

THE NEW / IMPROVED



Dave Nourie, stylin' the day glow Master.
Nourie is an incredible flatlander.

PHOTO BY WINDY

HARO MASTER

FREESTYLIN'
M A G A Z I N E
official Scoot review



The Haro Master just waitin' to be ridden. This is HOT property.

No way. Freestyle technology can't be advancing this fast. Remember the typical freestyle scoot of just TWO years ago? You just slapped Tuffs and a front caliper on your race bike and that was it. No more. Nowadays there are quite a few "made for freestyle" bikes around. Some look like explosions from the tube factory while others are state-of-the-art in every sense of the word.

Well, no tube explosion here, folks. We here at FREESTYLIN' have gotten our hands on a true state-of-the-art machine, that's for sure. We're talkin' looks, function, performance . . . the whole shot. But hey, what else should we have expected from the guys who put this shredder together? Haro Designs has the reputation of incorporating looks, function, and performance into EVERYTHING they do. The scoot? The new and improved Haro Master Freestyler — a definite top-o-da-liner.

The basic Master design has been around a while, but it hasn't stayed the same; it's advanced right along with the sport. In fact, it would be safe to say that it has helped ADVANCE the sport. After all, the original version of the Master was the first freestyle frame to ever hit the market, and it set the trends. Today, right at this moment, the new Haro Master is one of the most functionally designed freestylers around. We're talkin' the whole package, too — frame, fork, AND components.

No doubt about it — the first thing that attracted us and everyone else we know to this bike was the color. Neon green. You can see this thing comin' for MILES — it looks hot. Some of the new colors hittin' the streets nowadays are a little funky, but the Master's neon green hits the spot. It's COOL.

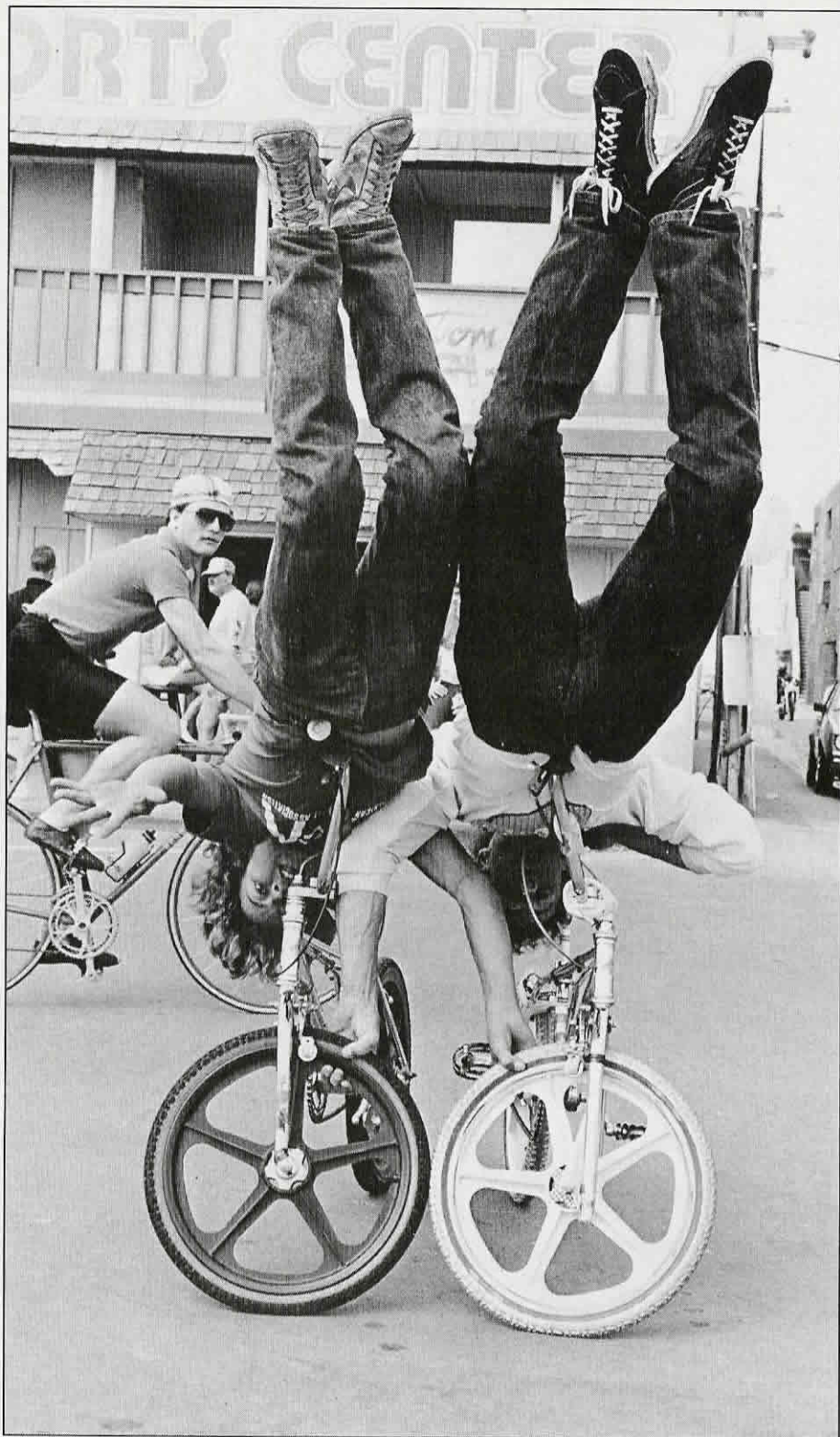
You guys saw the inspiration for the neon green in the Winter 1984/85 issue. Remember the poster? Who could forget Sigur's shocking green scooter? He'd painted it himself the night before the Huntington Beach contest and didn't even have time to put the stickers on it. Well, that green bike created such a stir and Haro got SO many letters about it that . . . viola, here it is. And the production green is even more fluorescent than Rich's was!

DETAILING MAKES THE SCOOT

Once you stop gawkin' at the color you'll start noticing some of the attention to detail that Haro has put in. Let's start up front, shall we?

The front caliper is a Dia-Compe FS 880 set up 'specially for the Potts Mod, which is courtesy of a stock Red Line Forklifter stem and De-Tangler bolt. Jeez, we just started and we've ALREADY mentioned some of the most sano equipment on the market! The forks also have brazed-on cable guides to route your brake cable to the caliper. Something else you'll notice about the forks are the new chromed bolt-on standing platforms with press-formed holes for better traction. The platform idea is cool — it's easier on your feet than small diameter pegs. The fact that they are removable is sano; you can take 'em off for heavy ramp sessions.

The Haro forks are now tapered and swedge-formed — so don't count on tweakin' them too soon. They're STRONG.



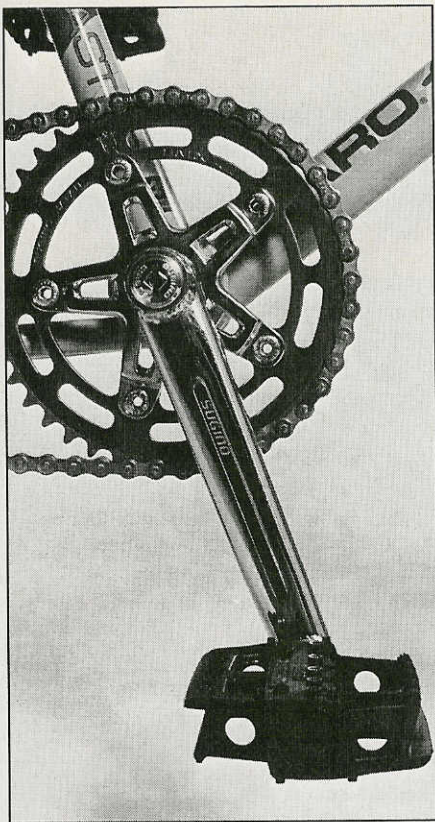
We caught Mission Beach, San Diego shredders Jason Parkes and Pete Augustin posing on their own versions of the Haro Master — a popular scooter indeed. These guys rip.

Back to the front brake. If you check out the caliper bolt, you'll see that it's recessed into the fork. No more shredded shoes or crunched toes!

The headset is a steel Hatta. Haro opted to go with steel for extra strength.

Elsewhere up front you'll find the

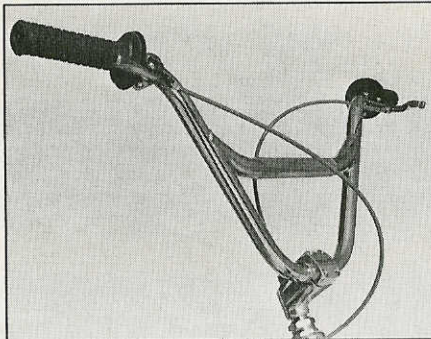
new Haro bars. They're made to Haro specs by an Oriental company called Anlun. Pretty trick stuff, too — the crossbar is "U" shaped and knurled to prevent foot slippage when you're surfen' the parking lots. 100 percent chro-mo, too. Oakley B-2 grips and Dia-Compe Tech 4 levers grace the new bars.



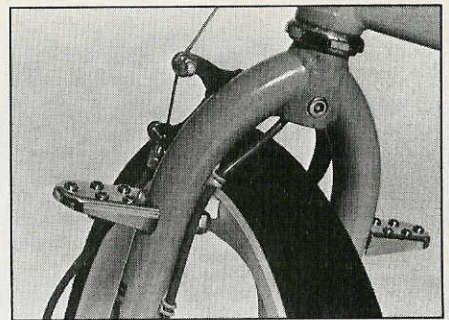
YEE-HAA. Sugino chrome-moly three piecers. They look just like Red Line 400 Series Flight cranks, huh? That's because they're one and the same — Sugino makes the 400 Series for Red Line.

Moving towards the mid-section we run into . . . what's this?! These puppies look like . . . NAAAH, they can't be! They look just like 180mm Red Line 400 Series Flight cranks, but it says Sugino on 'em. Well, guess what? They're one and the same — Sugino actually makes the 400 Series cranks for Red Line so you can count on these being quality three-piece chrome-moly cranks. The crank spindle slips into a Sugino sealed bearing bottom bracket set. Rounding out the package is a 42 tooth Sugino chainring. Ah yes, and attached to the crank arms is a set of MKS Graflight-X pedals — totally primo foot equipment.

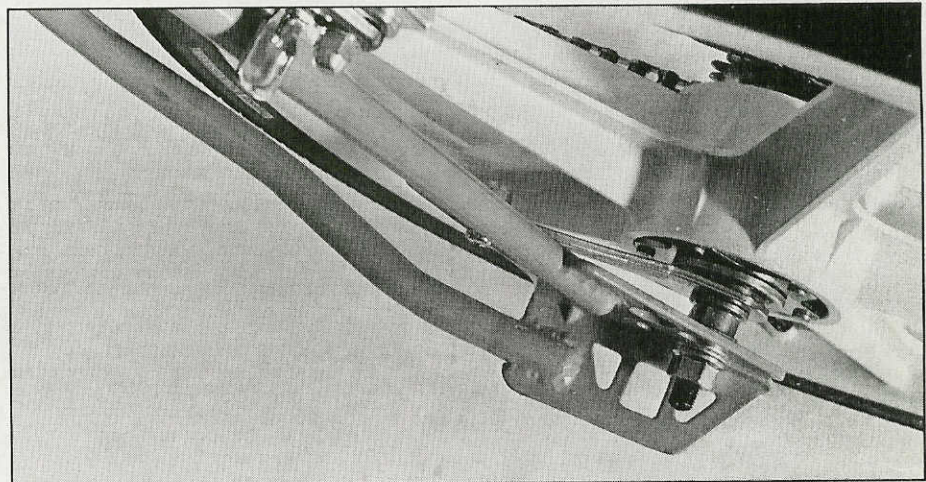
In the rear we have the most distinctive new feature on the Master — the dropouts and chain stays. There aren't any bolted or welded-on chain stay platforms. That's probably because the chain stays ARE the platforms — they bow outward to meet "L" shaped dropouts, giving you PLENTY of room to stand. Everything is integral, giving the bike a clean, business-like look. No Mickey Mouse manufacturing going on here. The rear axle bolts jut out and take up some of the standing space, so



The Haro speeded Anlun bars are pretty trick. They have a curved, lowered, and knurled crossbar.



Sanoness corrupts this bike. It's everywhere. Check out the recessed caliper bolt, brazed-on cable guides, and the bolt-on standing pegs.



This is one of the improvements on the new Haro — the rear dropouts and chain stays. Too cool for words.

the hot tip is to either cut them down to get them COMPLETELY out of the way, or to buy a couple of axle extensions to give you MORE room to stand on.

A couple of other cool changes have taken place: The customary Haro Master double top tubes have been extended an inch further past the seat tube for more standing room, and the coaster brake bracket, which extends from the dropout, is now attached to the seat stay to keep it out of the way. MORE sanoness.

The back caliper is a Dia-Compe FS 880 with a quick-release feature. The Dia-Compe brake pads work wonders on the Skyway Tuff IIs (with a SunTour coaster brake, of course) that come on the Master. The Dia-Compe brake components are awesome stopping tools.

Rubber is supplied by a set of 20 X 1.75 National Panaracer Freestyle tires, which are rapidly becoming a force in the street tire market. The only drawback to these is that the sidewalls flex a bit more than some of the other freestyle tires — not a BIG deal. No qualms as far as traction goes — they grip great. BUT watch for the new Haro tires, which

are rumored to be HOT.

Let's see, what's left? The seating is taken care of by a new Viscount saddle called the Dominator. It has a slightly textured surface that makes it less slippery than your normal plastic seat, which means it'll keep your butt OR your foot (whichever happens to be up there) in place. An Anlun lay-back seat post holds up the Dominator. With the lay-back you get PLENTY of room to move around on the bike, but you can still grab your seat and bars at the same time with one hand — cool. The seat post clamp is a Dia-Compe alloy hinged jobber.

That about takes care of the Master's components and detailing. Now you're probably goin', "Man, what's something like this gonna cost?" Don't panic. All this sano stuff retails for about 450 bucks. Not bad at all considering what you get.

One ride on the new Haro Master and you'll be hooked. All the factors add up to a machine that gives you total confidence when you're aboard: the proven geometry, the streamlined and functional design, and the KILLER looks. The Porsche of freestyle bikes is ready for action.