

HUTCH

PRO RACER



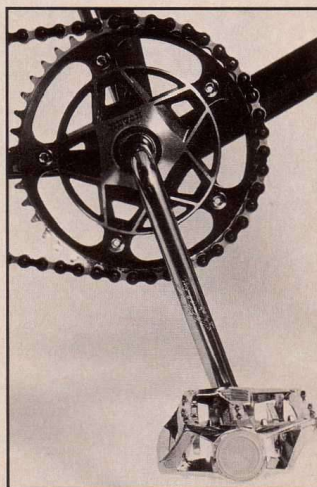
FULLY LOADED AND AIMED DEAD CENTER AT THE WINNER'S CIRCLE

Howdy, dudes. Remember in last year's BMX ACTION NORA Cup Awards when you voted Hutch as the supreme scoot in the land? Well, we figured it was 'bout time for a heavy-duty look at Hutch's Pro Racer, and, of course, a full-on Chinese torture test of it by the notorious BMXA Factory test crew. Then we'd find out what it is that makes Hutch's radical rides so hip with our radical readership.

WHERE'S THE CHROME?

Hutch is famous for producing brilliant all-chrome race scoots. You know, where you need sunglasses to look at 'em. Don't worry, they're still available. But since painted colors are happenin', you can also pick up a Pro Racer in black, white, candy apple red, and candy apple blue, all with chrome and silver components. These paint jobs all have baked powder epoxy finishes. Pretty tough stuff — at least as tough as you can get in a painted frame.

We picked the candy apple red number for our torture testing and totally dug the looks. Our only gripe was that the epoxy finish bunches up underneath the bottom fork race when it's installed. To make sure your headset stays in perfect adjustment, take off the bottom fork race and use a small screwdriver to



All right, radsters, cosmo-qual stuff here includes the ultra-beefy but light aluminum Hutch Force Connection spider, SR one-piece tubular chrome-moly cranks, and the Shimano SX pedals. The SR cranks survived the test intact and untwinked, which was incredible considering the punishment they took.

carefully scrape off this excess coating.

HEAVY-DUTY SCRUTINIZIN'

The Pro Racer is totally feather-fied. That's the immediate feedback

from your brain as you take your first few hard cranks. It responds to power — right NOW! A quick trip to the radibolically race-ready Mighty BMXA scales showed why. As the bike settled in and the needle came around, it finally came to rest at a mere 22 pounds, 4 ounces. That makes this an incredibly light pro-size bike.

The frame, fork, and handlebar are all Hutch's made-in-the-U.S.A., race-proven, and ultra-high-qual Pro Racer equipment.

The slick handlin' Pro Racer frame has a beefy 1 3/8" down tube, gussetless steering head, and t-rick chrome-moly tubing that comes from True Temper. The weight of this dude alone is a mere 3 pounds, 9 1/2 ounces. Egads! That's light!

The bend of the Pro Racer bars is totally comfortable, and the 27 1/8" width will keep you out of trouble with race officials while still giving you plenty of pull.

The Pro Racer forks, which are already drilled for front calipers, have some of the cleanest bends we've seen. Another bit of trickness is that the fork legs are capped at the bottom, and the dropouts run under the bottom where they're welded to keep flex to a minimum. These guys are light, too. Only 1 pound, 11 ounces.

Look out Oz, here he comes! Timmy Judge knows no fear, and he knows only one way to attack life and racing — WIDE OPEN! This killer photo was shot by the ABSOLUTELY fearless Bob Osborn. (But Oz does have a slightly more tuned-in self-preservation mechanism than Timmy.)



Photo by Bob Osborn

COMPONENT COLLECTION

Hutch has put together a pretty classy set of components for the Pro Racer. Let's scope 'em out.

The wheels are built up with Tioga Comp III's, Araya 7X's, and Suzue sealed-bearing hubs. That's great stuff, folks.

Braking is accomplished with a Dia-Compe MX caliper and Tech 3 lever. Both these guys are state-of-the-art. The kind of brakes that will stop you on a dime with nine cents change left over. (Oh yeah, the

frame's brake bracket is slotted so you get a little extra adjustability.)

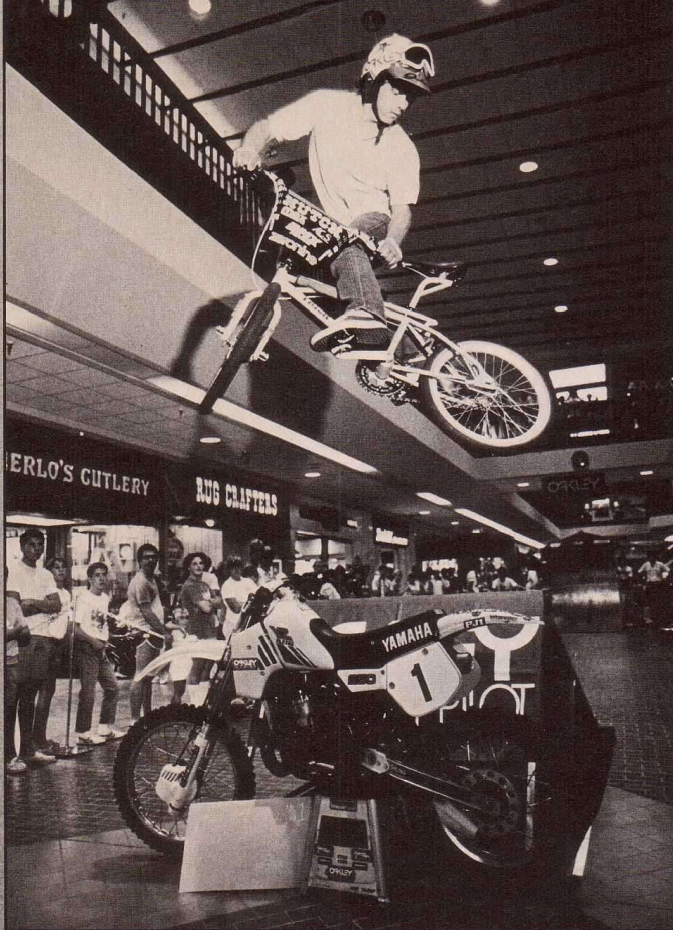
The seat is a cool lookin' Kashimax Aero unit that has Hutch logos screened on the sides.

The seat post is a straight Hutch chrome-moly pup. Buffy changed it to a lay-back model for the get-down-and-dirty testin', mostly so he could get the bars all the way around without having 'em hit the seat.

The aluminum seat post clamp is a Hutch donut style.

The power transmitting components are all qual. Let's see, there are the Shimano SX pedals, the SR one-piece tubular chrome-moly cranks (that held up to all the tabletops Buff could throw at 'em), the Tioga sealed-bearing bottom bracket set, the Hutch aluminum Force Connection aluminum spider (that's made by Tioga), and the Takagi chainwheel. Oops, can't forget the Shimano DX freewheel or the Izumi chain.

An SR MS-422 aluminum and



You're right, this photo has almost absolutely nothing to do with the Hutch test — except that Buffy is catchin' max air over Rick Johnson's factory Yamaha on his Hutch Trick Star. (You did know that Rick Johnson is the AMA 250cc National Motocross Champ, didn't you?) This was shot at a trick team show in So. Cal.



Photo by Steve Guberson

Da Judge in flight over The Crater in Palmdale. It's a total gas workin' with T.J. on a test or photo session. He always puts out about 150 percent.

HUTCH PRO RACER VITAL STATS

PURPOSE: Racing (up to including pro), luxury street bike.

AGE RANGE: 14 and up racing, 13 and up street.

STEERING HEAD ANGLE: 71 1/2 degrees.

SEAT TUBE ANGLE: 71 1/2 degrees.

TIRE SIZE: 20 X 1.75 front and rear.

FORK RAKE: 1 1/8 inches.

BOTTOM BRACKET HEIGHT: 10 7/8 inches.

REAR SECTION LENGTH (C/L of bottom bracket shell to C/L of rear axle): 14 1/2 inches with 36 1/2 inch wheelbase.

WHEELBASE: 35 15/16 inches to 37 1/8 inches.

QUALITY OF FINISH: Very good to excellent. Make sure you remove the excess epoxy coating from under the bottom fork race.

QUALITY OF COMPONENTRY: Excellent. No weak points.

QUALITY OF WELDING: Very good, but not quite up to par with what we've come to expect from Hutch.

GEOMETRY: Excellent.

HANDLING: Totally excellent.

Cornering, jumping, starts, speed jumping, berms — the Hutch loves 'em all. And you will, too. We had no complaints whatsoever. Best cornering is accomplished by keeping your weight just slightly forward of center.

MISCELLANEOUS COMMENTS: The

Pro Racer is DEFINITELY race-ready. We wouldn't hardly change a thing. Just dial in the gearing, maybe slip on

a number plate and a slightly longer set of cranks — like some 180's. That's it . . . There're no weak points in the componentry or handling . . . The Comp III's work great. A couple of our testers would like to slip on a larger 2.125 sneaker up front, but even with the 1.75 you get GOBS of traction . . . The Hutch grips are pretty good, but not really anything to write home about . . . The SR tubular one-piece chrome-moly cranks are amazingly strong . . . We love the Suzue sealed-bearing hubs, you install 'em and forget 'em. Oh yeah, they also roll great . . . Nothing bent 'cept the back rim, but shucks, we always do that.

TEST INPUT: Oz, Gibey, Buff and Da Judge.

chrome-moly stem handles the bar clamping requirements with grace and aplomb.

To top everything off, and keep you from tweaking the (ahem) vital parts of your anatomy, you even get a set of Hutch pads. Bitchen!

WELCOME TO ROOSTIN' TIME

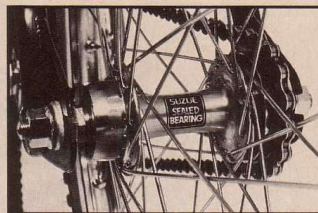
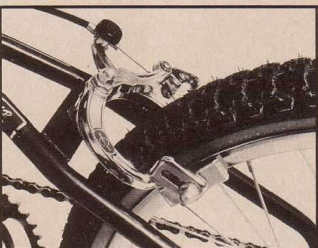
The Hutch is a treat to ride. With its ultra-light weight, it's a snap to throw it around. It makes you extend your limits. Blast into berms — and sneak in two more cranks than normal before you grab the binders.

Dive off drop-outs with no fear. Mid-air corrections are a breeze and high-altitude jumping is comfortably controllable without becoming too squirrely because of the bike's light weight. Just ask Timmy Judge and Buff. They were FLYIN' during the test.

The front end bites like it hasn't eaten in weeks. Cornering works

best with your weight just a little forward of center, but even if you ignore the front end completely, you're STILL gonna get reasonable gripton. Part of the thanks can go to the fine Comp III's, and part of the credit deservedly belongs to the Hutch's design. It's got mucho excellent cornering manners.

The power position is totally dialed



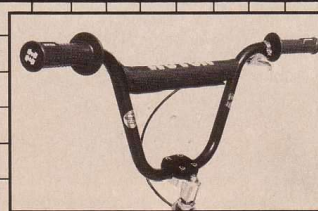
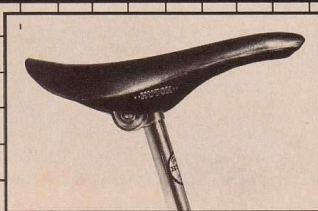
The wheels spin around these dyno-rhino Suzue sealed-bearing hubs. That's a Shimano DX freewheel underneath the Izumi chain.

Totally huzza-buzza stuff here: Araya 7X rims, Tioga Comp III knobs, and Dia-Compe MX callipers.

Performance Evaluation

COMPLETE BIKE PRICE: \$359.00.
FINISHES AVAILABLE: Chrome, candy

apple red, candy apple blue, black, and white with chrome and black components.
COMPLETE BIKE WEIGHT (without pads or plate): 22 pounds, 4 ounces.
FRAME WEIGHT: 3 pounds, 9 1/2 ounces.
FORK WEIGHT: 1 pound, 11 ounces.
HANDLEBAR RISE: 8 3/4 inches.
HANDLEBAR WIDTH: 27 1/8 inches.
TOP TUBE O.D.: 1 inch.
DOWN TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 inch.



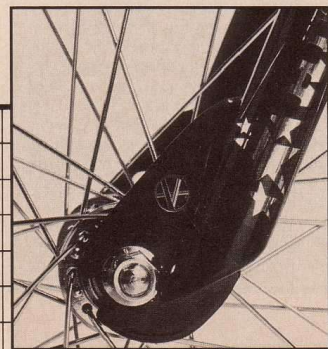
for dudes in the 14 and up range. This is the kind of bike that works with you.

CONCLUSION

The Pro Racer is amazingly devoid of fuff and unnecessary gadgetry. What you get is an outstandingly simple and clean bike that's built to win races. Riding a Pro Racer doesn't guarantee you'll be first across the line — but it WILL make your job a whole lot easier. ■

Components

FRAME, FORK & HANDLEBAR: Hutch Pro Racer, chrome-moly.
HANDLEBAR STEM: SR MS-422, aluminum and chrome-moly.
GRIPS: Hutch, rubber.
HEADSET: Tange.
RIMS: Araya 7X, aluminum.
SPOKES: 36, .080, with brass nipples.
HUBS: Suzue, low-flange, sealed-bearing, aluminum shells.
TIRES: Tioga Comp III.
BRAKE: Dia-Compe MX caliper, rear only.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech 3.
BRAKE CABLE: Dia-Compe.
PEDALS: Shimano SX, aluminum and chrome-moly.
CRANK: SR, one-piece tubular chrome-moly, 175mm.
BOTTOM BRACKET SET: Tioga, sealed-bearing.
FRONT SPROCKET: Takagi aluminum chainwheel, 43 teeth.
SPIDER: Hutch Force Connection, aluminum.
FREEWHEEL: Shimano DX, 16 teeth.
CHAIN: Izumi, 3/32".
SEAT: Kashimax Aero.
SEAT POST: Hutch, chrome-moly.
SEAT POST CLAMP: Hutch, aluminum.
ACCESSORIES: Hutch pad set.
MANUFACTURER:
Hutch Hi-Performance
4030 Benson Avenue
Baltimore, Maryland
21227
Tel: (301) 242-6944



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