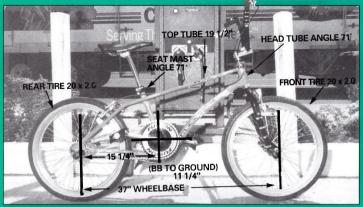


haro air maste TOP TUBE 19 1/21 HEAD TUBE ANGLE 71



FRAME: Haro Air Master, 4130 chrome-moly. twin top tubes, rear peg bosses, sprocket

FORK: Haro Air Master, 4130 chrome-moly, tapered with peg bosses.

HANDLEBAR: Haro Kneesaver, Pro. 4130 chrome-moly.

STEM: Fusion Freestyle, XL.

GRIPS: Haro Krayton XL, flangeless. HEADSET: YST steel, chrome.

RIMS: Fusion, silver, 20" x 1.75", 48-hole.

SPOKES: Stainless steel, .080 gauge.

HUBS: Alloy low flange, 48-hole, sealed TIRES: Haro HPM 20" x 2.0, high-pressure.

BRAKES: ACS BOA ball bearing calipers, front and rear

BRAKE PADS: ACS, stock.

BRAKE LEVERS: 283 models, front and rear, BRAKE CABLES: Teflon-lined front, Odyssev Gyro rear (top and bottom).

PEDALS: Oversize alloy platform.

CRANK: Fusion one-piece, 4130 chrome-

BOTTOM BRACKET SET: YST loose-ball.

FRONT SPROCKET: Fusion Disc Drive, alloy,

FREEWHEEL: 16T, chrome. CHAIN: 1/2" x 3/32"

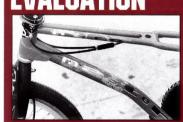
SEAT: Fusion Freestyle, nylon.

SEAT POST: Fusion, 4130 chrome-moly,

SEAT POST CLAMP: Fusion Twintorc.

ACCESSORIES: Nylon bashguard (replaceable), Odvssev Gyro, four (4) Air Master threaded pegs.

PERFORMANCE



PURPOSE: High-performance ramps, street,

AGE RANGE: 13 and up. QUALITY OF FINISH: Good.

QUALITY OF WELDING: Very Good. HANDLING: Very good. The geometry is identical to the proven angles of the Sport, so to say it rules on ramps is a gross understatement. That's mainly what is was designed for. Long front end. Street riding is readily acces-

sible with an incorporated bashguard-

nylon-based so it works well on all surfaces.

Classic double top tubes and integrated peg bosses with pegs make the Air Master instantly flatlandable as well. Very stable – wellbalanced in the air and on the ground. MISCELLANEOUS COMMENTS: Good

lookin' bike . . . Just the right length - not too long, not too short. I'd put a layback seat post on, though ... The braking kind of lags because of the silver rims - chrome rims would be better. It's not the brakes because ACS Boas rule . . . The bashquard's cool, It slides when you want it to ... I'd put on stronger rims. Did you see what Rich did to the front one?... The location of the fork pegs are perfect - a flatlander's dream. Watch out using the rear ones. You could bend the chain stays...The stem bolt stripped out right away. The stem seems pretty strong, it's just that the bolt's pretty weak... This thing (Wing Thing) keeps fallin' off. Here, I'll put it on the frame ... Grips feel good ... I like these tires. Hand me that pump... Clean

TEST INPUT: Matt Hoffman, Kevin Martin, Bigfoot, Rich Hansen, Jeff Tremaine. FOR MORE INFO: Visit your local Haro dealer-

ship, or write Haro direct. BIKE OUTPUT (MANUFACTURER):

Haro Designs, Inc. 2225 Faraday Ave., Suite A Carlsbad, CA 92009



SPECIFICATIONS

COMPLETE BICYCLE PRICE: Between \$509.00 and \$539.00. FINISHES AVAILABLE: Neon red frame/black

COMPLETE BICYCLE WEIGHT: 30 pounds

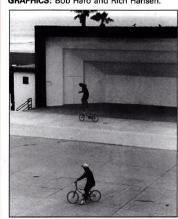
even, with pegs. FRAME WEIGHT: 5.6 pounds.

FORK WEIGHT: 2.28 pounds.



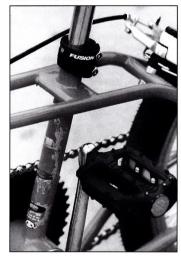
STEERING HEAD TUBE LENGTH: 4 inches. TOP TUBE O.D.: 16mm each. DOWN TUBE O.D.: 35mm (11/4 inches). FORK LEG O.D.: 31.8mm to 26.4mm (ta-

BOTTOM BRACKET TYPE: American GRAPHICS: Bob Haro and Rich Hansen.



PIECE BY PIECE

"Is Matt . . . you know, slow?," is basically the question posed every so often by people who just don't know Matt Hoffman - nor understand his sense of nonsensical humor. Just because Matt's probably been knocked out stone cold more times than The King (no. not Elvis), Evel Knievel, doesn't mean he's a veg. And just because he'll go on forEVER delivering droning, drifting monalogues about Bigfoot doesn't mean he's permanently out to lunch. Maybe he just likes a good hearty laugh about nothing in particular. Maybe he just likes Bigfoot and other supernatural heroes/oddball hoaxes. Maybe he just gets bored easily. Matt Hoffman's imagination needs something to do when it's not taking him through the most technically complex and undeniably craziest ramp tricks being done today. While testing the Haro Air Master this month and grilling Matt for the usual comments associated with an official GO test, we made the mistake of asking him how his eternal search for Sasquatch has been coming along . . .



"Every once in awhile around Edmond, Oklahoma, we smell this species of unknown origin in the back forests, and we have to go ahead and act on our actions, which would be to find that thing. We caught up to it one time in Minnesota. It was very cold down there. We were driving the semi, and ironically enough he ran across the highway in front of us. Of course, it was very blurry and very hard to see, but we pulled over and jumped out. Sure enough, we found a big of footprint of him on the side of the road."

"You know Steve (Swoope), how he's an artist/carpenter/accupuncture expert, he happened to have the equipment on hand to make a plaster cast of it, and we studied it and found out that yes, it was Sasquatch. We went and journeyed further into the woods trying to find him. We made a campfire and decided to just hang out because it was getting a little cold out there."

The next day we came up to a small village and we heard screams, so we of course went in there to save the villagers. We found out



that it wasn't just Bigfoot, but it was him and a 13-foot-tall . . . it was kind of like an oversized Chia Pet-it was a grass-like fur that he had. I felt in my pocket, and I just happened to have a double-barrel semi-automatic tranguilizer gun, and I had about 50 ounces of morphine. I must have packed it thinking something like this might happen. But when I got up to where they were, they had sensed us and moved on. Then I ran into Marlin Perkins, and he gave me a few tips. Would you say this story is dragging on ...?"

Yes. We would. But we asked for it. Beseeching Haro for an exclusive test of any one of their '91 bikes resulted in a closer looksee of their Air Master complete bike. Haro's top of the line freestyle bike species of various habitats (ramps, street, flatland). We found that the Haro Air Master is no hoax - and we have documented proof.

THE DESIGN

Stinking of style and geometrical grace, the Haro Air Master frame and fork has a number of fine features. Classic twin top tube design. Excellent bashquard design with replaceable plastic skidplate (contoured). A 71 degree head tube angle. Proven Sport geometry. Thread-in bosses for pegs (included) on the frame and fork. Tapered forks. Beefy charbroiled drop-outs (4mm). A new seat tube wing gusset, made out of ovalized tubing instead of a flat plate. Wrap-around head tube gusseting. Cable guides. One hundred percent 4130 chrome-moly and TIG welded. Haro "Chevron" logos stamped here and there. Futuristic graphics. Much thought went into this thing.

continued on page 38

BOB HARO

Master Bob was scheduled to go on the test shoot with us, but a last-minute business meeting reared its demographic head and Bob had to graciously decline. We were bummed, especially since we had visions of a BOB HARO-lettered lightning bolt plate, twocolor Haro Handles, skin-tight MAX pants (red, white, and blue), and roll-back 720's in our heads. Oh well husiness is business. and Bob Haro is Bob Haro. Next time, okay Bohhy?

EVALUATING THE BIKE

Let's take it from the top. Haro Kneesaver bars are to the Nineties what Redline V-bars. were to the late Seventies/early Eighties. Status. Low crossbar for all you candy bar and flatland freaks, great bend, and strong four-piece design contributes to their popularity. The Haro Krayton XL grips look suspiciously like Jive Handles - soft rubber, raised texturing, and small diameter-and worked just peachy. Maybe we're just old-timers, but we prefer grips with inner flanges. The ACS 283 levers have a good feel to them ... just enough leverage. So far so good.



The Fusion Freestyle XL stem is where we encountered the first signs of danger. The hollow bolt stripped out immediately and had to be replaced. Apparently it hadn't been heat treated. Kevin Martin said, "The stem seems pretty strong - it's just the bolt's pretty weak." The bars didn't slip once, and the bike was beaten pretty bad. The GO workmen this month comprised Kevin Martin and 360master Rich Hansen, both sharing the larger GO Jump Suit, with a special guest test appearance by Matt Hoffman (donning a Wing Thing for most of the test). The first stop was Mike McGill's skatepark in San Marcos, California.

Before being kicked out by an irate property owner stressing hard about liability or something, the testers rode the Air Master in the bowls, on the mini-ramps, over spines and hips, and finally on vert. Everyone dug on the handling, which wasn't surprising since the Air Master was designed specifically for skatepark-type terrain. As mentioned before, the Air Master has the EXACT same geometry as the Sport, which many regard as one of the best frame and fork designs available for ramp riding. The Air Master just has twin top tubes, a la Torker, "It's just the right length not too long, not too short," said Kevin Martin, right after eating mammoth dookie in one of the bowls. He hobbled out of it with a bloodied palm and one of the thread-in plastic-coated Air Master pegs in the other. The slam knocked it off.

"I don't think it was tightened enough," he said. After snugging it up, we didn't have any more problems with it. The Air Master pegs are plastic-coated and grind great, all-the-



while being less detrimental to the environment. The fork peg positioning is totally perfect . . . aces for flatlanders in particular, who can save their axles without having to compromise with a higher balance point. We suggest that regular Burp-style axle pegs be used on the rear instead of the frame threadin's, though. Serious ground riders might very well bend the chain stays, and the balance point is noticeably different when using the scooted-forward rear bosses. Matt uses the rear peg positioning without any gualms for grinds, icepicks, and the like, however, so ramp and street guys shouldn't be as concerned with this point as flatlanders should.

MOVING ON

The next test area was a chance drive-by find-a 15-foot-deep ditch with hips and fences at the top. Matt was cranking at full wick and launching over the gigantic hip for gigantic tabletopped air time, rumbling up the other side of the ditch to Eddie Fiola-style fence plants. The boys moved on to fence rides, and still the Air Master showed no signs of failure. That is, until Rich Hansen decided to bulk up a 360 fly-out by pedalling up to the steep lip before spin-off. He not only nosedived it, but rammed into the fence with the front wheel. A bent front rim was the out come. But of course.

Kevin Martin said, "I'd put on stronger rims." The stock rims are silver instead of chrome-plated, which does tend to impede braking performance. Rich agreed, and said that he would also put on a layback seat post because he likes a little bit more leg room. As far as Hoffmanian changes from a stock Air Master to the Condormobile, here goes: "These things come stock pretty good except for they had a problem with the neck, but they're getting that fixed. The only thing I really change is the wheels...to chromeplated alloys. I also change the pedals to Shimano DX, which you can hardly find these days. I haven't broken an Air Master frame yet." That says something.

EPILOGUE

The price tag dangling from the Air Master is a tad high-somewhere between \$509.00 and \$539.00-for a complete bike with onepiece cranks (at least they didn't bend), but it's not outrageous for all the quality and attention to detail that comes with the package. The search could be over if you've been trying to find a bike that is ramp/street/flatland ready right away. Look for the life-size cardboard Bigfoot display at your local Haro dealer for a first-hand inspection of the ominous Air Master, I heard Elvis rides one, by the way . . .

ITERROGATING MATT HOFFMAN HOW DO YOU LIKE HARO?

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"It's nice. It's a good bike and I get 'em free and it's a good company, and I can ride without getting a job, so I like 'em a lot." WHAT ABOUT THE WING THING?

"It kind of makes me feel like . . . who's that superhero? Flash Gordon? CAPTAIN AMERICA?

Yeah, that's it. Either him or Brian Scura." HOW DO YOU FEEL ABOUT UNIFORMS IN FREESTYLE?

"Going back to my roots? O.K., I have a discussion on this. I think they were alright when freestyle had to kind of use BMX's ideas. (Uniforms) were produced more for BMXers. Now, you look at tracks and that's where you see uniforms. But for freestyle, you go out where freestyle takes placearound streets and cities and stuff like thatand you don't see many people walking out of a big office building with a Haro uniform on (laughter).

NAME EVERY TITLE YOU'VE EVER WON.

"King of Vert . . . Amateur a few times, Pro a few times, NBL, ABA, AFA, uh . . . I got a corn bread making achievement once. I made about six different batches of corn bread - all different dishes. I got an award for it. That was at the Fair of Edmond."

HOW MUCH DO YOU RIDE PER DAY?

"About 26, 27 hours," WHAT'S THE NEXT CRAZY TRICK YOU'LL

"Triple back flip no-handed 900 double tail whip alley oop 50/50 G-spin."

"I don't know. Those things come like spur of the moment, then you go for it and you say, 'Ouch, that hurt really bad,' or you say,

WHO DO YOU RESPECT?

"No."

"I respect a lot of the Pros. I respect Crispin Glover. I respect Gene Simmons, Darth Vader, The New Kids, Vanilla Ice, Milli Vanilli

TALK ABOUT THE ATTITUDES OF RAMP RID-ERS IN ENGLAND.

"Oh, they're rad. They're real good. I think there's a little bit more of a competitive scene out there, but I was really impressed with their riding.

WHAT BUMS YOU OUT ABOUT RIDING?

"Probably getting injured and having to go get surgery and then being out for awhile That bums me out, but it kinda comes with the game so I accept it." IF YOU WERE ON DYNO, WOULD YOU GET YOUR HAIR CUT?



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