



BMX
ACTION
OFFICIAL
test

1988

HARO

GROUP ONE

R-S2

WORDS BY G, PICS
BY W, RIDIN' BY J.

Memories. I have 'em. Lots of 'em. You probably do too. In preparation for writing this test, I started to reminisce about things that have to do with this Haro RS-2 . . .

I recalled the first time I met Bob Haro. It was at a UBR national in Angels Camp. He pulled up at the track with his Torker strapped in the bed of his red Toyota 4X4. Everyone dug that truck—three shocks on each wheel, galapagos tires, and a beefy rollbar. Being the average type o' kid, I looked up to him because he was in the magazines and was such a big name. I was really surprised when he walked through the pits, stopping at each car, handing out Action Now magazines and those curly Haro logo stickers. When Bob came by my brother's truck and handed me a decal, he made me one of his biggest fans.

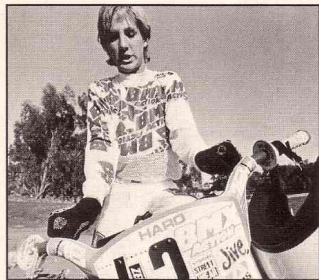
I'll never forget that. Or the next time I saw him, which was about six months later at the UBR Grand-nationals in Livermore, California. This time he and an entourage of mop-heads pulled up in the rainbow painted Haro van, cranking Adam Ant's latest album. Much to our delight, Haro parked next to us in the pits and at one time during the day, came over, sat on our sidehack, and talked with us. We were amazed. And after that, devoted Haro followers.

Even way before that, early Haro memories stretch back as far as the first time I saw a Haro number plate. That and a Moto-mag had the greatest first-impact on my brain. After seeing a Haro "Factory Plate" on Brent Patterson's bike on the December '78 issue of BMX ACTION, I had to have one instantly. But I couldn't. So my friends and I went to the nearest Standard Brands, bought some plastic and shelf paper and made lame imitations 'til the local bike shop got them in. Haro, in my book, has always been on top of setting trends. Everything

While the Angry Canine and Mikey King were livin' it up in Paris, special BMXA guest-tester Jay Goucher was doin' it up his own way in his backyard. The RS-2 is the type of bike that you can hop on, loop out once, and then JAM!



Turndown at sunset.



There he is—Jay Goucher, describing in detail how it felt flyin' for 25 feet over his backyard dubs.

he does and makes is 100 percent trick. That still stands today.

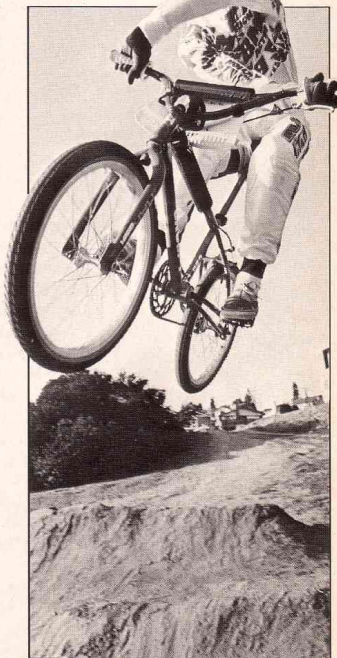
For instance, take a look at the . . . uh, new '88 Haro RS-2, which just happens to be one of our test bikes this month. It's graphically appealing. Two-tone paint. All new frame design. Quality equipment. Able to race and win right off the showroom floor without changing a thing.

Let's get a bit more detailed. Like changes to this year's model. For one, the frame. Mikey likes it. (Mikey King, that is—not the chub on Life cereal boxes.) The reason for that is probably because Mikey designed it. Essentially, what it compares to is a Patterson,

which is what Mikey's old Huff was like, also. Steering and handling doesn't get any better—maybe that's why Auburn and Skyway also used a Patterson as their "main example to follow." That says enough about what a good rep Pat's have. Haro also changed the forks a bit. They're beefier (to prevent a rerun of last year's test) and one degree steeper (to satisfy their factory riders).

Componentry on the RS-2 was good. Dia-Compe brakes, of course, rule. The 175 cranks held up fine. The Victor pedals are perfect. The classic Haro bars remain the same—except on the RS-1, in which the top-o-the-line '88 Haro bars are stock. Rims, hubs, tires, and everything else left is complaint free . . . 'cept for the grips. Haro informed us that the ones we got were a shipping mishap. We hammered them on, if that tells you anything. The stocker A'ME Tri-type grips could stand replacement either way. We equipped ours with the current fave, Jive Handles.

The price, and what you get for it, are right in there—\$299. Not too high of a price to pay for a strong and sturdy steel like this. As much as the ancient Haro levers are still a classic today (for keychains), the RS-2 will surely be talked about ten years from now . . .



"Groucho," flippin' a full-hell for his Simi fans. He told us that he's more of a distance jumper than stycler . . . Could've fooled us.

S P E C I A L



COMPLETE BIKE PRICE: \$299.00.
FINISHES AVAILABLE: Grey front end with blue or coral (orangish/tomato soup tone) rear section.
COMPLETE BIKE WEIGHT: Ooooops. I forgot to weigh it and we gave the bike back already . . . sorry.
FRAME WEIGHT: 5 pounds even.
FORK WEIGHT: 1 pound, 15 ounces.
HANDLEBAR RISE: 7 1/2 inches.
HANDLEBAR WIDTH: 28 inches.
TOP TUBE O.D.: 1 1/4 inches.
BOTTOM TUBE O.D.: 1 3/8 inches.
FORK TUBE O.D.: Tapered.
HEAD TUBE ANGLE: 69 degrees.
SEAT TUBE ANGLE: 67.5 degrees.
BOTTOM BRACKET HEIGHT: 11 3/4 inches.
WHEELBASE: 36 inches to 37 inches.
REAR END LENGTH: 14 3/4 inches to 15 3/4 inches.

COMPONENTS

FRAME: Haro Group One RS-2.
FORK: Haro Group One.
HANDLEBAR: Haro Group One.
HANDLEBAR STEM: Haro Group One, aluminum head, chrome-moly shaft.
GRIPS: Co-Union, A'ME Tri-types, rubber. Note: C.U. bogged, so the first batch of RS-2's have hard, lame, cheap, plastic grips that you can put on with a hammer. It's already been corrected.
HEADSET: YST.
RIMS: Araya 7X, 20 X 1.75.
HUBS: Suzue, aluminum, low flange, 36 hole.
SPOKES: 36, chrome, 14 gauge.
TIRES: Cheng Shin Comp-III type.
BRAKES: Dia-Compe 901s.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech-5.
BRAKE CABLES: Dia-Compe.

PEDALS: Victor Beartraps.
CRANKS: Anlun 175 mm, chrome-moly, with gun metal finish.
BOTTOM BRACKET BEARINGS: Anlun.
FRONT SPIDER: Ninja-type, five arm, chrome, steel.
FRONT SPROCKET: Haro Uni-Directional, 43 tooth.
REAR SPROCKET: SunTour, 16 tooth.
SEAT: Haro Group One by Viscount.
SEAT POST: Fluted with THICK paint, chrome-moly, straight.
SEAT POST CLAMP: Peregrine, Non-Con type.

PERFORMANCE EVALUATION

PURPOSE: Dirt thrasher, racer, street flogger, all-around urban assault vehicle.
AGE RANGE: 12 years and up for street abuse. 13 years and up for racing.



QUALITY OF FINISH: Good. THICK paint. Stays on a lot better than past Haros. Doesn't chip as easy.

QUALITY OF WELDING: Qual. No bogus beads.
QUALITY OF COMPONENTRY: Okay. The grips and spider are pretty generic to keep cost down.
GEOMETRY: KILLER! Patterson like. Mikey had the say-so on this, and believe us, he's picky.
HANDLING: Great. The front end feels REALLY light when you first hop on it, but you adjust real quick. Both wheels slide evenly. Because of the light front-end, you can point it in the direction you want and JAM.

MISCELLANEOUS COMMENTS: "Haro has changed the forks since last time we test abused the RS-1. They now have beefier tubing and are a bit steeper . . . one degree steeper. Which hopefully means Pete and Mikey will run 'em.' . . . 'The front end is TOO light.' . . . 'Spike put a mega dent in the rim curb-jumping on the way to 7-11.' . . . 'The only thing bad you can say about it is the hammer-on grips and too-thick-a-paint hammer-in seatpost.' . . . 'I'd want to put Jive Handles on the bike anyways—everyone's runnin' them right now, including Mikey King himself.' . . . 'Handles bitchen. Makes you feel as smooth as Mike just riding it.' . . . 'Wish the '2 would come with the new Haro bars. But these are fine.' . . . 'I like it BETTER than the RS-1.'"

TEST AREAS: Jay's Jumps, in Simi Valley, and various street spots chosen by Spike.
TEST INPUT: Jay Goucher, Spike Jonze, The Simi-Boyz, Jim Ford, Mikey King, Lew, Windy, and Gork.

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