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OFFICIAL TEST



Brandon Allen fits the Hutch image to a tee—he's hella fast, can hold his own offa jumps, and wears a pound of gold around his neck. With as many offers he had from other factories, the Pro Racer is obviously his bike of choice.

Hutch PRO RACER

PHOTO'D BY WINDY, WORD'ED BY GORK

Some people may think it's not nice to do, but I like to categorize things—people, cars, bands, bikes, etc. I try not to do it too often, but I can't help it . . .

Take for instance . . . my room-mates. I categorize them as "strange" and "immature" (Lew and Spike, in that order). I'd hate to hear what they categorize me as. People are probably the easiest to categorize—especially in high school where you have jocks, cheerleaders, rockers, burnouts, brains or nerds, and regulars (which is where us BMX'ers are).

The other night I was at LAX picking up Mad Dog from a race and while waiting for his plane in TWA Terminal

Ronnie Anderson does his job and he does it darn good. If you lose to him, you aren't doing your job. Colossus bermshot.



43, I suddenly realized how I was categorizing the people around me: suits, airheads, college frat-brats, senior citz's, womens lib'ers, drunk businessmen, and then I, myself, was the only normal one. I wonder why . . . ?

Cars are funner to categorize: expensive, hot rods, mini-trucks, thumpers, cop cars, mommy and daddy's BMW's, piles of (use any four letter word, like "junk"), 'vertibles, classics, or plain-ol'-everyday-run-o'-the-mill autos, which is where I'd classify my Supra at.

Music is probably the most categorized subject of all—you hav'ta listen to either country, punk rock, metal, top-40, opera, or new-wave. Then there's even more break-downs of each of those categories—like in heavy metal, your choices are speed metal (Slayer, Exodus, Metallica); glam-rock (Poison, Bon Jovi, Hanoi Rocks); British metal (Def Leppard, Saxon); L.A. metal (Lizzy Borden, Faster Pussycat, L.A. Guns, Guns 'n Roses); female metal (Lita Ford, Girlschool, Lee Aaron); old metal (Ozzy, Black Sabbath, Aerosmith); or

regular metal (Iron Maiden, Krokus, AC/DC). Get it?

Of course, my all-time most popular category for categorizing is bicycle related objects, such as types of riders (squids, novices, experts, cool riders, pros, girls, or mini-munchkins). Or too often I find myself classifying types of bikes, such a department store wonders, \$200 Taiwanese budget bargains, jokes, quality U.S.-made machines, garage companies, or high-didg/big buck race bikes. The latter is where our test bike falls in—the \$499 Hutch Pro Racer.

Now that I've gotten to our main objective—classification and categorization of our subject at hand, let's get more diverse. The Hutch Pro Racer has its good and its bad. Its quality and its cut-cornerness.

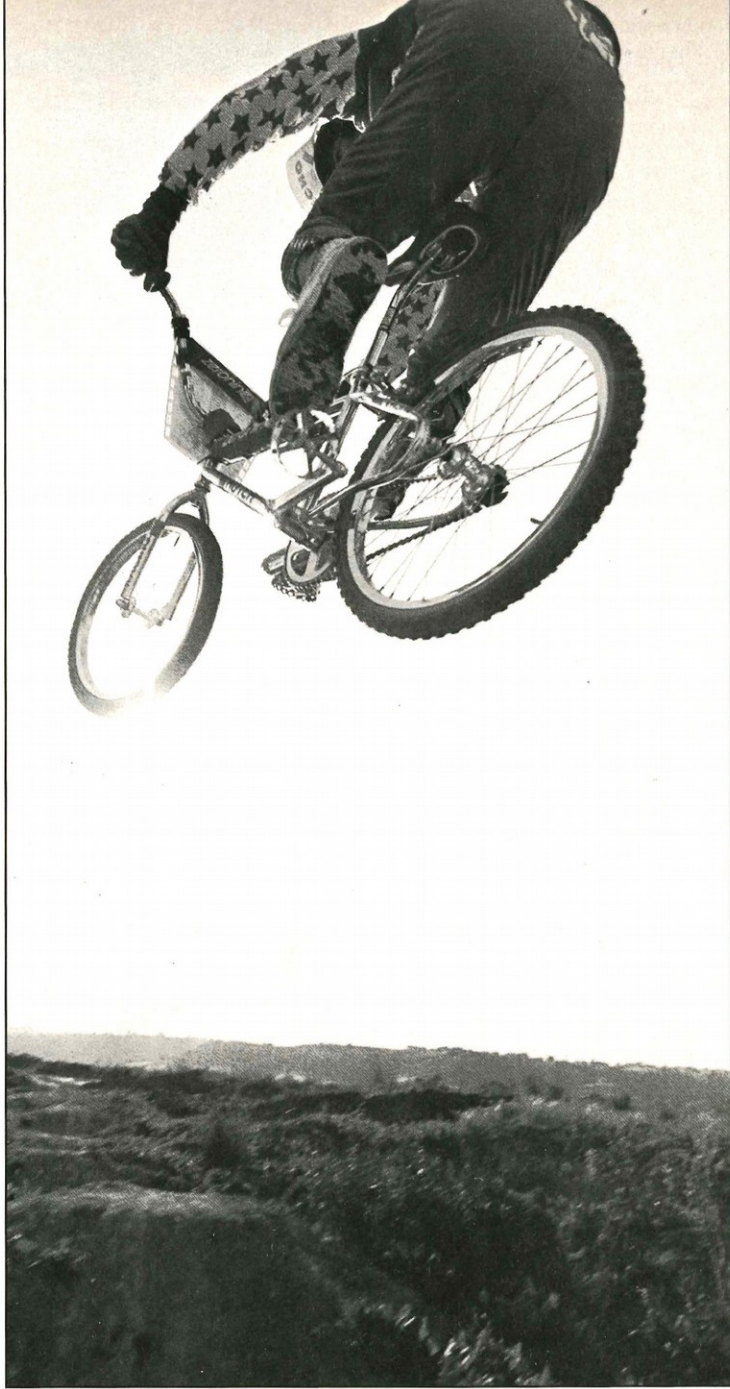
Starting at the top of the "good list" are the Hutch bars, stem, and pedals. Hutch's "Bad Bars" are the same as the infamous Woody bars that so many people still prefer. Hutch pedals, once departed with their CPSC reflectors, are very burly. Urchin's may rip, but these Hutch's stick. The Hutch stem has the proper length, beef, and hold.

You can't ask for anything better, but you can ask for lighter.

Now for the "not-so-dialed parts chart"—which actually doesn't make the bike bad or anything, it just seemed as if some of the equipment was either unnecessary or illogical. For one, front brakes. Why? Hutch says it's a CPSC ordinance and that he won't mind a bit if you remove them to race. Cool enough, I say. But how 'bout that heavy-yet-comfortable Hi-Caliber seat? Why does a \$500 race bike have a freestyle cushion-pad underneath and up top? Don't ask us—just replace it with a nice, hard, plastic, lightweight race seat from Tioga or somethin'. Besides, our Hi-Cal seat got its guts stripped out just by tightening it. We can explain why Hutch put chrome radiation pads on the P.R. . . . It's for camouflage—so you can't tell whether it has pads or not!

Other good stuff to note are the Peregrine cranks—choice equipment that doesn't cost an arm, leg, or any other appendage. Pery's are staying tight now and Hutch's decision to use 180's with sealed B/B bearings was a good one. Gearing was good—43-16. Hubs were fine—aluminum, low-flanged, and sealed. The Kenda tires

As you can plain well see, the Hutch Pro Racer is a tad small for Ron-boy. Pro-sized it is not. The Crazyed One copes though—he raced this same exact bike bone stock at this year's Chandler national. The rear axle was as far back as it goes, but he did race it . . .

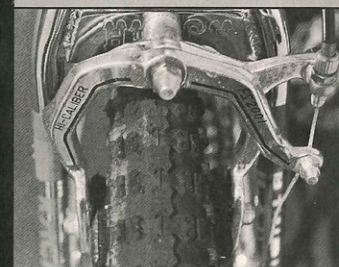
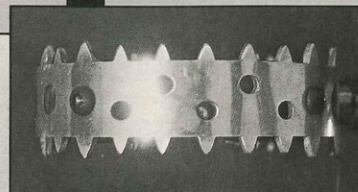


Big air at "Flem's," courtesy of "Scooter" Allen. Despite the position of his left foot, the Hutch pedals do grip. Ho hey hip, do they grip!

S P E C S

COMPLETE BIKE PRICE: \$499 suggested retail.
FINISHES AVAILABLE: Show-chrome only.
COMPLETE BIKE WEIGHT: 26 pounds.
FRAME WEIGHT: 4 lbs., 13 oz.
FORK WEIGHT: 1 lb., 13 oz.
HANDLEBAR RISE: 8 1/4 inches.
HANDLEBAR WIDTH: 28 inches.
TOP TUBE O.D.: 1 inch.
BOTTOM TUBE O.D.: 1 3/8ths.
FORK TUBE O.D.: 1 inch.
HEAD TUBE ANGLE: 72 1/2 degrees.
SEAT TUBE ANGLE: 74 degrees.
BOTTOM BRACKET HEIGHT: 11 1/4 inches.
WHEELBASE: 36 1/4 inches to 37 3/4 inches.
REAR END LENGTH: 14 inches to 15 3/8ths inches.

CRANKS: Peregrine 180mm, chrome-moly, chrome.
BOTTOM BRACKET BEARINGS: Peregrine, sealed.
FRONT SPROCKET: Hutch solid disc, 43 tooth.
REAR SPROCKET: Sunfour 16 tooth.
CHAIN: KMC, slotted, lightweight, 1/2 X 1/8th.
SEAT: Hi-Caliber, with pads up top and underneath.
SEAT POST: Hutch, chrome-moly, straight, show-chromed.
SEAT POST CLAMP: Hutch Ultimate, aluminum, chrome.
EXTRAS: Reflectors everywhere—including rigged onto the cool Hutch pedals, and a three-piece Hutch pad set (why chrome?).



COMPONENTS

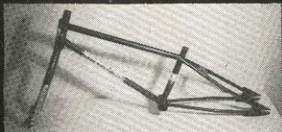
FRAME: Hutch Pro Racer (identical to the Hollywood model), 4130 chrome-moly.
FORK: Hutch Pro Racer, 4130 chrome-moly.
HANDLEBARS: Hutch "Bad" Bars (same as the past Woody bars), 4130 chrome-moly.
HANDLEBAR STEM: Hutch Ultimate Pro, chrome, exgruted/machined aluminum head with chrome-moly shaft.
GRIPS: Mushroom-type.
HEADSET: Hi-Caliber, chrome.
RIMS: Sumo aluminum.
HUBS: Joy Yu, aluminum bodies, sealed bearings, chrome-moly axles.
SPOKES: 36, 14 gauge, polished stainless steel.
TIRES: Kenda skinwalls, Comp-III type, 20 X 1.75.
BRAKES: Hi-Caliber side pulls, front and rear.
BRAKE PADS: Hi-Caliber.
BRAKES LEVER(S): Hi-Caliber, Tech-4 type.
BRAKE CABLES: Hi-Caliber.
PEDALS: Hutch Ultimate Pro, cast aluminum, 4140 chrome-moly shafts with sealed bearings and big teeth.

PERFORMANCE EVALUATION

PURPOSE: Racing or street.
AGE RANGE: 13-years up to big guys, under 6 foot tall riders.
QUALITY OF FINISH: Excellent! Hutch takes total pride in their looks dept. The frame is first copper-coated, then hand-polished, then nickel plated, then show-chromed for that highly reflective, deep chrome look. The company that does it for Hutch are the same guys who chrome Kawasaki and Honda motorcycle exhaust pipes.
QUALITY OF WELDING: Good. No complaints or room for pickiness.
QUALITY OF COMPONENTRY: Half good and half cheap. The brakes, seat, and a few other things could've been more qual to fit the price tag.
GEOMETRY: Perfect. No probs.
HANDLING: Killer. Kind of a cross between a Titan and a Mongoose.
MISCELLANEOUS COMMENTS: "It's kind of strange—some parts on the Pro Racer don't get any better, like pedals and stem, but then

Hutch threw in somewhat budget parts like tires, seat, and brakes." . . . "Has Ronnie been riding a Hutch-Bear?" . . . "Why two brakes?" . . . "The bike hung through turns." . . . "Chuckle, gasp, laugh, sputter (over the pads)!" . . . "If this were mine, I'd immediately change grips, seat, tires, and remove the front brakes. Then I'd go race it in the expert class." . . . "Nice bike, nice price."
TEST AREAS: "Flem's" in Diamond Bar, "Colossus" in Anaheim Hills, and various jumps around town . . .

TEST INPUT: Ronnie "I'm not crazy no more" Anderson, Brandon "Got my gold" Allen, Mad "I'm a pro now" Dog, Spike "I wanna be reg-gae" Jonze, Windy "Just one more . . ." Osborn, and Kroga.
MANUFACTURER: Hutch
 4030 Benson Ave.
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 (301) 242-6944



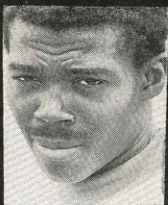
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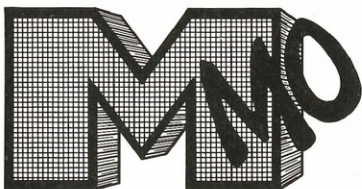
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241, 175, 180mm. 27.99
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BRAKES

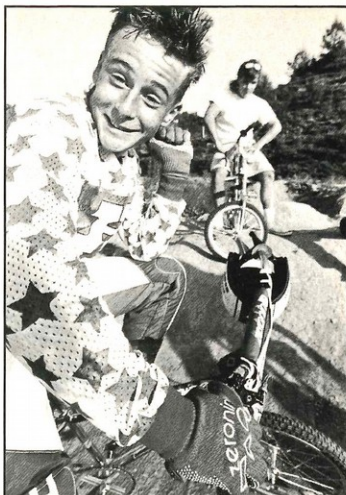
- 22-110 Dia-Compe MX1000, fr or rr,
blk, red, blu, chr. 13.99

FRAME & FORK SETS

- 75-102 Boss Pro Racing, 20", chr. 165.00
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chr, blk, blu. 128.00

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What, you ask, is Brandon Allen
best known for?

Uh . . . riding at Honda Hills in the pitch
black darkness, being an out-patient from
the offices of "Dr. Smooth," racing with a
\$200 Rolex/Guchi/Ironman watch, and being
swarmed and swooned by hundreds of
teenie-bopper BMX groupies.

Does that answer your question?

were a good attempt at copying real
Tioga's. What's left? . . . The seat post
clamp? Nothin' less than awesome—
chrome, round, and tight.

Wanna summary? The price is up
there. When you pay that much (\$499),
you no doubt want the best of
everything and like we just reviewed,
the Pro Racer isn't full of top-of-the-line
stuff. Almost, but not THEE top stuff.
Should you have to replace things
immediately on a bike of this high-
caliber? You decide.

What it comes down to is, the main
reason for a person to buy a Hutch over
another \$500 brand would be handl-
ing, geometry, and design. The Pro
Racer basically has the same
geometry as the now-legendary
Hollywood frame. The bike feels small
when sitting on it, but once cranking,
the Hutch stem gives you more room
than thought. Steering is quick. Handl-
ing is stable. The rear-end is short,
which makes for easy wheeling and
powering out of turns. You get a good
snap on the start, so we'd suggest you
start off by test-riding one at your
nearest authorized Hutch dealer. Price
and compare. The Hutch just might be
what you're looking for. ■

HOT
Shots



More from the camera of Mark
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Indiana, Barry McManus. Wanna
know how dirty Snave got after this
shot? VERY.