

HARO MASTER

FROM ONE RIDER
TO ANOTHER

WORDS BY
LEWMAN

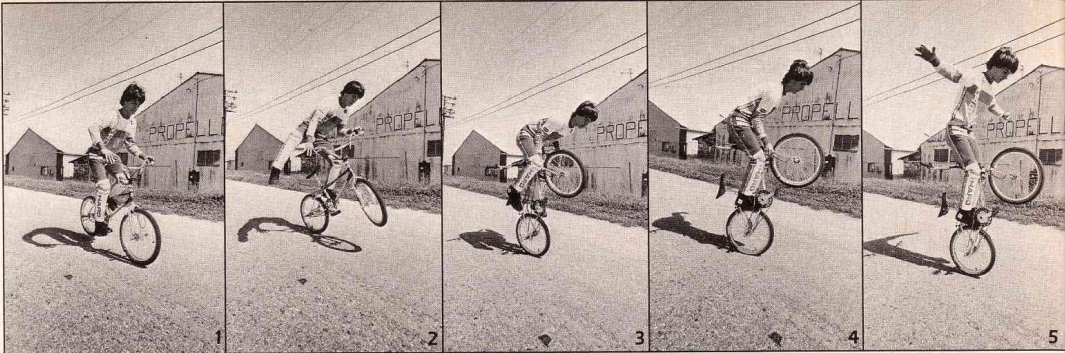
It's a manufacturer's job to produce a product that the consumer will find appealing and useful. It's the media's job to report on the product, letting the consumer know the good and bad points. And it's the consumer's job to buy the product. You are a consumer. We are the media. Haro is one of many manufacturers. The Master is one of Haro's many products.

There are several means of analytically testing a product in a magazine, but we decided to ace those methods and just RIDE the thing. After all, that's what it all boils down to, right?

In '87 Haro took some BIG steps to better their freestyle line. New graphics, new geometry, new fork pegs, new chainstay platforms, new brakes, a spinning device, and best of all . . . the same price (basically) as last year.



Not trick photography, simply B. Blyther blasting at Pipeline.



Master linker on his own personal Master. Cherry bomb/drop down/antrider. Dave Nourie.

The steeper head angle (73 degrees) makes the rear end come off the ground easier, thus it's WAY smoother when you do stuff like squeakers, G-turns, fork wheelies, etc. Believe me, you can feel a difference. If the geometry on a bike is TOO steep, the steering is jerky—too fast. Ramp riders have a much more difficult time adjusting, too. The balance point on the Master is right in there.

In the Haro ads they claim the Master was designed for flatlanders . . . but don't let that stop you if you crave vert. A look at the new and improved fork pegs shows proof that the Master has dual capabilities. Just make sure you avoid letting any part of your body besides your feet touch the claw-like cages of the pegs . . . they're pretty toothy.

The rear of the bike has been given a facelift, too. New rear chainstay platforms that feature grippy little Shimano DX pedal-type studs on the tubing. It works like you wouldn't believe . . . too good in some cases. Sometimes it's difficult to get your feet off the platforms quickly if you wedge your foot in too tightly. Thread on a set of axle pegs and you'll no doubt agree that the pegs combined with the studs create the BEST standing area ever. It's also cool to see that the places where your feet are constantly going to be—the forks and rear triangle—have been chromed so you don't have to worry about messing up the sweet paint job. Trendy yet sano.

Another new-fangled item to adorn the tail section of the Master are the Dia-Compe 990 brakes. So far we've gotten mixed reviews about them. Everybody who had their brakes dialed in by someone who knows what they're doing LOVES the way the 990s stop. And everybody who had to struggle with them on their own thinks they're not worth the trouble. The advantages are that the brakes are supposedly more tucked out of the way (tell that to Dizz), and the calipers give you more leverage due to the cable routing. All I have to say is that I'm baffled and bewildered by the 990s. The set on our test bike seemed to work good, even with the stock pads on the nylon Tuff Wheels.

Tuff Wheels? Yes, Skyway originals. OR, 48s . . . you actually get to make a few choices if you decide to purchase a Master. You can get the standard Master with either Tuff IIs OR Peregrine 48s, and the Tuff Wheels are available in coaster brake or freewheel. Keep in mind that the bike with 48s is only available in blue, while the one with the Tuffs comes in your pick of either blue or red. AND there's also another version of the Master . . . this one's called the Master Team, and is a duplicate bike to the ones Dennis McCoy and Dave Nourie ride—it costs around \$500.00, but that includes gems like the H.P. 48s, the three piece Peregrine cranks and sealed B.B., Aerial levers . . . the works. Of course, for \$375.00, the standard Master is nothing to scoff at.

The only place where cost-cutting is evident on the whole bike is the pedals—semi-bogus plastic models that tend to be slippery when wet. Or sometimes even when dry. Shine the stock pedals and pick up something with a little more bite to it. Other than that, you're set.

An Odyssey Gyro, Dia-Compe 883s, and Haro tires are three items you can find on practically ANY true hardcore's bike, regardless of what brand he rides. All three products come stock on the Master. That should tell you something.

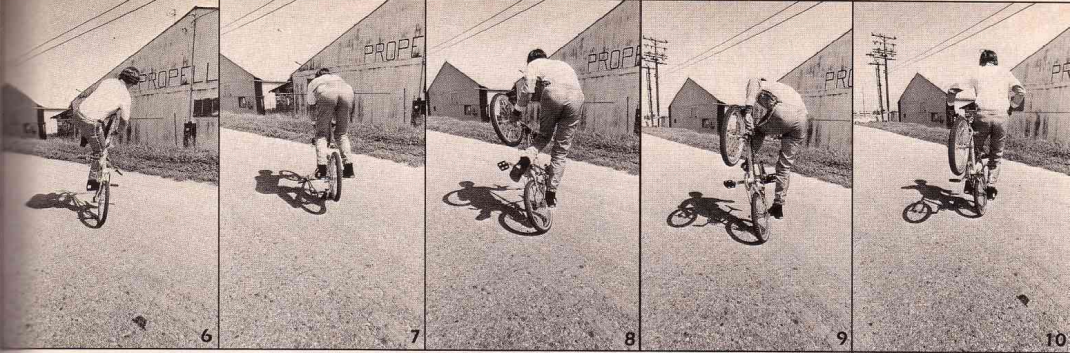
In case you haven't been adding up cost and figuring out the value of the Master as we go along . . . let me make it easy for you. From one rider to another, the Master is totally worth the 375-or-so dollars you'll be handing over to own one. And if you do own one, you'll find that everything we just discussed is true.

Okay, as the media, we've just done our job. Now it's up to YOU, the consumer, to let Haro (the manufacturer) know how well they've done their job. And in order to do that, you've gotta do your job, which is consume.



Continued

FREESTYLIN'



Nourie cutting loose on our test bike.

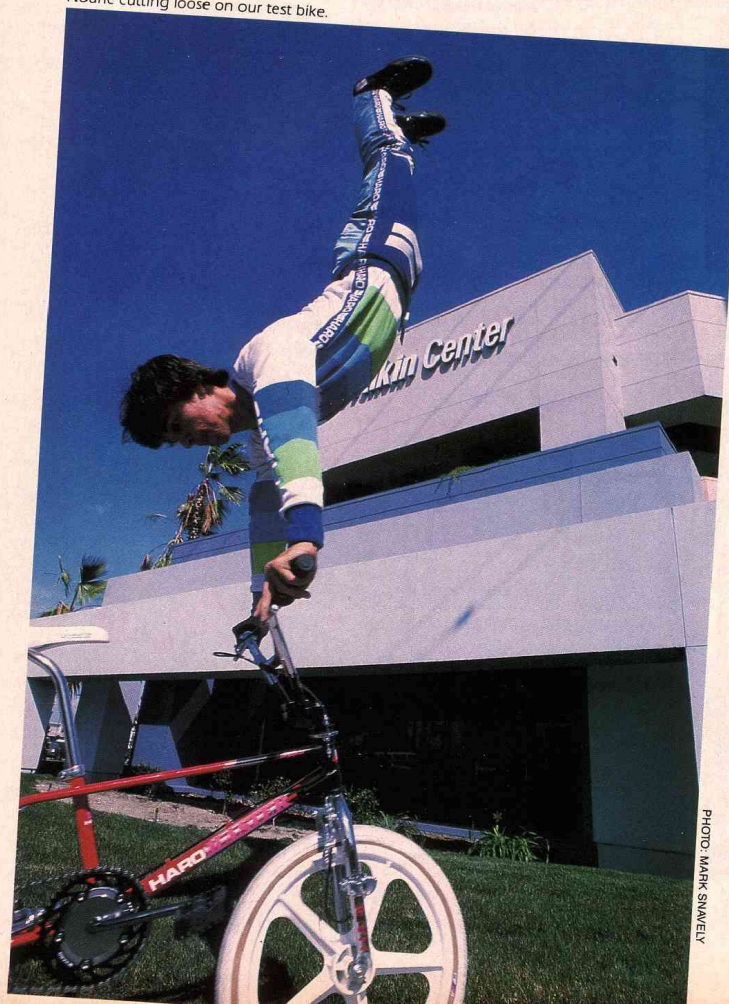
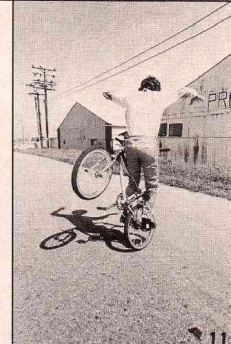
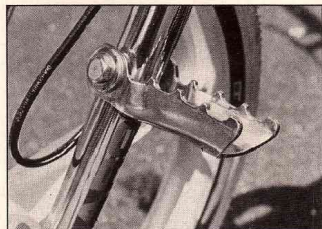
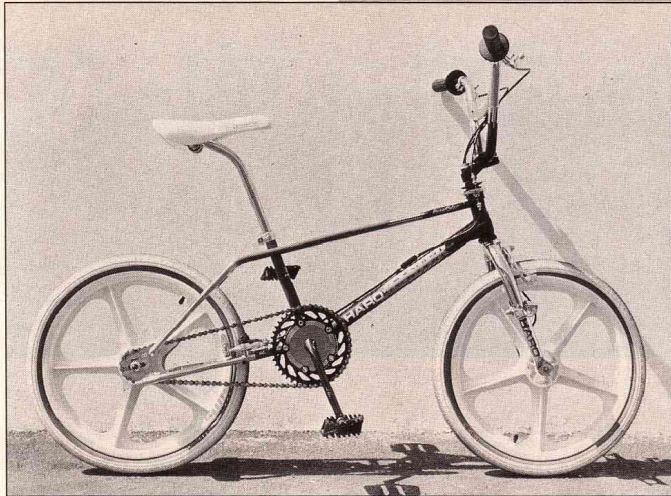
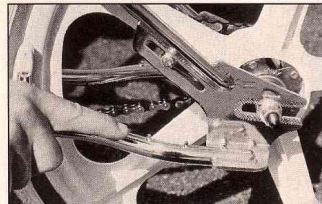


PHOTO: MARK SWANEY





New, improved, and dangerous-looking. Flip-up and outta the way fork pegs.



A few key things to note here—the gleaming chrome finish, the knurled dropouts, the traction studs, Lew's manicure.



Haro tricked everyone and mounted the 990s on top of the chainstays. No they don't really get in the way as much as you're thinking they do.

PEDALS: Victor, Shimano GX type, plastic.
CRANK: Anlun, 4130 chrome-moly.
BOTTOM BRACKET: Anlun.
FRONT SPROCKET: Haro Uni-directional.
REAR SPROCKET: SunTour 16 tooth.
CHAIN: KMC, 1/8 inch.
SEAT: Viscount.
SEAT POST: Anlun, laid back.
SEAT POST CLAMP: Anlun.

STANDING FEATURES

PLATFORMS/PEGS: Twin top tube platforms, burly flip-up fork pegs located in the middle of the fork leg, and traction studs located on the rear chainstays.

OVERALL EVALUATION

QUALITY OF FINISH: 9". Excellent graphics, beautiful chrome, bright colors. The paint chipped a bit easily, though.
QUALITY OF WELDING: 8.5" Anlun makes Haro products, and the name is one that can be trusted. Clean welds.
QUALITY OF COMPONENTS: 9". The only place where it's evident that Haro cut costs were the plastic pedals. Everything else on the bike was top-of-the line.

*Based on a 1-10 scale.

ASSORTED COMMENTS: "The fork pegs are so sharp you can feel them through your shoes on some tricks. GNARLY!" . . . "I refuse to work on those 990 brakes." . . . "Skyway mags are grade 'A'" . . . "Slippery pedals. I'd switch to something made of metal myself." . . . "FINALLY Haro wised up and put a spinning device on their stock bikes. A delightful bonus." . . . "How many pros are on their team, anyways?" . . . "It looks insanely clean. What's it worth—\$500.00?" . . . "The weight of our test bike was up there, but it DID come with mags and a coaster brake. I personally would get the model with 48s and a freewheel." . . . "Better geometry." . . . "So this is the bike McCoy rages on, huh? I'll take it." . . . "Those death-studs on the rear platforms grip TOO good in some cases. They were designed for use with axle pegs, in which case they feel primo." . . . "Cool brake cable routing. I figured it would be in the way during cherrypickers and such, but you can't even tell they're there." . . . "I need a new haircut." . . . "20 x 2.0 tires are the wave of the future—they're just the right size."
CONSULTING CREW: Dave Nourie, Don Cook, Mr. Snavelly, Lew, Andy, Windy, and Gork.

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Last year, David Nourie was practically invisible in the magazines, yet HIGHLY visible on the road . . . as in touring. He put in more days on the road than ANYBODY—ever. Will he repeat it this year?

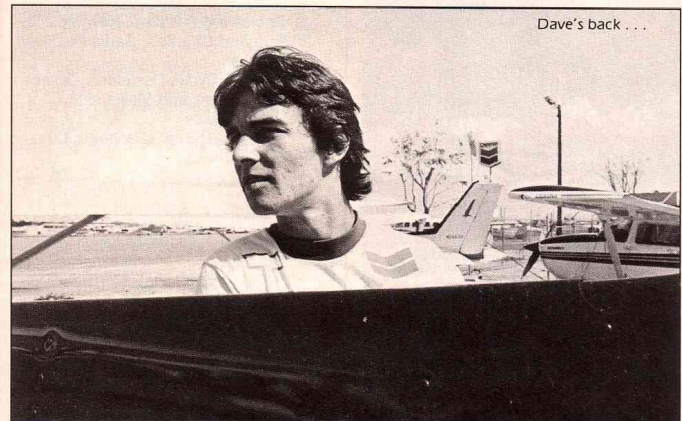
"Naaa, probably not. Haro's keeping the tours small this year, with more guys switching on and off."

When he's not on tour, he can be found doing shows—at Sea World in San Diego. It's safe to say shows are what this guy lives for.

"I like showing off . . . being in front of people. It's a total rush. I like to show off my tricks and see what people think of 'em."

New tricks? Yeah, in case you haven't seen the modern Dave Nourie, he's dropped a lot of his balancing tricks and is going for the new rolling/flowing/moving stuff. Stuff crowds dig, in other words. Mission Beach is one of Nourie's selected favorites when it comes to practice areas. Why?

"Cause crowds form to watch you ride. Plus all the hot guys go there. Jason, Pete, sometimes Chris Day. Don Cook just moved in with me from Florida, so we'll be doing a lot of riding together from now on. He's fun to ride with."



Last year, touring kept Dave from a lot of the contests—those he DID make it to, he finished respectably. This year, even if he does get the opportunity to ride more contests, a flatland title doesn't rank THAT high up on his list of priorities.

"I'm more concerned with polishing my riding style and being appreciated for what I am—a showman—than for being somebody who goes out there and does his tricks for the judges. I'm happy with what I'm doing right now."

And being happy is what it's all about.

BLACK FLAG III



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* SST 045 BLACK FLAG: In My Head (LP, CASS \$7.50).



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SST 029 BLACK FLAG: Slip It In (LP, CASS \$7.50).



* SST 023 BLACK FLAG: My War (LP, CASS \$7.50).

SST 081 BLACK FLAG: Annihilate This Week (12" 45 \$6.50).

SST 037 BLACK FLAG: The Process Of Weeding Out (12" 45, CASS \$7.00).

SST 015 BLACK FLAG: Everything Went Black (2xLP \$9.00).

* SST 007 BLACK FLAG: Damaged (LP, CASS \$7.50).

* Available on CD

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