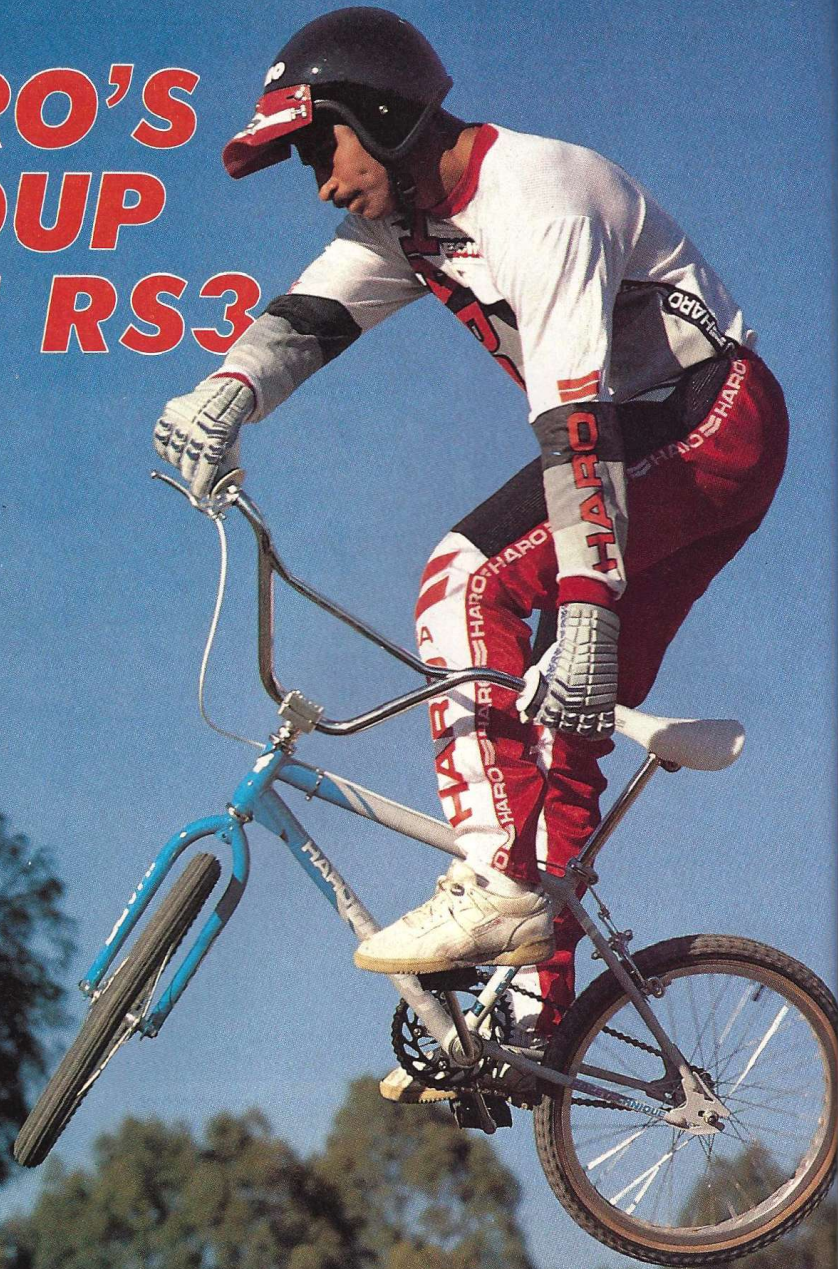


HARO'S GROUP ONE RS3



Race radness from the people first in freestyle.

Story by Jim Kundig, Super BMX Test Editor

Photos by Mike Collins and Russ Okawa

Test photos by Pete Loncarevich



Chevron: (noun) 1: a heraldic charge of two diagonal stripes meeting at an angle. 2: the gas station on the corner. 3: a mark ensuring quality on a BMX or freestyle product.

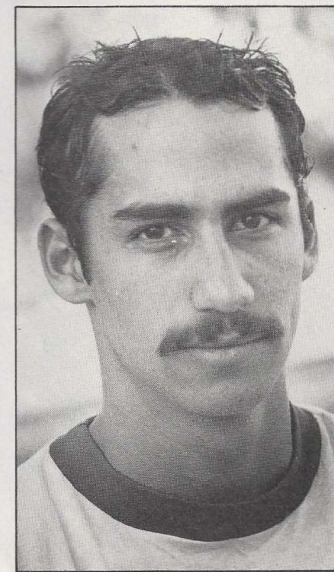
As usual, the newest goodies out of Haro can make your jaw drop at ten paces. Just about everything that comes out of the hallowed halls of Haro redefines state of the art in looks. So what's new to bounce your eyeballs off of? The newest innovation is the Group One line, and if you haven't seen any of it yet, rest assured you'll be hearing how this stuff is from your friends and neighbors shortly. The Group One frames feature a unique wrap around head tube gusset. That's right, this sucker wraps all the way around the head tube, making it one of the cleanest and strongest designs around. Speaking of clean,

Pete Loncarevich attacks a jump at Parks in Fullerton, California aboard the RS3. While Pete's just a little big for this Haro model, it held up fine. The folks at Haro were thinking also, they have a BMXer for just about everyone.

take a glance at the tapered tubing and welding on any of the Group One frames, pure craftsmanship. Last but not least of the eye grabbers is the Haro graphics, they all have the Haro stylin' touch, making these some of the hottest looking bikes around.

THE GROUP ONE COMPONENTS

The Haro Group One components, them there pieces that they actually designed themselves, are why this line is so impressive. We got to scrutinize the RS3, which is the low-budget model of the line, but even its trimoly frame reeked of quality. The rear drop-outs include massive amounts of contact surface with the rear triangle for welding, the classic Haro chevrons, and, get this, guide marks to help you center your wheel. Along with the head gusset there is a gusset directly behind the bottom bracket for added strength. The forks on the RS3 are equal in qual. They have tapered fork legs with axel drop-outs that stick way out in front, but have no fear, they are welded at the front, back and bottom of the fork leg and are mucho strong.



PETE LONCAREVICH: Enters the 1986 racing season with a new sponsor and the opportunity to prove once again he's the best BMXer in the nation. Loncarevich ended last season without a national title, but he was a contender until the very end.

HARO'S GROUP ONE RS3



The Group One stem looks pretty top-o'-the-line in design itself, if it didn't tweak after what we did to it, it could probably withstand WWII. As for the chainring, it's hot looking too. It was basically designed to complement the Group One cranks, which only come on the RS1 so we didn't get our grubby little hands on them yet. Sniff, sniff. The stem, crank and sprocket are also available separately if you want to do a little high quality upgrading to what you already have.

THE HARO GROUP ONE LINE FEATURES THREE COMPLETE BIKES—THE RS1, RS2, AND RS3*

RS1

Top of the line racer—featuring: 4130 chromoly frame with triple-buttied tubing, UkaI chrome plated alloy rims, Suzue sealed bearing hubs, DiaCompe MX901 brakes and Tech 5 levers, Haro Group One tubular cranks, 4130 chromoly bars, Group One stem and tri-color graphic.

RS2

Mid-priced racer featuring: 4130 chromoly frame with triple-buttied tubing, Ukia alloy rims, Suzue hubs, Sugino chromoly cranks, DiaCompe MX900 brakes, Tech 6 levers, Group One stem, Group One chainring, and tri-color graphics.

RS3

Econo racer featuring: Trimoly frame, Ukia rims, Suzue hubs, DiaCompe MX890 brakes, Tech 6 levers, Haro Group One stem, Group One chainring, and two color graphic.

*SEE YOUR NEAREST HARO DEALER FOR MORE INFORMATION.

THE RS3 COMPONENTS

The RS3, beginner-type budget pleaser that it is, is laden with mostly brand-name components. Most bikes in this price range skimp a little on some part in order to add a few more flashy parts here and there. All the parts on the RS3 check in slightly on the plush side of averageness. The Ukia rims and Suzue hubs are pretty top-notch in this price range. The Dia Compe 890 brakes are better than the Taiwanese fakies but not as good as the 900s or 1000s, the pedals are the Victor middle-o'-the-line deals, and the

Controlling this bike is no problem; it's designed for the racetrack either on the ground or in the air.

grips are fake A'ME's, but rubber, not the palm eating plastic ones. All in all the components on the RS3 are as good as any and better than many. If you're willing to spring for the extra \$40, the RS2 comes with better pedals, brakes, handlebars and an all chromoly frame.

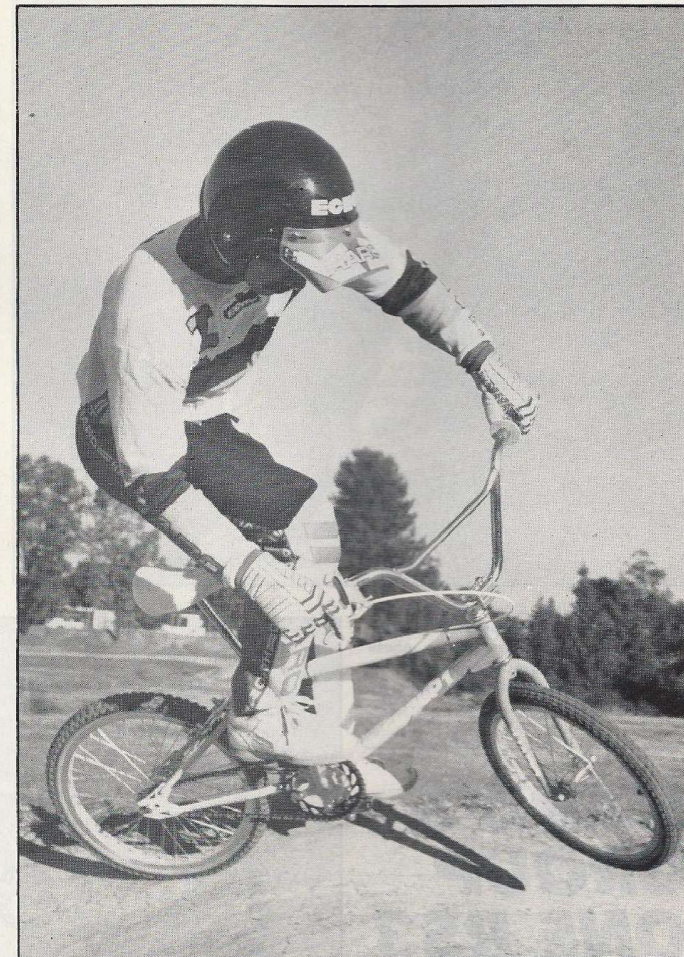
TEST RESULTS

There is an unwritten rule that when testing a bike you never put a bike geared toward the average 14-year-old beginner through its paces by letting above average 19- and 20-year-old experts and

pros wait on it. Maybe one day we'll actually pay attention to this rule, but not until someone writes it down. Besides, it's *sooo* much fun.

Actually, we let about a dozen of the local 14- and 15-year-olds ride it during the test and they all thought it was the hottest thing since sliced bread. The RS3 handled a little slow for our team of test titans, but the geometry was so solid that you had to *try* to fall off of it. Even if you're fresh off training wheels you're going to feel at home on this bike. And how does it handle in the air? Well, it's a Haro, need we say more?

Of course, every great hero has a tragic flaw. What made the not-so-



Pete is a little larger than the RS3 was intended for, but when has that stopped any of us? Loncarevich cranks through a turn on this least expensive Haro BMXer.



A little speed-jump action by Pete and the RS3. We would have understood if the bike didn't make it through the photo session with this big guy at the controls, but the Haro racer stood the ultimate test.

HARO'S GROUP ONE RS3



HARO RS3 SPECIFICATIONS

Bike: Haro Group One RS3
Intended Age Group: 13-15 years old
Intended Use: Racing/street riding
Skill Level: Beginner to Novice
Colors: Grey/Blue or Grey/Red
Approximate Price: \$199
Fork Weight: 1.78 lbs.
Complete Bike Weight: 26.06 lbs.

GEOMETRY

Steering Head Angle: 72 degrees
Seat Tube Angle: 70 degrees
Wheelbase: 35 3/8 in. to 36 3/8 in.
Bottom Bracket Height: 10 1/2 in.

COMPONENTS

Frame: Haro RS3, trimoly (three main tubes chromoly)
Forks: Haro RS3, chromoly
Rims: Ukia, alloy
Hubs: Suzue, low flange, loose ball, alloy
Bars: Haro style, mild steel
Grips: Fake A'ME Tri, rubber, with donuts
Stem: Haro Group One
Cranks: Sugino, chromoly, 175mm
Pedals: Victor, VP301, chromoly shafts
Chain: KMC, steel
Bottom Bracket: Anlun, steel
Front Sprocket: Haro Group One, uni-directional, alloy, 44T
Freewheel: Suntour, chromoly, 16T
Brakes: Dia-Compe 890, alloy, rear only
Lever: Dia Comp Tech 6
Headset: YST, steel
Seat: Viscount Dominator
Seatpost: Mild steel
Seat Post Clamp: Tange, alloy
Tires: Cheng Shin, Comp III tread
Miscellaneous: C.P.S.C. equipment

hot department on the RS3 were the mild-steel seat post and handle-bars. What creative things one can do with mild-steel given some time and a couple of monster jumps. Almost every bike in this price range has to opt for this type of bar and post and chances are you'll never have the problem unless you take on jumps as brainlessly . . . er . . . make that fearlessly, as we do. But we gotta call 'em like we see 'em. The post failed the patented raise-it-to-maximum-height-and-accidentally-land-on-it-with-all-your-weight-a-couple-of-times test and eventually became a laid back. Of course if you're too big for your britches and were doing the kind of instant hair-on-the-chest type maneuvers we were, you probably want to switch to a laid back in the first place.

About the only thing we could beef about was the Haro design bars. They have a different feel to them than just about any other bar around, some people like them and some don't. Since the RS3 has the mild-steel bars we weren't that excited about them from the start and we finally tweaked them near the end of the day. The real McCoy chromoly ones have never given us trouble. What's really different about the bars is the 18-inch rise by the 28-inch width. It's a hot design for freestyling but it's shorter and wider than most other racing bars.

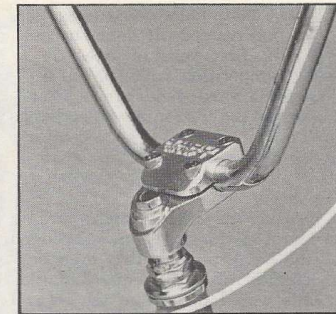
CONCLUSIONS

The Group One line is going to be a hot item. While the other manufacturers were busy trying to catch up with the innovations that Haro introduced into the freestyle world, the sneaky little devils at Haro were busy getting the drop on everyone in the BMX world. As for the RS3, it's as good as anything in its price range and a top vrier for the 13-15-year-old market as is the RS2. The RS1 is designed for the smaller, occasional racer and features a geometry that's easier to handle than the RS2, which is designed for the more demanding racer. We suggest you take a test spin on both of them if you get a chance, and see which one suits you best, chances are one or the other is the bike of your dreams. As for the Group One full blown racer, we expect Pete and the RS1 to be tearing up tracks throughout 1986. ☆

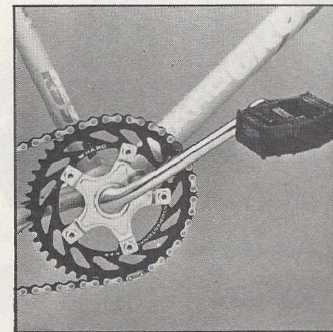
◀ The complete Haro RS3 as tested by SUPER BMX.



A wrap-around front gusset, along with chevrons stamped into the steel, tell you the RS3 is made by Haro.



Haro style handlebars made of mild steel give riders something to hold onto while riding the RS3.



The Haro Uni-directional front chainring sets the RS3 apart from the rest. Arrows even tell you which way to mount the front sprocket.



A specially designed Haro Group 1 stem comes as standard equipment on this complete bicycle. There's no question about it, it's a genuine Haro built cycle.

Once again **Super BMX** is giving a bike away! This month one of our lucky readers will win the Haro RS3 bike we tested and that person may be you!

Send us the entry form below (or send a self-addressed, stamped envelope for an official entry form) and one of those submitted by April 30, 1986 will be drawn and the bike will be awarded. You don't have to buy anything to enter this contest and the determination of

Super BMX magazine will be final. Get your entries in right away because the drawing will be held during the first week of May.

Even if you don't win the bike you can earn a **FREE Super BMX** sticker by sending along a self-addressed, stamped envelope. But hurry, there isn't much time left. You may just be the lucky winner of the Haro RS3 seen in this test.

Here's my entry for the Haro RS3 test bike giveaway:

Name _____
 Address _____
 City _____
 State _____ Zip _____

All entries must be postmarked by April 30, 1986. Send a self-addressed, stamped envelope for a **FREE Super BMX** sticker.

Mail all entries to:
Haro Test Bike Giveaway
Super BMX Magazine
 7950 Deering Avenue
 Canoga Park, CA 91304