

changed. You can tell Haro didn't skimp on this bike, but why should they? You'd expect only the best on a bike that retails for nearly \$600!

GUEST TESTER

The newest recruit for our Test Force is SE factory ace, Brian Lopes: faster than most 16 experts, able to leap tall dirt obstacles in a single bound, and more powerful than an overweight hound dog! Seriously, though, Brian's a rad jumper and a nice guy, and now that he's got his liceñse, we don't have any reason not to use him.

After a few warm-up laps, Brian felt comfortable enough on the Haro for us to start taking photos. Surprisingly, the size of the RS1 didn't seem to affect Brian's riding. This scoot is built for big riders. Haro used Pete Loncarevich's input for the angles and measurements of the bike, so you know it's gonna be a good-sized frame.



120 BMX PLUS! / MAY 1968

But five-foot-nine Brian adjusted fine (as did everyone else who rode it). Within minutes he was pulling off extended one-handers, no-footers, Leary's (over six feet high!), cancans, and basic cross-ups, tabletops and helicopters. Take any bike built for Pete, and you'd expect it to hold up. Our test bike performed above and beyond the call of duty. It felt comfortable and controllable, both on the ground and in the air. It's a little hard to speed-jump, but wouldn't be any problem if we all had arms like Pete's.

The Peregrine cranks loosened up real quick (a problem many Peregrine crank owners have) but can be easily fixed. The solution? Take off the spindle bolts and remove the washer that lines the inside of the crank arm. Then put a dab of Loctite on the threads of the bolts and tighten 'em back up (leaving out the washer). That'll fix it. After this three-minute repair, our cranks stayed tight for the rest of the day.



For '88, the Group One's dropouts have been brought in to quicken things. The forks may be skinny, but because the tubing thickness increases near the bottom, they held tough.

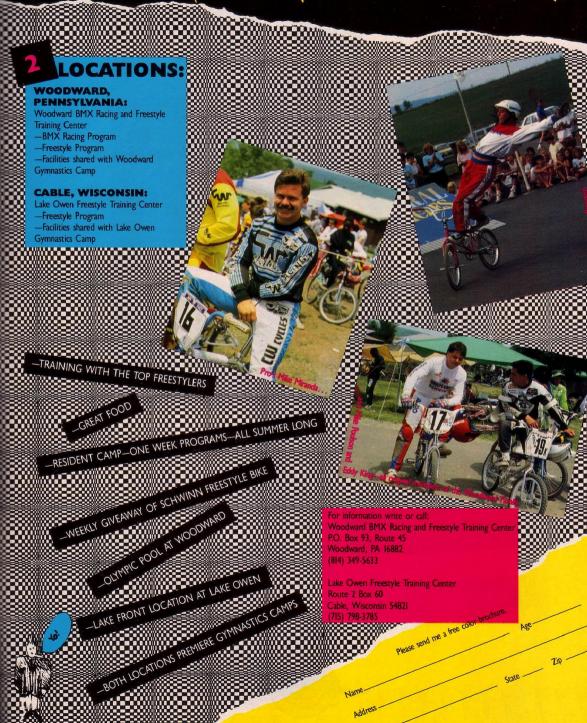


The latest entry into the C.D. wars, the Haro sprocket, worked fine, as did the SR pedals (as expected) and the Peregrine cranks (after some fine-tuning).



If you ever race on a BMX track that resembles a GPV course, keep the Dia-Compe AD 990s in mind: They may be your only chance of stopping. They rule, and so does the cable routing! Too trick!

summer 3M and FREESTYLIN' camps





Outer space is no place for inferior equipment. And the average pedal is no place for a serious freestyler. That's why Odyssey developed the VPX. Replaceable plastic caps add eons to pedal life and the surface design provides sure footing for all maneuvers.

Odyssey VPX. The Right Stuff.





With the exception of the cranks and headset coming loose, everything worked fantastic! And AD 990 brakes could stop a 747 in its tracks! They may not be the simplest brakes to work on, but when dialed in, they rule! The chrome Ukai rims held tough even after some harsh landings at the track and on cement. We can see why a lot of bikes now come stock with the Ukais; they are strong! While we're on the topic of strength, let's mention the bars and stem. Not only are they cool-looking, but flex and them have nothing in common. Plain and simple, these bars are hot! The SR Speedtrap pedals lived up to their flawless image. Although the current rage is to put on a pair of accessory cages, there's nothing wrong with the stock ones.

About the only thing that didn't hold up was the seat. The left rail bent, but any seat will do that if you land hard enough on it. It didn't bend much, however. In fact, we didn't even notice it until after the test.

Even some after-hours street thrashing couldn't cause any more problems. It's almost depressing when a bike (continued on page 161)

SPECIFICATIONS: HARO GROUP ONE RS1

Seat: Group 1 by Viscount. Tires: Comp IIIs, 20"x1.75"

(U brake), rear only. Lever: Dia-Compe 182, alloy VII. WEIGHT



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HARO GROUP 1 RS1 (continued from page 123)

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