

□ Bob Haro. You know who he is, right? The founder and president of Haro Cycles, "the father of freestyle," creator of numerous custom numberplates, maker of the first production freestyle bike, and more. But before all that, Bob was a racer. So it was only a slight surprise when Haro started building race bikes in the fall of 1985.

In the January '88 issue we briefly tested both the RS2 and the RS3 (Haro's other two race bikes), but the top-notch RS1 was unavailable, so we had to wait. Now the wait is over! Haro recently brought us an RS1 to test! A day later, we were on our way to the Orange, California, track to see if this thing rode as good as it looked.

#### WE MADE IT!

After the usual traffic jams, oh so typical of Los Angeles, we finally arrived at the track (40 minutes late). Pete was nowhere in sight, though. Twenty minutes later, Pete pulled into the parking lot in his red convertible Porsche 911! (Is it red? Don't ask). After the hellos, Pete started to put his bike together, and we started snooting still shots of our RS1.

The changes from the '87 model were apparent: all-new Haro bars with a four-piece design (gray on the bottom and chrome on top). Different and trick! The stem's new, too. It's longer and real beefy. The Ukal alloy rims are now

chromed. The sprocket is a Haro "compact-disc type." The tires are Comp Hls. The Peregrine cranks, for now, remain unchanged, but by April they should be replaced with Haro's new, three-piece aluminum cranks. Choosing a color for '88 shouldn't be much of a problem—the RS1 comes in gray and black only. But don't fret, this is a *bad* looking bike (good bad!)

Those are the changes. These are the parts that stayed the same: SR pedals, the choice of virtually every racer and his dog, are as good as stock pedals get. Stopping power is provided by the Dia-Compe AD 990 U-brakes and a 182 lever. The hubs are the ever-reliable Suzue sealed-bearing units. And the seat, post and clamp remain un-



The Haro RS1 may not be the most comfortable jumping bike known to man, but with a little determination, you could style if you wanted.

PETE'S PRIDE & JOY

# HARO GROUP 1 RS1

It takes a winner to build a winner

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 license, 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 scooter 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.

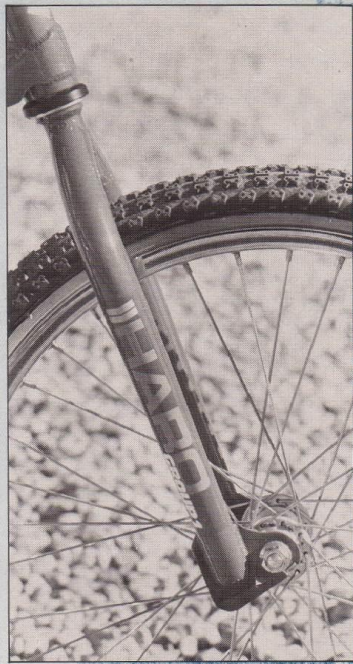
*The RS1 may be a pure-bred racer, but the hang time wasn't bad, either.*

**HARO RS1**



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.

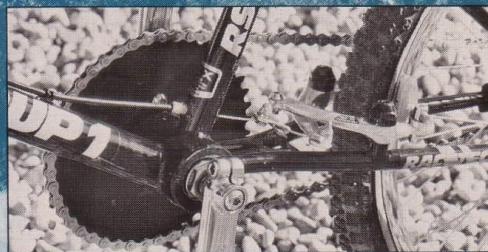
The Peregrine cranks loosened up real quick (a problem many Peregrine crank owners have) but can be easily fixed. The solution? Take off the spindle bolts and remove the washer that lines the inside of the crank arm. Then put a dab of Loctite on the threads of the bolts and tighten 'em back up (leaving 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 BMX and FREESTYLIN' camps**

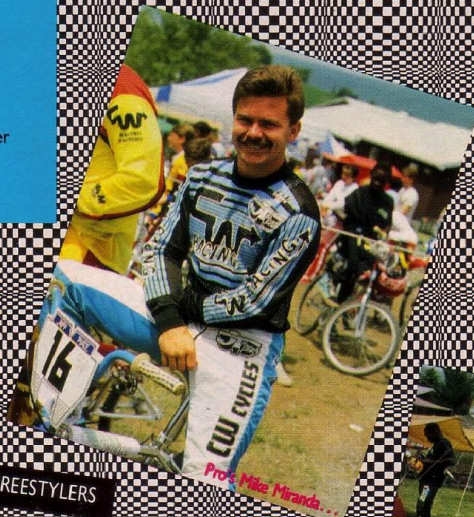
**2 LOCATIONS:**

**WOODWARD, PENNSYLVANIA:**

Woodward BMX Racing and Freestyle Training Center  
 —BMX Racing Program  
 —Freestyle Program  
 —Facilities shared with Woodward Gymnastics Camp

**CABLE, WISCONSIN:**

Lake Owen Freestyle Training Center  
 —Freestyle Program  
 —Facilities shared with Lake Owen Gymnastics Camp



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—OLYMPIC POOL AT WOODWARD

—LAKE FRONT LOCATION AT LAKE OWEN

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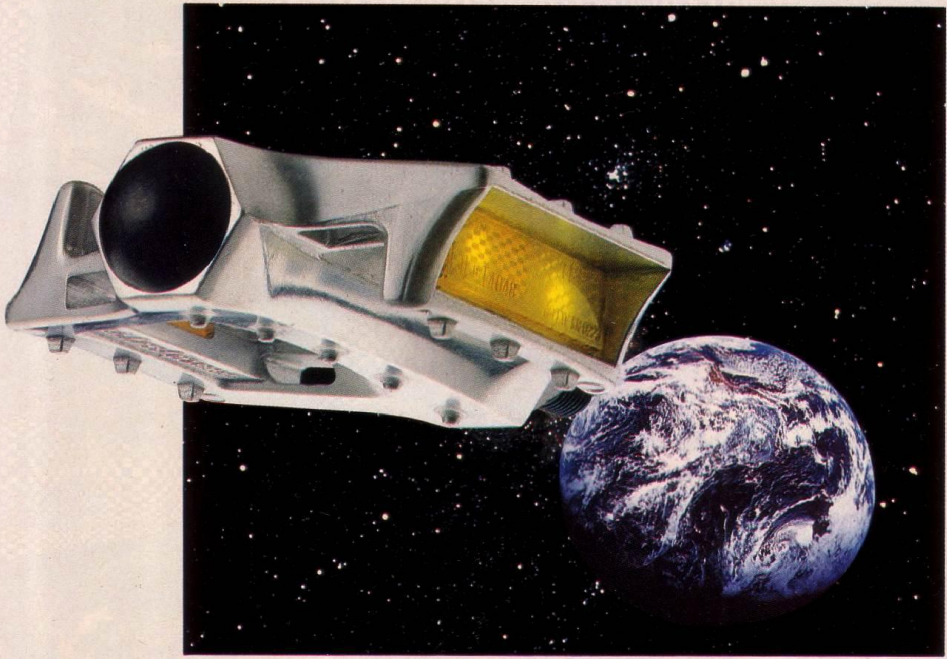
For information write or call:  
 Woodward BMX Racing and Freestyle Training Center  
 P.O. Box 93, Route 45  
 Woodward, PA 16882  
 (814) 349-5633  
 Lake Owen Freestyle Training Center  
 Route 2 Box 60  
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# HARO RS1



Back where it belongs. Billy and the Haro felt more at home on the ground than in the air.



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 tons 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

- I. FRAME AND FORK**  
Type: Racing, age range 14 and over.  
Frame and design: Single 1-1/4" O.D. top tube, single 1-3/8" O.D. down tube.  
Frame construction: triple-butted chromoly.  
**Fork construction and design:** Tubular chromoly, 1-1/8" tapering to 7/8", leading axle design.  
Wheelbase: 35-1/2" to 36-1/2".  
Bottom bracket height: 12" (center to ground).  
Chain stay length: 15-1/2" (center of bottom bracket to midpoint of rear dropouts).  
Steering head angle: 73°.  
Seat tube angle: 63 1/2°.
- II. WHEELS**  
Rims: Ukai, alloy.
- Spokes: 14-gauge, chrome plated, steel.  
Hubs: Suzue, alloy body, sealed bearings.  
Tires: Comp Ills, 20" x1.75" front and rear.  
Freewheel: SunTour 16T, chromoly.
- III. DRIVE TRAIN**  
Pedals: SR Speedtrap, alloy cage, chromoly shaft.  
Crank: Peregrino, three-piece, chromoly.  
Front Sprocket: Haro, alloy, 44T.  
Bottom bracket: Peregrino, sealed bearing.  
Chain: KMC, 1/2" x1/8".
- IV. STEERING**  
Grips: Co-Union, A.M.E. Tri-type rubber.  
Handlebars: Haro, Pro series, 4-piece chromoly design, 28-1/2" width by 8" rise.  
Stem: Haro, Pro series, chromoly shaft, alloy clamp.  
Headset: YST, steel.
- V. SEATING**  
Seat: Group 1 by Viscount, nylon.  
Seatpost: Haro, fluted, chromoly, straight.  
Seatpost clamp: Peregrino, alloy.
- VI. BRAKES**  
Callipers: Dia-Compe AD 990 (U brake), rear only.  
Lever: Dia-Compe 182, alloy.
- VII. WEIGHT**  
23-1/2 lbs.
- VIII. ACCESSORIES**  
C.P.S.C. equipment, donuts on grips.
- IX. PRICE**  
\$549-\$589
- X. COUNTRY OF ORIGIN**  
Taiwan
- XI. ADDITIONAL INFO**  
Haro Designs  
6066 Corte Del Cedro  
Carlsbad, CA 92008



