

BMX PLUS!

AMATEUR ACTION

WOODWARD AM OPEN ◀
RECON TOUR STOP 1 ◀

AUGUST 2015
www.bmxplusmag.com

BMX PLUS!
CCC
02988



Mitchell Gamble

STREET!

**5 RAIL TRICKS YOU
NEED TO LEARN**

**OUR FAVORITE
TEST BIKE EVER?
THE HARO SDV2**

**UCI SX STOP 1
MANCHESTER**

**PHILLIPS & BUCHANAN
SET THE PACE**



**T-SHIRT
BUYER'S GUIDE**

\$5.99



Attn. retailer: Please display until July 30th

BIKE test.

Trevor Fitz puts this freecoasting machine to the test with a fakie tuck out of a six-foot quarter.

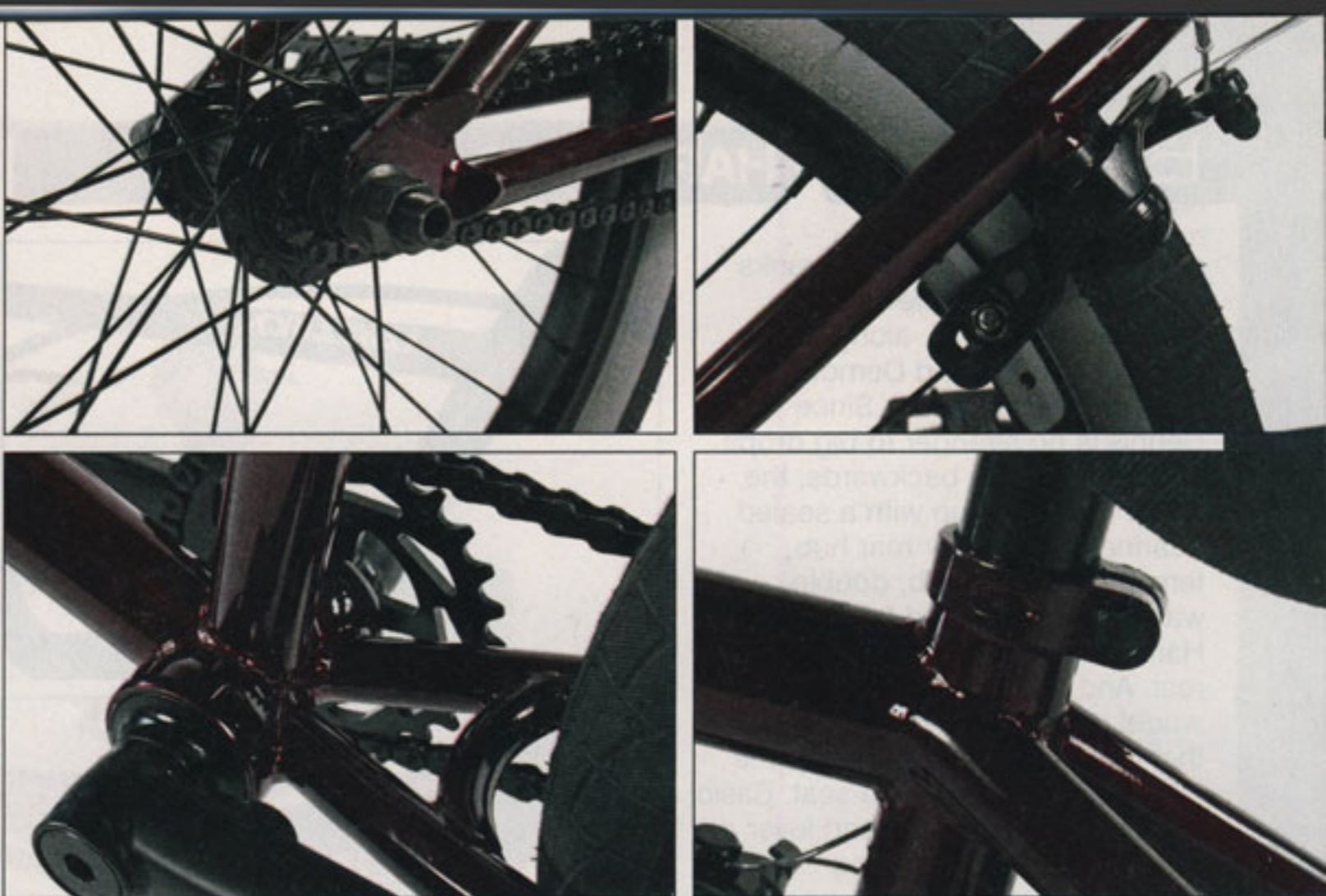


HARO SDV2 COMPLETE

THE PINNACLE OF COMPLETES?

Not all riders are the brightest bulbs, but every once in a while something really profound spills from the lips of a legend. Recently, we were riding with some of the S&M team at the trails, and Freddy Chulo, a Sheep Hills lifer, blurted out, "You know, I wish I wouldn't have taken riding BMX so for granted when I was younger." He didn't need to explain any further; we knew exactly what he was talking about. At a certain point in life you find yourself at the trails, skatepark or local street spot having one of those great sessions with friends, and then you think back on all the times before you had a job, before you had to buckle down for college, possibly before you had a family, and how much of the golden time was wasted.

"Wasted time" is different for everyone. For some it was video games, for some it was partying, but for the serious riders, there is nothing more painful than the time wasted on a busted-up ride. The urge to ride for many is so great, they have and will always seem to go for the band-aid fix, the cheaper replacement part or the lower-end bike, not thinking that in the long term the end result is most always the same—sitting park side, watching your friends ride. So we thought, "No more wasted years," and did some digging to find a bike that you can buy today, session hard and hopefully never find yourself sitting park side again. The Haro SDV2 was where we arrived at.



WHY THE SDV2?

There are a ton of good bikes in the high end that are built for the long haul, but the SDV2 caught our attention for a couple of reasons. One: it is very refined, knows its place, and doesn't come with high-end parts like pegs and brakes that a picky rider is just going to swap out anyway. These parts add to the overall price but not necessarily the overall value. Two: it is not just

designed by Dennis Enarson applying his signature Haro SD parts line; it shows his influence throughout and really presents like a signature complete should.

The frame, as we said, is Enarson's signature SDV2 full-chromoly frame, complete with removable brake mounts and cable routing, an integrated seatpost clamp and head tube, as well as top and downtube gussets for added strength. The fork is sampled from the SD line as well, and features full-chromoly construction, a one-piece machined steer tube and tapered legs to save weight and add peg clearance. Full-chromoly, 9-inch Demolition Rig bars complete the front end, along with a top-load Haro of Lineage stem and Haro Team grips, making for ample rise even for the tallest of riders.

Street riders will be pumped to find a big, 22mm-spindled



set of chromoly two-piece cranks threading through the sealed Mid bottom bracket, along with a tall 28/9 gearing and Demolition Trooper plastic pedals. Since Dennis is no stranger to big drops and freecoasting backwards, the SDV2 is hooked up with a sealed bearing, freecoaster rear hub, female-axle front hub, double-walled Haro rims and fat 2.4-inch Haro La Mesa tires front and rear. And, the icing on the cake would probably be the first thing that caught everyone's eyes—the Demolition Markit Tripod seat. Basic U-type brakes, a cable and lever are included for those running brakes, and while Dennis doesn't personally run brakes all the time, he is known to toss them on, so toss them on he did. The end result is a bike that could very well be Dennis' personal ride, something we are always pumped to see when a product bears a rider's name. The question now is, if this bike will truly help you make the most of your golden years.

FROM THE START

Let's face it, every rider on the planet is particular about their setup, and testing a complete bike will always milk a few groans from our top-tier test force riders who much prefer the custom-built bikes. So we put this to Trevor Fitz, who happened to be packing for stop one of the FISE world tour, but he said he just couldn't risk getting hurt this close to the comp. We thanked him and then went back to racking our brains for a freecoaster-qualified test rider. Ten minutes later Trevor called us back. After checking out the bike on the site, he changed his mind in a big way. "That bike is dialed; I want to ride it!" So, we headed over to SkateHouse, the local indoor park for a private session. After we pulled the brakes, he bounced it, felt the grips, rolled in with a nollie bar over the pyramid, straight into a fakie tuck out of a 6-foot quarter, and proceeded to roll fakie across the entire park before popping out. This was on a par with the rest of the test.

The aftermarket Demolition parts are very welcome, and if you like grip, then the Trooper pedals are right for you with just the right amount of concave. Demo came through with the Rig bars as well, really giving the front end the height and width to make hops, spins and front-wheel tricks that much easier to control. Generally speaking, if there are shortcuts, we will find them somewhere in the wheel build, but not on this bike.

The freecoaster is dialed, with a very solid engagement and about 60 degrees



of slack, allowing for a comfortable amount of pedal movement without the fear of the hub engaging on high-speed rollbacks. While it isn't a big brand-name hub, it worked very well for us. The dual-wall Haro rims are also a welcome sight, and after a few side-loaded landings and bike tosses to tumbles on fakie tucks that got a little loose, they never wavered. If you like fat tires, then the buck stops here with the La Mesa 2.4s. Whether you are a tech rider who doesn't want to get your toes sucked into the fork on footjam tricks, a street rider who loves big drops or a park rider combating slippery conditions, this is an awesome tire we guarantee you will go way out of your way to replace with the same thing when the time comes.

The Demolition Markit saddle was a welcome addition, especially for our test rider who runs a slim seat on his own ride and may have been converted after getting a taste of the added cushion and staying power of the Tripod system, which took a few heavy blows on no-footed landings and never budged. But at the core of it all is a very dialed frame and fork combo. While some signature bikes claim "geometry influenced by" or "signature colorway of," this is the identical frame as what you can buy aftermarket and the very same frame that Dennis personally runs, meaning you have every performance advantage on this bike as you would riding Enarson's personal bike.

The rear end is short and responsive, but not so much so that it feels squirrely riding big transitions. As we have said before, we are psyched to see this and other high-end models coming in a 21-inch top tube length. Street and park

riders are trending towards slightly longer frames, and the SDV2 didn't miss a beat. While this bike comes with brakes and removable brake hardware, it looks its best brakeless, which is how we rode it. Swapping the Tektro brake and cable routes is quick and easy, and we went back and forth to suit test riders a few times. Down to the Haro Team grips, we loved this bike, as did our test rider, who chose to hold on to the bike for a few extra weeks and ride it in place of his personal setup. Talk about a convert.

AFTERTHOUGHTS

Since Dennis will flip-flop back and forth between brakes and brakeless, depending on what he is riding, a quality set of Tektro brakes were included, but they do come with cheap pads and a round-wound cable, meaning the performance isn't that great. Though better than most stock brakes, they don't really reflect the bike's otherwise top-of-the-line characteristics.

We are also bummed when bikes with fully removable brakes and hardware don't come with a hinged lever, meaning the grip needs to come off to remove the lever, and the throttle grip will then haunt you for the next half hour or so, depending on your methods. If you choose to run brakes or swap them on and off like Dennis, then a lever, cable and pad upgrade are a must. On the flip side, if you are a pure brakeless rider, then we have zero complaints.

IS IT RIGHT FOR YOU?

If you are a serious street or park rider, then this, in our opinion and the

It didn't take long for our test riders to get comfortable and start sessioning this ditch jump with tricks like this tweaked toboggan.



opinion of our test riders, is really the end of the road. We almost never find a bike that nails the overall build so square on the head that we have no complaints, and if you are a brakeless rider, then we have none. This bike has the ride height and geometry that quickly growing or even tall, 6-foot-plus riders like ourselves can enjoy. It has been a very long time since we have tested a bike with a freecoaster that gave us no problems and, let alone, felt this good, so if you are part of the freecoasting generation, old or new, then this bike offers the trouble-free performance you are after.

At no point did we ride this bike and feel cheated, like corners were cut, and it reflects in the expert blending of Haro aftermarket and Demolition parts. If the price of this bike is still holding you back,

consider this: the frame, fork and stem alone are worth more than \$500. Tally up the driveline and wheels and the rest is essentially free. We are pretty sure we have established that when it comes to ride quality, this bike unequivocally delivers, and when it comes to parts, it works out to be about \$350 cheaper than building the exact same bike from the frame up. So if you are looking for a complete that will hold up to pro-level abuse while offering the ride quality of a meticulously assembled custom street/park build and save you money in the process, then the SDV2 is worth saving your dimes to ensure that there are no more wasted days. □

HEAD TUBE: 75°
SEAT TUBE: 71°
TOP TUBE: 21"
CHAINSTAY: 13.5"
BOTTOM BRACKET: 11.5"
WEIGHT: 23.4 lb.
PRICE: \$1089

HITS:

- Aftermarket frame and fork
- Dialed, freecoaster-equipped wheels
- Solid cranks
- Demolition aftermarket parts
- Tall front end
- Haro La Mesa tires
- Where do we stop?

MISSES:

- Stock brakes are marginal
- Non-hinged lever