

YOWEEEE! This is what we call certified BMXA bashing! Chris Moeller, in the seat of the RS-1, trying his darndest to tweak the forks. Although some skeptics might argue the point, believe us when we say the Mad-man landed safely.



1987

HARO

GROUP ONE

RS-1

WHAD'DYA WANNA HEAR FIRST?

Straight forward, let us tell you the good and the bad news about Haro's \$380.00 '87 Group One RS-1.

Bad news first . . . the Peregrine cranks kept coming loose, the seat got wasted, and the chrome-moly forks bent.

Good news last . . . the Dia-Compe

990 brakes stopped on a dime with ten cents change, the all new Pete-inspired geometry was right-on, and the handlebars were perfect.

INDEPTH BAD NEWS

Okay . . . the Peregrine cranks are made by Anlun (the reknown Taiwanese manufacturer for Haro, Red Line, and General). Basically what

they are is Flight crank wannabees. Bob Haro told us that the reason all the new '87 RS-1's (and their freestyle bikes) are coming with Peregrine cranks is because Taiwan is overloaded with work and getting Haro cranks within the next 10 months is impossible.

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test

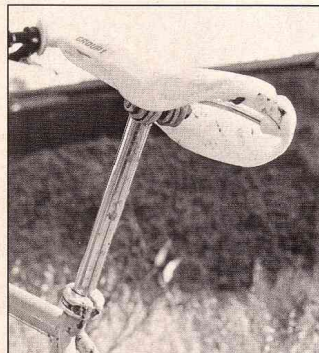


Danny "Puffer-face" Millwee, taking his personal RS-1 to the limits. Didju guys notice Mill's Vision shoes? . . . Just one of his many co-sponsors.

The Pery' cranks are made of chrome-moly but are a little bit smaller diameter than Flights. They even have a tightening bolt like Flights, but it sticks out a lil' more and tends to catch your pant leg. Another difference is the spindle. Instead of being fully fluted like the Red Line, the Grine spindle is half-splined, which forces you to slide on the crank arms only two ways—right or wrong.

The sprocket is a 44 tooth Peregrine Compact disc—a solid aluminum power disc which if inserted into a CD player, plays backward masked subliminal messages transcribed as saying "Buy a Haro, buy a Haro." Try it some time . . .

The Peregrine cranks look great, and the suggested retail price of \$75.00 is pretty cool. The only problem is they WILL NOT tighten down. Or at least the



Look at the intro. Now imagine the Angry Canine doing a full extended can-can over that same jump, at that same height, but landing not quite so smooth. Now look at this Dominator seat and check the damage.

ones we had wouldn't. I called around though, and found that everyone who is riding with them so far has had the same problem.

Danny Millwee says that last year's Haro Group One cranks did the same thing and can be easily solved. According to Dan, the washer on the spindle tightening bolt is a bit too large and keeps the bolt from being fully cranked down—get it, "cranked" down?! The solution is to put in a smaller washer or just take it out for good. Greasing the bolt also helps.

We tried it and it worked. Problem solved. Still though, we hope that Anlun, Peregrine, or Haro is listening



The componentry on this year's RS-1 has improved from last year . . . all except for the cranks. Hopefully Haro will get their Group One cranks sooner than thought.



PRICE & SPECS

COMPLETE BIKE PRICE: \$379.00.
FINISHES AVAILABLE: Just one . . . black front, blue middle, chrome rear.
COMPLETE BIKE WEIGHT: 25 pounds, 8.5 ounces.
FRAME WEIGHT: 4 pounds, 15.5 ounces.
FORK WEIGHT: 1 pound, 13.5 ounces.
HANDLEBAR RISE: 6 inches.
HANDLEBAR WIDTH: 28 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 3/8 inches.
HEAD TUBE ANGLE: 72 degrees.
SEAT TUBE ANGLE: 63 degrees.
BOTTOM BRACKET HEIGHT: 11 1/2 inches.
WHEELBASE: 36 3/4 inches to 38 1/4 inches.
REAR END LENGTH: 15 inches to 16 1/2 inches.

COMPONENTS

FRAME: Haro Group One RS-1.
FORK: Haro Group One.
HANDLEBARS: Haro Group One, 4130 chrome-moly.
HANDLEBAR STEM: Haro Group One, aluminum head, chrome-moly shaft.
GRIPS: Ame Tri-type.
RIMS: Ukai, alloy.
HUBS: Suzue, sealed bearing, chrome.
SPOKES: 36, 14 gauge, chrome.
TIRES: Cheng Shin, 20 X 1.75, front and rear.
BRAKES: Dia-Compe 990, rear only.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe Tech-7.
BRAKE CABLES: Dia-Compe.
CRANKS: Peregrine, chrome-moly, 175 m.m.
PEDALS: SR Speed Traps.
FRONT SPROCKET: Peregrine Compact Disc, 44 tooth, aluminum.
REAR SPROCKET: Sunfour, 16 tooth.
SEAT: Dominator/Group One.
SEAT POST: Chrome-moly straight.
SEAT POST CLAMP: Peregrine, alloy.
ACCESSORIES: Cable guides and donuts on grips.

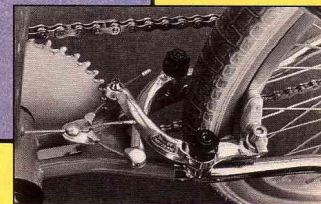
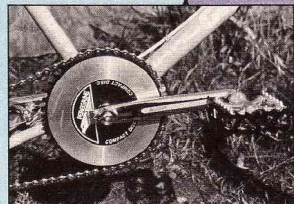
GEOMETRY: Good—if you like your bike the way Pete does, which is a way laid back seat and semi-quick steering (72 degrees).

HANDLING: Okay. Actually, it was hard for us to tell exactly how it handled as a stock bike since Mad Dog bent the forks and pounded them back a little bit steeper than they were originally.

MISCELLANEOUS COMMENTS: "These brakes are TOO awesome." . . . "They'll be hot in freestyle, but who needs brakes that will lock up in BMX? In racing, all you need is to slow down." . . . "The stem didn't give us any troubles, which is unusual for most bikes these days. I like the 17 m.m. stem bolt—less prone to strip." . . . "The graphics are mega-trick!" . . . "It goes down stairs good. I just CAN'T tweak the rims! I've been kickin' out into curbs and everything, but the Ukai's just won't bend." . . . "I tried working on the crank arm—I tried everything everybody told me. I took out the washer, I greased the bolt, and the left arm still won't hold!" . . . "The bars clear the seat by about three miles!" . . . "Definitely the biggest bike I've ever ridden." . . . "It was quick in turns until the forks bent. The front end is SUPER light!" . . . "Those lil' high-

And in this corner, weighin' in at a lil' over 25 1/2 pounds, in the black, blue, and chrome, title holder of three number one pro titles, we have the '87 Group One RS-1.

. . . and in this corner, sportin' the spiff new decals, an Odyssey Gyro, Dia-Compe 990 brakes, and new flip-up/fold-into fork standers, the current middle price freestyle champion, the Haro Sport!



Performance Evaluation

PURPOSE: To race—not to pose on.

AGE RANGE: 15 and up.

QUALITY OF FINISH: HOT! The dif between this and last year's models are the '87 s have black head tubes instead of black mid sections. Graphics don't get any better than a Haro decal!

QUALITY OF WELDING: Great. Anlun definitely knows how to do quality welds.

QUALITY OF COMPONENTRY: Alright. We liked everything 'cept for the cranks . . . too bad Haro couldn't put real Red Line flights on it.

tech metric scales on the rear drop-outs are neat!" . . . "New cranks, improve the forks, and it'd be in the battle for best bike out."

TEST AREAS: "Rice" in San Diego—home of the King bros.

TEST INPUT: Danny Millwee, "Demented Hound", Bob Haro, Lil' Billy Hop, Windy 'O, Lew, "Snavler", A.J., and The Gork.

MANUFACTURER: Haro Designs, 6060 Corte del Cedro Carlsbad, CA 92008 (619) 438-4812

and will fix this problem before YOU have to.

The tweak of the seat is normal abuse, expected when the rider does a sketchy can-can ten feet in the air and lands in a very peculiar position. The Dominator/Group One seat is not the first to twist, and we don't expect it to be the last.

And now comes the heavy news, something that can only be solved by the manufacturer . . . bent forks.

In the past, we've seen Millwee bend his forks inward—when we did the concrete jumps article. But that was only because he ran head-on into a tree doing about 20 mph. When Mad Dog tweaked the forks (outward, this time),

Along with Haro's new distribution deal with West Coast Cycles comes an all new line-up of Haro bikes. This year's freestylers have major changes.

When we dropped by Haro's HQ s to pick up the RS-1, we figured we'd may as well take a few shots of the new 'styler as well, just to let all of you freestyle fanatics in on what's hip and happening.

There have been quite a few changes on their new models, such as an all-new flip-up (like last year) fold-into (brand new innovation) fork standers—beefier teeth, too. Rear brakes are (you guessed it . . .) Dia-

'87 HARO SPORT

Compe 990 s, mounted on top of the rear triangle's stays instead of below like most everybody else. Also, all of them will come with Odyssey Gyros (the first time ever that a Haro has come stock with a spinning device).

The rear standing platform also has lil' mini spikes (sort of similar to the old DX pedals), which guarantees total grippage into your shoes. Real handy for doing those Rocket airs, ya know?

it was after landing hard off the monster double-jump that we used for the intro of this test.

Take the three-man Haro Team as another example. Pete runs CW forks, Mikey King uses Hutch forks, and Danny-boy had just slapped on some '87 GT forks. They all claim that it's because of handling differences and

Spin-Tech

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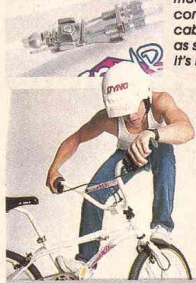
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the Main Mag!

not tweaking problems, though. Has Haro known about this problem in the past?

Supposedly not. Upon calling them to give 'em the bad news, they were surprised—REAL surprised . . . and real upset. Haro freaked out and automatically sent a call overseas to Taiwan to check whether or not the forks were built as spec'ed. As I write this, Haro has supposedly taken care of the problem and pretty much guarantees it'll never happen again.

AND NOW FOR THE GOOD STUFF . . .

If you haven't caught on by now, the official brake of 1987 is Dia-Compe's new 990 s. Nearly everybody who's somebody has them on their new models—Haro, GT, Dyno, General, Laser, Skyway, etc.

How do they work? EXCELLENT! Mad Dog brought up the fact that in a mud race, the mud would get stuck between the brakes and rear triangle and bog ya down, which is something to consider, but it shouldn't effect your overall thought of how well they work because they still would work PERFECT (it'd just be messy). The fact is that 990 s will stop you better than any brake on the market—muddy or not. The name IS Dia-Compe, isn't it?

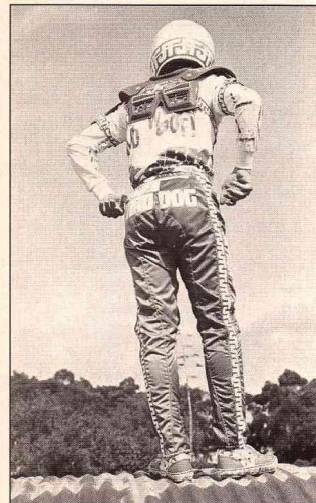
Of course, you might be wondering like we did about how easy (or hard) they are to work on. So what we did was get one of the most average Joe's we could find—someone who is the typical knows-not-too-much garage mechanic, have him take apart the 990 s, then try to put them back together without having a tissy-fit on the spot and throw tools around.

We grabbed Bartos away from emptying trash and assigned him the job. An hour later, we spotted him tossing a crescent wrench across the warehouse, missing Oz's Porsche by inches.

All it's going to do is take a little bit of knowledge of how they work. To get our 990 s back to normal and take a lesson on how to dial them in, Lew and I went over to The Bicycle Source. Our teacher was GPV-man Steve Blackey. Steve took a look at them and found that Bartos had reversed the inner-springs. The gold spring goes on the right side arm, the silver spring goes on the left side arm. A little thing like that will make a ton of difference.

We didn't have time this month to

write up a short tech article on how to dial them in, so stay tuned 'til next month's issue.



Check out our watch dog:

"Hey, you kids . . . get outta here! We're doing a top secret Haro test for the main mag—BMX ACTION. What? . . . NO, you can't watch. This is private! Go! C'mon, GET! Scat! Shoo."

Besides the brakes, the most major change on the RS-1 is all new geometry—Pete's geometry. The head tube has been steepened one degree and the seat-tube has been kicked WAAAAAY back—just the way Pete likes it! They went from last year's 67 degrees with a layback to having 63 degrees with a straight post. We found this to be great, but it probably boosted the age range a bit . . . unless of course, you're a 13-year-old with ape arms.

If you recall, the first time we tested the Haro Group One was back in March of '86. There were two things we didn't like—handlebars and pedals. This year, Haro used SR Speed Traps for the feet, which you know grip like crazy. Haro also dialed in (or should it be dialed-out?) the bend in the bars.

In the end, we'd presume that Haro will take care of their fork problem—probably making it with beefier tubing like Red Lines. Our recommendation? . . . Should you buy this bike? Is it worth \$379.00?

Yes on both. ■



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