

**"YEAH, THEY'RE BOTH FROM HUTCH, BUT THEY'RE ABOUT AS SIMILAR AS JEKYLL AND HYDE."**

**H**owdy, gang. Whoo-ee! This should be a fun test. We've got some completely new goodies from Hutch for our slightly more than semi-crazed testers to flail upon, so it's definitely drool and slobber time in the Most Factory Magazine test crew holding pens.

#### WHAT'S NEW?

Two hot-out-of-the-jig frame and fork sets, that's what. In one corner, there's the Hollywood Series, which is a lot like the Hutch Pro Racer that we tested in the December '84 issue. What's different are some subtle refinements in the geometry, and the option of several eye-sizzling paint schemes — like violet, pink, and baby blue. Whew!

This exact frame and fork will also be used in the future for Hutch's Pro Racer and Pro Star complete bikes, but those scoots will come in more sedate finishes like chrome and white.

# HUTCH'S HOLLYWOOD & JUDGE SERIES FRAMESETS

Photo by Steve Giberson



*Mike Miranda, airin' out his Hollywood Series Hutch at the Sand Hills in Riverside, California. Is this max stylin' or what?*

In the other corner we have the Judge Series frame and fork. This dude is completely new from the ground up, and comes in your choice of white, candy apple red, and a candy apple metal flake blue that's really sano looking. Read on and we'll give ya the full scoop on these two cool framesets.

#### HEAVY-DUTY SCRUTINIZATION

Whipping out the Most Factory tape measure and angle finder, we see that the Judge's 74 1/2 degree steering head angle is steeper than the Hollywood's 73 degree reading. Chalk up snappier steering for the Judge.

In the seat tube department, the Judge is more vertical, too — 75 1/2 degrees to 73. Hmm, that's almost getting into the territory in which a lay-back seat post is necessary, even if you slide the seat all the way back on its rails.

Fork rake is a quick one inch for the Judge, while the Hollywood's remains the same as the old trusty Pro Racer forks at 1 1/8 inches.

You know what's rad? The Judge's fork tabs are the same thickness as the ones used on Hutch's Trick Star forks — we're talkin' TWICE the thickness of normal dropouts. That helps stiffen things up. Ol' Timmy Judge himself commented, "When you get on the gate with regular forks, you're moving the bars to stay balanced and the forks are twisting a little bit. With these big dropouts, they don't twist. You feel more sturdy. You get on the gate and you KNOW you're gonna take off soon."

The rear dropouts are also double thick. Does this translate into extra durability? Are TJ and Miranda rad? Is Eddie Murphy funny? Does a bear poop in the woods?

The Hollywood has more conventional (and lighter) dropouts for both the frame and fork.

Bottom bracket height goes like this: Hollywood, 11 1/4 inches; Judge, 11 inches.

The bikes' rear end lengths are within 1/8 inch of each other, and the front ends are close to the same length, but the Hollywood's overall wheelbase is a little over an inch longer — mostly because the steering head angle and the fork rake aren't tucked in as tight as they are

on the Judge. Also, when you're sitting on the Judge it seems a little shorter 'cause of its steeper seat tube angle.

Other differences? Well, the Judge has an extra-beefy 1 1/4 inch top tube compared to the Hollywood's 1 inch, and the TJ also has a massive 1 1/2 inch down tube while the H-wood's checks in at a still beefy (but not totally massive) 1 3/8 inch.

The fork tube O.D. for both scoots is exactly one inch.

The Hollywood frame easily wins the weight battle, tipping the marvelously precise BMXA scales at 3 pounds, 8 1/2 ounces, while the Judge — with its beefier dropouts, larger diameter tubes, and thicker head tube — hits the 4 pound, 3 ounce mark.

The Hollywood's forks win too, at a svelte 1 pound, 11 ounces; the Judge's are two ounces heavier.

Cost is in the neighborhood of \$169.95 for the Hollywood Series frame and fork, and \$179.95 for the Judge Series. The extra cost on the Judge Series is for the bigger tubes and the thicker dropouts.

Both frames and forks are totally chrome-moly, and the frames have a slightly slotted brake caliper mounting bracket.

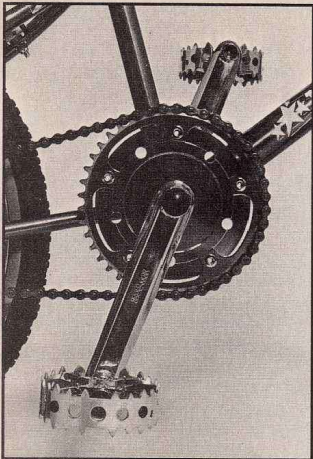
#### GETTIN' ON TO THE RIDING

Since we had the two different beasts to ride, this was a different test than normal. Also, since these moto-machines don't exist as complete production bikes, the Hutch folks were kind enough to supply us with two complete sets of their totally trick componentry so that we could give both bikes a full-on shakedown.

Each bike was set up as identically as possible to the other — including the same length chains, handlebars set at the same height and angle, and seats positioned identically — so that we could get a true comparison of exactly what each bike would do.

Of course the next step was to unleash our test woobies and have them find what kind of riding style it takes to go fast on each bike. For that we went out to one of Mike Miranda's fave training and thrashing areas, the Sand Hills in Riverside, California.

This place is just about an endless



Good stuff here, sports fans. It's Hutch's three-piece tubular chrome-moly Aero-Speed cranks (with a sealed-bearing bottom bracket set), aluminum and chrome-moly jaws pedals (with yet more sealed-bearings), and a Hutch aluminum spider.



There it is - spartan, pristine, ready, and waiting. Exactly one half of Hutch's new frameset attack force - the Hollywood Series - built into full combat readiness. That violet paint is RAD!

Photo by Windy

stretch of decomposed granite (which is like coarse sand) that's ready and waiting to be built into all sorts of jumps. It's been the training ground of some of Riverside's fastest locals, including Miranda himself, Kevin McNeal, Lee Medlin, and Mean Leo Green (if you remember Leo, you've been around a while). Even Gibey spent more than a few hours there riding with Miranda when he lived in Riverside.

Miscellaneous comments went something like this:

#### FOR THE HOLLYWOOD SERIES . . .

"The Hollywood feels like it'd snap out of the gate good. It handles great in corners. The back end's short, so you have to watch how high the front end gets over speed jumps. Other than that it's perfect."

"The head angle's fine, and the seat tube angle's perfect. If it were laid back any more, you'd flip, and if it were any farther forward, it'd be uncomfortable."

"I wouldn't say that you should buy one of these if you're gonna ride it on the street. It's a perfect track bike."

#### . . . AND THE JUDGE SERIES NOTABLE QUOTABLES

"It seems like the Judge turns a little quicker than your body does,

and you have a tendency to go wide 'cause your body's leaning out and the bike has already turned. It takes more getting used to."

"The TJ definitely feels stiffer than the Hollywood. When you land off a jump you don't feel any give - so you'd better land right 'cause the frame's not gonna flex and give you any extra to straighten it out."

"To me, the TJ feels a tad sluggish out of the gate 'cause both the head angle and the seat angle are so steep. It handles good in the air - both bikes handle about the same in the air."

What did Timmy Judge have in mind when he designed the Judge Series? "For a long time I wanted a bike that steered faster. It works. It's great, man. You just sit back,

aim it where you want, and hold on."

"It jumps up a storm, boy. No doubt. The old Pro Racer jumped good, but I did a couple things to this one so I'd be able to do even more. I just wanted to be able to hit a jump and hang out in the air for a while."

Final feelings from our test crew were pretty much summed up by Kirk Chrisco, "If you want to race hard and keep at it, either one would be a great bike. The Hollywood is more for an average rider, and the Judge Series is just for riders who like extremely quick steering."

#### HARD COLD FACTS - AND A WARM SPOT IN OUR HEARTS

The Judge is definitely more durable, stiffer, and requires more at-

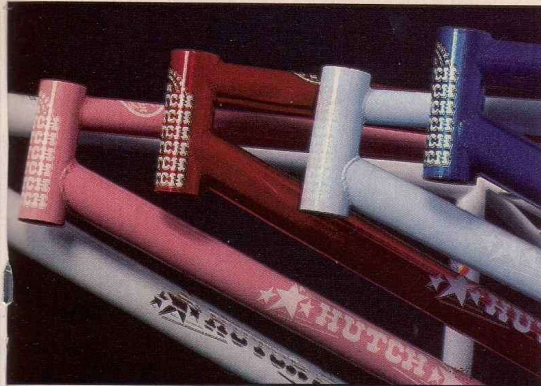


Photo by Windy

When you check out all the paint color options, you'll find there's nary a color in the rainbow that's missing. Sheesh, Hutch even invented a few of his own. Let's see, starting from the back, there's the white, pink, candy apple red, baby blue, and our personal fave, the candy apple METAL FLAKE blue. Can you also get components like bars, stems, seat post clamps, hubs, and pedals all painted or anodized to match? Of course.

#### VITAL STATS

	HOLLYWOOD SERIES FRAME AND FORK	JUDGE SERIES FRAME AND FORK
SUGGESTED RETAIL:	\$169.95	\$179.95
FINISHES AVAILABLE:	Violet, pink, and baby blue	White, candy apple red, and candy apple metal flake blue
FRAME WEIGHT:	3 pounds, 8 1/2 ounces	4 pounds, 3 ounces
FORK WEIGHT:	1 pound, 11 ounces	1 pound, 13 ounces
TOP TUBE O.D.:	1 inch	1 1/4 inches
DOWN TUBE O.D.:	1 3/8 inches	1 1/2 inches
FORK LEG O.D.:	1 inch	1 inch
STEERING HEAD:	73°	74 1/2°
SEAT TUBE ANGLE:	73°	75 1/2°
FORK RAKE:	1 1/8 inches	1 inch
BOTTOM BRACKET HEIGHT:	11 1/4 inches	11 inches
REAR SECTION LENGTH (C/L of rear axle to C/L of bottom bracket shell):	14 1/4 inches with 36 5/16 inch wheelbase	14 1/2 inches with 35 3/16 inch wheelbase
WHEELBASE:	35 5/8 inches to 36 11/16 inches	34 5/8 inches to 35 3/4 inches



A southerly view of Miranda headed north in the midst of some classic Crews stylin'.

## SHUCKIN', JIVIN', AND JOKIN' WITH HOLLYWOOD MIKE MIRANDA

BMXA: "Okay, Mike, why'd you switch from Torker to Hutch?"

Mike: "To be brutally honest, Steve Johnson (owner of Torker) and I didn't get along. When Mike McLaughlin was team manager, everything was hunky-dory. He was easy to work with and gave us room to breathe, but he still kept us motivated and made us ride and practice."

"Everyone, including Steve, knew that at the end of the year I was going to leave Torker. I had already talked to Hutch, Red Line, and CW, and told them that at the end of the year I'd be available."

"After the NBL Grands, Steve called me in his office and said, 'I don't think you're part of the team and we don't need each other.' He agreed to release me from the contract."

"After I left, I didn't tell anyone that I was off the team for a week. I just relaxed, rode my bike, and had a good time. I just decided that I wanted a little time by myself."

"Then I called Hutch and Red Line, and I worked out a deal with Hutch. He made me the best deal, and I'm not just talking about money. He had more to offer."

BMXA: "What's it like riding for Hutch?"

Mike: "Awesome. The guy treats me like a son. I think he treats everyone on the team like a son. Well, 'cept the girls." (Laughter)

"Hutch treats me like I should be treated. He gives me the respect I deserve, and he treats me like a professional. I really feel like a professional now, and I'm acting like a professional. I'm working out, trying hard, and I have a good mental attitude. He also wants to help me out a little more by having me go to a sports psychologist to help me reach my goals and stuff like that. Sheesh, this sounds like a DIANETICS commercial." (Laughter)

BMXA: "What are you going to get out of that?"

Mike: "I'm not sure at all. Can't hurt to try. It was Hutch's suggestion. I don't think it'll work. You've got to have a brain, don't you?" (Laughter)

BMXA: "Your legs are lookin' burly. How did you build 'em up?"

Mike: "I bulked 'em up by riding my 10-speed a lot. Then - hey, you guys, quit it. (Mike's nephew and his friends are shooting spitwads at each other.) I'm king of

the spitwads, so you guys had better quit messing around."

"I'm workin' out hard. I want to do good. I don't like when people say, 'Aw, Miranda's hot and cold.' Hey, what do you want? Everyone's like that. No one dominated this year. I won the big ones so I'm happy. I think I performed well, and I did good for Torker. Right now I feel great. I feel confident."

"I've been on the Hutch team for about two months, and I have my own bike named after me - which I've never had and I've always wanted. I have a lot of freedom. I have an American Express Card. (Whistles) Sorry, Hutch." (Laughter)

BMXA: "That's for race expenses and things like that, right?"

Mike: "It's supposed to be. I only use it for things that have to do with racing, like if I need new socks to race in, or if I need a new sweater for after the race. Naw, I use it to get gas to go and pick up Brit (Audeoud, who's now back on Hutch!). I used it when I took him to breakfast this morning, and I use it when I have to drive all the way down to JT. Stuff like that."

BMXA: "How's the bike working for you? Have you adjusted to it yet?"

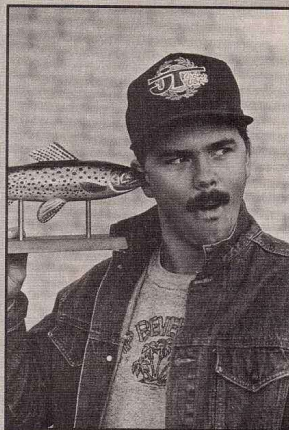
Mike: "Yeah, mostly. It's taken a while. One of the biggest differences is the Hutch is two and a half pounds lighter than the Torker. It feels like a difference of 200 pounds. The Hutch is easier to ride. It's comfortable, and I feel like I don't make as many mistakes on it as I did on my Torker."

"I had to put in a lot of hard riding to get on the Torker and be able to ride it right. On that bike you have to ride up in the middle. You can't lean back. On the Hutch, you HAVE to lean back; it's just the way the bike is. You ride farther back. That's the way I prefer to ride, but it's still gonna take me a little bit longer to readjust."

BMXA: "How does it work with you and Timmy Judge being teammates and both being full-time comedians?"

Mike: "It's great 'cause we never really go against each other. We complement each other. He says something about my mom, and I talk about his grandma. (Laughter) It's REAL great when we gang up on everyone else."

"Timmy is like part of Hutch's family. He might get docked at the



Aaargh! It's the attack of the killer rainbow trout! Well, not really. Actually this trout is Mike's riding coach. No? Would you believe Miranda clownin' around again - with a wooden replica of the objective of his weekday fishing trips? You got it.

end of the month for doin' something wrong, but he'll never get ousted off the team."

BMXA: "He gives Hutch a lot of lip, huh?"

Mike: "A LOT of lip. Timmy doesn't cut Hutch no slack. 'Cept for when you KNOW Hutch is mad. He don't say nothin', and me and Timmy try to make him laugh."

"Usually, he'll give us that hard cold stare, and we'll say, 'Aw, Hutch, come on. Dude, whoa!' (Making faces) He'll look at us and just break up. 'Aw, you guys.' We can usually make him bust up. When he doesn't laugh, that's when you go to your room, turn on the TV, and think about it."

BMXA: "How much moolah did you make last year?"

Mike: "Enough for me, my girlfriend, and my mom and dad. I live comfortably. Compared to what I had when I was growing up, I make a LOT. I know I'll make a LOT, LOT more this year."

BMXA: "Do you have any plans for the money?"

Mike: "First I'm gonna get a fishing boat, and then a house. I love fishing - it's relaxing."

BMXA: "Where do you go?"

Mike: "Little ponds I know. Catch some big whoppers, man. I eat 'em, too. Yeah, smell." (Breathes on Gibey) (Laughter)

BMXA: "Where do you go, Fairmount Park?" (That's the local lake in Riverside, California.)

Mike: "No way. You ain't gonna

catch nothing there but winos." (Laughter)

BMXA: "What are you gonna do when your racing career is over?"

Mike: "Retire. Basically, that's it. I'd like to just retire if I can."

BMXA: "Is it possible to make that much money?"

Mike: "I think so, if you invest it right. Whatever E.F. Hutton says, I'll listen."

"I'd like to purchase some land, a couple lots here and there, and maybe have one for myself. It just depends how life goes. You can never really make plans 'cause things do change."

BMXA: "What are your racing goals?"

Mike: "I think my biggest goal in racing is to go out on the track and have people stand up and yell. I don't care if I'm winning; if I'm jumping or whatever, I just want to be the crowd favorite. I'd rather be the crowd favorite than the finish line favorite or the scorekeeper's favorite. I don't care what number is on my plate - it's the numbers in the bank account that are more important."

"I always make SURE I have a good time. I can have a good time anywhere - I have to keep it fun or else I get burned out real easy when there's too much pressure or if things get depressing."

BMXA: "How do you do that?"

Mike: "Basically by joking all the time. I just have a good, positive attitude about everything, and I mean EVERYTHING. I'm smiling when I go to the bathroom." (Laughter)

"Living with Tommy Brackens, being on the same team as Timmy Judge, and being real good friends with Eric Rupe, it's hard not to be funny. I don't think I could have a bad time if I tried."

"I think that the dudes at the track who I consider my friends are a great bunch of guys. On the other hand, there are some sorry buzzards out there, too."

"Now that I've traveled a few times with some of the top pros, I've learned that some of those guys don't deserve to be called human beings. They're like something from another planet. Everyone's different, and I guess everyone can't like everyone, but some of those guys make no effort at all. They think, 'I'm who I am and that's all I have to be. I just have to be me and you like me or not.'"

"I'm not like that; I just try to make everyone happy. If you like me, that's great. If you don't, I'll try a little harder."



More aerial madness, this time on the Judge Series scoot. Both bikes handle most amicably - nothin' funny at all happens while airborne. That's Capt. Kirk Chrisco at the controls.

attention from the rider. If you've got killer concentration and want a very quick steering bike, this is your cup of tea - guaranteed.

It's also heavier and more expensive, but the extra expense in the beginning may be worth it in the long run - especially if you're a high-voltage thrasher or you want a bike that's strong enough to double as a freestyler when you're not racing. Everyone agreed that the geometry

of the Judge Series frame and fork is perfect-mundo for freestyle.

Most of our test dudes said that they'd pick the Hollywood Series as their first choice 'cause it's simply easiest to ride.

Both these framesets are excellent quality, race-bred moto equipment, so making a decision between the two requires you to examine what kind of rider YOU are, and what you NEED.

Ol' Hollywood Mike doin' a lil' flattrackin'. The Hollywood Series chassis was more willing to let the back end drift out in corners, while the Judge Series would slide, but the back end would only come out to a certain point. The Judge's happier railin' the berms.



**COMPONENTRY AS TESTED**

- HANDLEBAR:** Hutch Pro, chrome-moly.
- HANDLEBAR STEM:** Hutch Pro, aluminum and chrome-moly.
- GRIPS:** Hutch, rubber.
- HEADSET:** Tange BMX 125.
- RIMS:** Araya 7X, aluminum.
- SPOKES:** 36, .080, with brass nipples.
- HUBS:** Hutch, low-flange with aluminum shells and hollow 4130 heat-treated chrome-moly axles.
- TIRES:** Tioga Comp IV, 20 X 1.75 front and rear.
- BRAKE:** Dia-Compe MX, rear only.
- BRAKE PADS:** Dia-Compe.
- BRAKE LEVER:** Dia-Compe Tech 3.
- BRAKE CABLE:** Dia-Compe.

- CRANK:** Hutch Aero-Speed, three-piece tubular chrome-moly, 180mm.
- PEDALS:** Hutch, sealed-bearing, cast aluminum bodies, aluminum cages, and chrome-moly shafts.
- BOTTOM BRACKET SET:** Hutch sealed-bearing.
- FRONT SPROCKET:** Takagi aluminum chainwheel, 43 teeth.
- SPIDER:** Hutch, aluminum.
- REAR SPROCKET:** SunTour, 15 teeth.
- CHAIN:** Izumi, 3/32 inch.
- SEAT:** Kashimax Aero.
- SEAT POST:** Hutch, chrome-moly.
- SEAT POST CLAMP:** Hutch, aluminum.

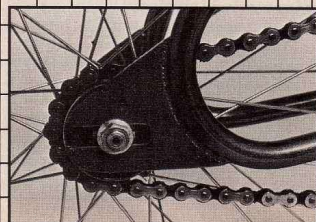
**FRAMESET PERFORMANCE EVALUATION**

**PURPOSE:** Pure racing. Exotic frameset for the street.  
**AGE RANGE:** 13 and up racing, 12 and up street.  
**QUALITY OF FINISH:** Very good to excellent. Totally hot looking colors that are reasonably durable for a painted finish.

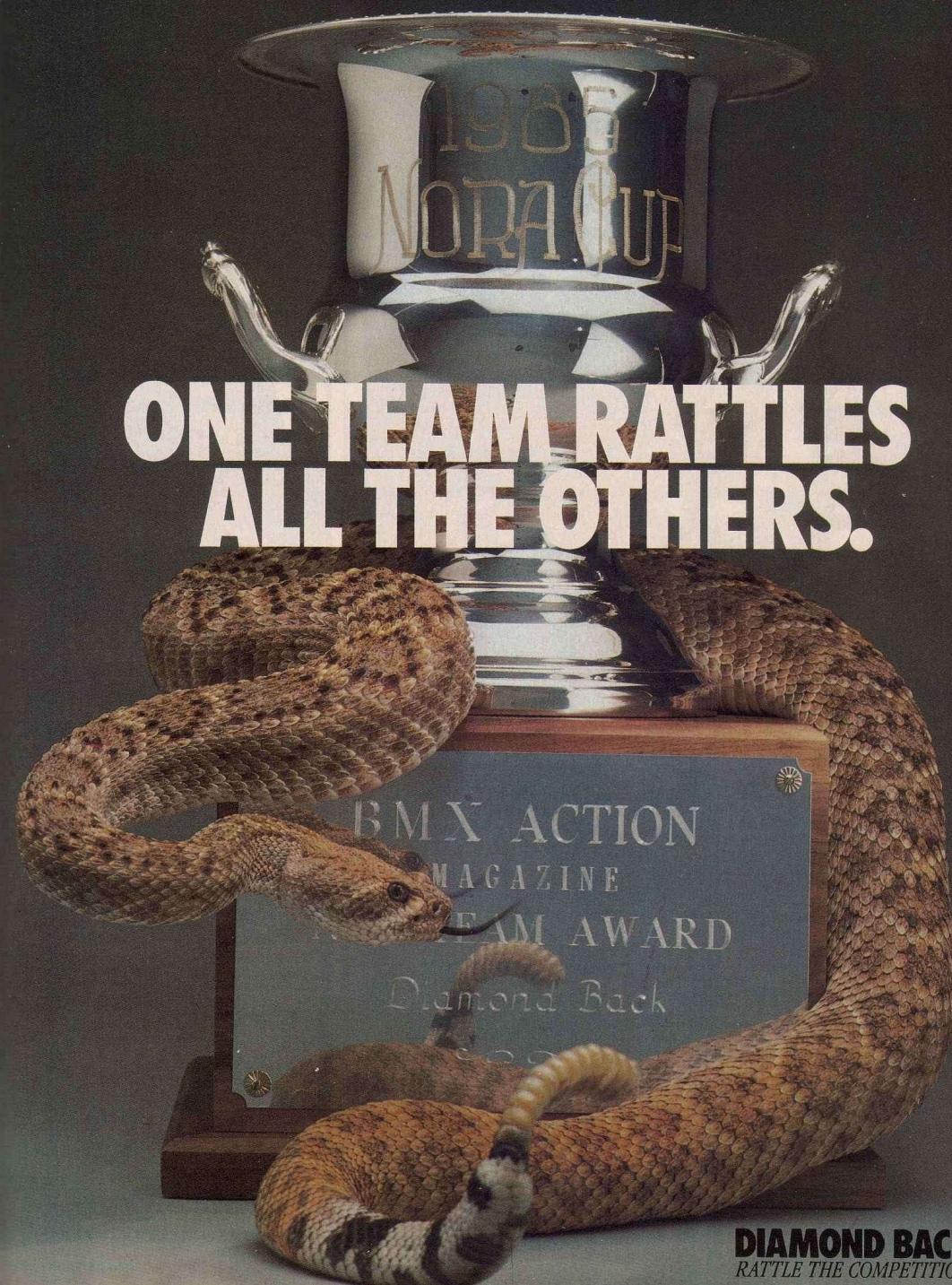
**QUALITY OF WELDING:** Very good. Fairly clean beads with apparent good penetration. It's just a hair sloppier than we expect from Hutch.  
**GEOMETRY:** Very good to excellent. The Hollywood Series is more for the average and up rider, while we would only recommend the Judge Series to folks who are VERY experienced due to the extremely quick steering. The Judge Series frameset DOES work great for riders who want a race bike that can double as a freestyler.  
**HANDLING:** You ride towards the back end of the bike on both models, but we had a tendency to lean back even further on the Judge Series to give ourselves a little extra safety margin for the ultra-quick steering. Both bikes handle equally well in the air.

**TEST INPUT:** Mike Miranda, Hutch, Capt. Kirk, Windy, Dian, A.J., Don T., Gibey, and R.L.

**MANUFACTURER:** Hutch Hi-Performance, Inc. 4030 Benson Ave., Dept. BMXA Baltimore, Maryland 21227  
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**ONE TEAM RATTLES ALL THE OTHERS.**



**DIAMOND BACK**  
 RATTLE THE COMPETITION