable and smooth is the easiest way to put it. Whether your style is "insane" or "lame," the Robinson can handle all situations a rider is subject to put it through. Because it's a serious race bike first, and a jumping bike second, the back end is short. Not too short (if you run your wheel in the back of the dropouts), but short enough for powerful starts and minimal (VERY minimal) speed jumping effort. Pull up too hard for the first jump at your local track and you'll be dusting off the behind of your leathers before you know it.

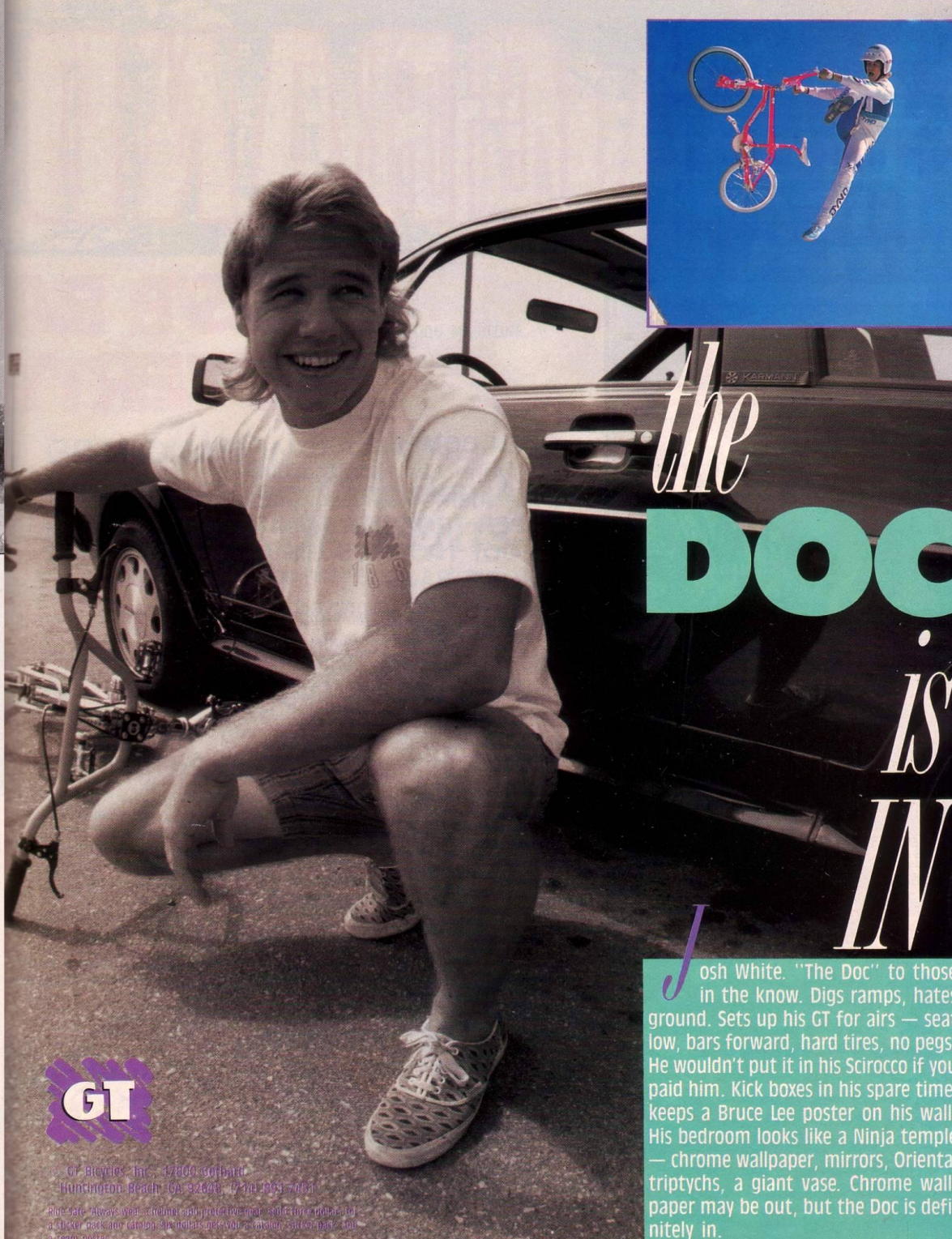
### RANTING INTO RAVING

With the "official testing" of the bike over with, the damage report was zilch. An oh-so-slightly dinged front wheel was the only casualty. Everything performed as well as anything else on the market. There's not a single piece of trash componentry on the entire bike. Brakes, tires, pedals, cranks—this Robinson is on it! Personal preferences/nit-picking aside, there is nothing on this bike that should be changed. PERIOD!



# the DOC IS IN

Josh White. "The Doc" to those in the know. Digs ramps, hates ground. Sets up his GT for airs — seat low, bars forward, hard tires, no pegs. He wouldn't put it in his Scirocco if you paid him. Kick boxes in his spare time, keeps a Bruce Lee poster on his wall. His bedroom looks like a Ninja temple — chrome wallpaper, mirrors, Oriental triptychs, a giant vase. Chrome wallpaper may be out, but the Doc is definitely in.



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