

Tosh Muraviov, part of the BMXA Berm Demolition Battalion puttin' the Pro Raider through its paces.

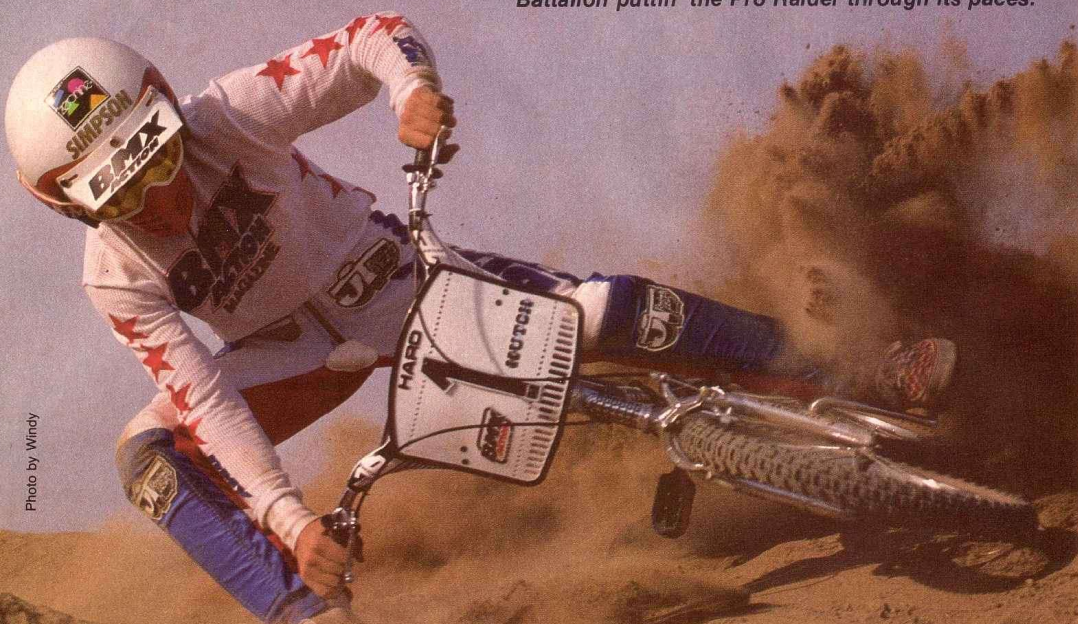


Photo by Windy

HUTCH PRO RAIDER



HOW TO HAVE TONS OF FUN ON A BUDGET

Are you thinking about getting started in racing, but still have one foot stuck firmly in street thrashing and vacant lot terrorizing? That makes it pretty tough to convince your folks that they should flow the dough for a mega-buck race bike.

What if we told you that you could get a complete race-ready bike from Hutch for only \$239? Would you believe it?

Believe it. It's the Hutch Pro Raider.

Now all you have to do is get your parents to believe it.

HOW DID HUTCH GET THE PRICE SO LOW?

Simple. The frame, fork and handlebar are made in Taiwan. A fair amount of the components come from there, too.

The first question that comes to mind is, 'Has the quality slipped? Hutch has always built top notch stuff.' Hmm. That's a tough one to answer. When you build something as high quality as the goodies Hutch manufactures, anything lower is —

well, lower. You've also got to remember the price. 239 smackaroos. Can you reasonably expect a bike at that price to compare with something that costs twice as much? 'Course not.

The welds on the Pro Raider are somewhat less perfect than what you'd expect on a made-in-the-U.S. Hutch, but they're nothing to gag over.

The frame weight IS a bit on the porkish side, though. 4 pounds, 11½ ounces to be exact. However, considering that the frame is chrome-moly, this extra weight should trans-

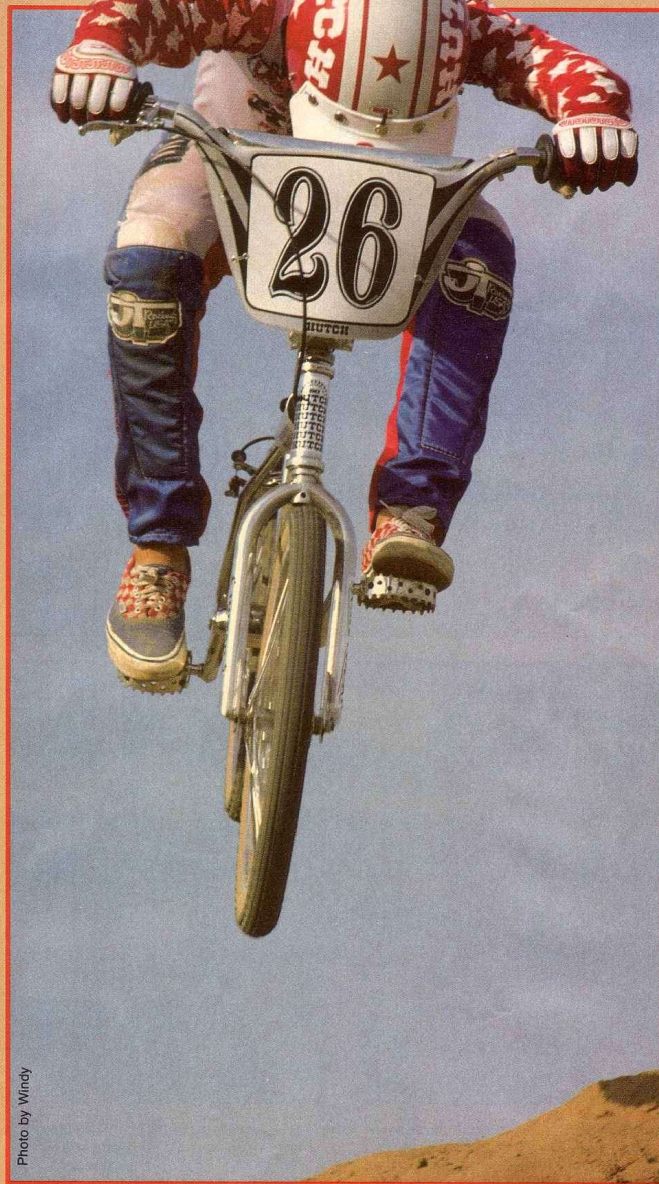


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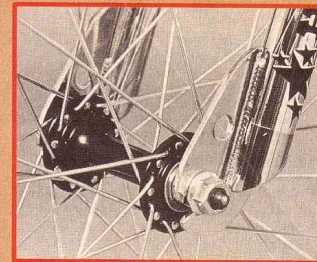
Why looky there, Martha. It's that Monte Gray kid flyin' in from Texas. Did ya' know that he was one of them dudes in the McDonald's BMX TV commercial? It's true.

late into extra durability.

The forks are also chrome-moly. The weight is more in line with what you'd expect from Hutch forks; 1 pound, 12 ounces. That's the same

weight as the forks that were on the Hutch Pro Star that we tested last year.

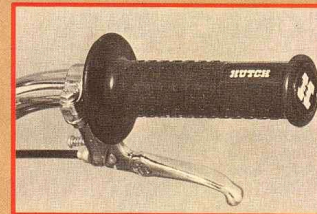
The geometry of the frame and fork is the same as Hutch's Expert



The Suzue hubs are cool stuff.



The new style Viscount Aero seat is much improved over the old model. Your buns will like it much better.



Hutch's new grips have good gription, and even though they're kind of hard, they're not terribly abrasive to your palms.

Racer, which puts it in the area of 12 to 14 year olds, so we called in our tester extraordinaire of mid-size moto machinery, Tosh Muraviov.

Also, Hutch shipped mid-size factory fast cat, Monte Gray, out from Texas to help us wring out the Pro Raider. Thanks, Hutch and Monte.

We're gonna cut these guys loose so they can go a few rounds with the bike, but in the meantime, let's cruise through Componentville to see what makes the Pro Raider tick.

WHAT'S HOT AND WHAT'S NOT

Let's start at the top and work our way through.

The Hutch grips are made from a durable rubber compound that's a little harder than most of the grips currently on the market. But they're not so hard that they qualify as plastic palm eaters.

Chang Star supplies the brake

HUTCH PRO RAIDER

PRICE & SPECS

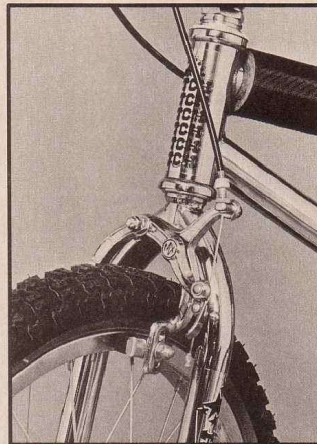
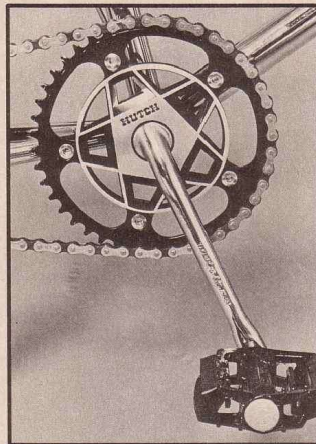
COMPLETE BIKE PRICE: \$239.00.
FINISH AVAILABLE: Chrome with black components.
COMPLETE BIKE WEIGHT (without pads or plate): 25 pounds, 8 ounces.
FRAME WEIGHT: 4 pounds, 11 1/2 ounces.
FORK WEIGHT: 1 pound, 12 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grip area): 8 3/4 inches.
HANDLEBAR WIDTH: 28 1/2 inches.
TOP TUBE O.D.: 1 1/8 inches.
DOWN TUBE O.D.: 1 1/4 inches.
FORK LEG O.D.: 1 inch.
BOTTOM BRACKET SIZE: Large.
FORK RAKE: 1 3/8 inches.
STEERING HEAD ANGLE: 73 1/2°.
SEAT TUBE ANGLE: 74°.
BOTTOM BRACKET HEIGHT: 11 3/16 inches.
WHEELBASE: 35 1/8 inches to 36 3/16 inches.

COMPONENTS

FRAME: Hutch Pro Raider, chrome-moly.
FORK: Hutch Pro Raider, chrome-moly.
HANDLEBAR: Hutch Pro Raider, mild steel.
HANDLEBAR STEM: SR, aluminum and chrome-moly.
GRIPS: Hutch, rubber.
HEADSET: Tioga.
RIMS: Sumo, aluminum.
SPOKES: 36, .080.
HUBS: Suzue, aluminum, low-flange.
TIRES: Cheng Shin.
BRAKES: Chang Star, aluminum calipers, front and rear.
BRAKE PADS: Chang Star.
BRAKE LEVER: Chang Star.
BRAKE CABLE: Chang Star.
PEDALS: Victor, aluminum and chrome-moly.
CRANK: Takagi one-piece forged chrome-moly, 175mm.
BOTTOM BRACKET SET: Tioga.
FRONT SPROCKET: Takagi aluminum chainwheel, 44 teeth.
SPIDER: Hutch Force Connection, aluminum.
FREEWHEEL: Shimano DX, 16 teeth.
CHAIN: TYC, 1/8 inch.
SEAT: Viscount, aero style.
SEAT POST: Hutch, mild steel.
SEAT POST CLAMP: Hutch, aluminum.
ACCESSORIES: Hutch pad set.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including low to mid expert), street terrorizer.
AGE RANGE: 12-14 racing, 11-16 street.
QUALITY OF FINISH: Very good.
QUALITY OF WELDING: Good.
QUALITY OF COMPONENTRY: Fair to very good.
GEOMETRY: Excellent.



HANDLING: Steering is about medium — not too quick, not too slow . . . It works best in corners when you keep your weight just a little bit back from center . . . "The tires gripped good." . . . "It handles pretty good in the air." . . . "It felt good speed jumping."
MISCELLANEOUS COMMENTS: The bottom headset race wasn't exactly snug . . . Fit between the hubs and frame and fork are good . . . "I've been looking for a good pair of handlebars, I might get a pair of Hutch's." . . . "I'd junk the front

brake and replace the 2.125 front tire with 1.75." . . . "It's up past a street thrasher." . . . "It's pretty good for the price. Everybody likes Hutch's, too. I think they'll sell a lot of 'em."
TEST INPUT: Gibey, Tosh, Monte Gray, Windy, and Hutch.
MANUFACTURER: Hutch Hi-Performance BMX 4030 Benson Avenue Baltimore, MD 21227 Tel: (301) 242-6944

levers and calipers, and there's no nicer way to explain it than these are flat-out copies of Dia-Compe components. The levers are just like Dia-Compe Tech 3 levers, and the calipers are full-on Dia-Compe MX look-alikes.

When we've come across the Chang Star brakes in the past, the performance left more than a little to be desired. This time, though, it seemed like they worked out a few of the bugs that were robbing performance. They were acceptable. Not as great as Dia-Compe's, but okay.

The bars are Hutch Pro Raiders, are made from mild steel, and, like the frame and fork, are built in Taiwan to Hutch's specs. The bend is the same as Hutch's Pro bars, which are totally excellent.

We've tested plenty of bikes with

the SR aluminum and chrome-moly stem, so you should already know how well it works for mid-size guys. (Very well.)

The seat is a new Viscount aero style (with Hutch logos on the sides) that has a new shape to it. The lip on the rear has been flattened out a little so that it's not quite as abrasive to your buns.

The seat post is mild steel. The seat post clamp is aluminum and is the Hutch donut-style manufactured by Tioga.

The headset, bottom bracket set, and trick aluminum spider that's made exclusively for Hutch, are also Tioga goodies. Bitchen stuff.

Crank arms are qual one-piece chrome-moly Takagi 175mm units. No probs there.

Pedals are look-alikes too. This

time Shimano DX pedals are the victims.

The wheels are built up from Sumo rims (which look a lot like Araya 7-X's), Suzue low-flange hubs, and .080 spokes with brass nipples.

Tires are Cheng Shin's with a Comp III tread pattern. They function. Not as well as REAL Comp III's, but they do the job.

GOING ALONG FOR THE RIDE

Having the same geometry as Hutch's Expert Racer frame and fork, the Pro Raider exhibits the same good manners and race bred performance you expect from Hutch.

No trubs in the air.

Comfortable cornering.

No glitches or twitches during speed jumps.

Durability was great. Nothing bent.



The Pro Raider shares the same geometry as the Hutch Expert Racer that Monte's gettin' crossed up on. It works just fine in the air, on the ground, and everywhere in between.



Monte sailin' over Gibey's camera.

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FIVE MINUTES WITH MONTE GRAY

HOME TURF: Beaumont, Texas
AGE: 12
SPONSOR: Hutch Hi-Performance BMX

HOW COME EVERY RACE YOU GO TO YOU ALWAYS HAVE THE FOXIEST YOUNG LADIES THERE HANGIN' OUT WITH YOU?

"They just find me."

DO YOU TRAIN?

"I ride my bike a lot."

HOW DID YOU GET INTO THE McDONALDS COMMERCIAL?

"They had tryouts at a track near my house, and I got a call to come down, so my dad took me down there. They had to interview me on camera and everything, and they picked me."

HOW MUCH DO YOU MAKE FROM THAT?

"Usually I make about \$600 to

\$700 a month. When it first came out, I was getting about \$1,200 a month. It's been out for about a year, and they're gonna run it another whole year."

WHAT KIND OF CAR DO YOU WANT TO BUY WITH THE MONEY FROM THAT?

"A Lamborghini."

WHO ARE THE HARDEST GUYS YOU HAVE TO RACE?

"When I'm 13 it'll be Leon Williams, Matt Hadan, and Eddie Siegmund."

WHAT DO YOU DO OUTSIDE OF BMX?

"I play baseball and football."

HOW DO YOU JUGGLE ALL THAT?

"It's hard. Usually I have to miss games and stuff to race, but the coaches understand."

DO THE KIDS AT YOUR SCHOOL KNOW WHAT YOU DO?

"Yeah, sometimes they bring magazines to school, and show my picture to other people."

DO YOU GET EMBARRASSED?

"Yeah."

WHAT'S THE BEST THING ABOUT BEING A FACTORY RIDER?

"Getting to miss school. I like travelling and everything."

WHERE'S YOUR MOST FAVORITE PLACE THAT YOU'VE BEEN?

"Probably Germany or Holland. I like Maryland. I like going to Hutch's house. He's got lots of food in his refrigerator."

MONTE GRAY'S FACTORY HUTCH EXPERT RACER

FRAME AND FORK: Hutch Expert Racer, chrome-moly.
HANDLEBAR: Hutch Pro, chrome-moly.
HANDLEBAR STEM: Hutch Pro, aluminum and chrome-moly.
FLEX FIGHTER: Hutch 2" N 1, medium size.
HEADSET: Tange MX 125, aluminum.
RIMS: Araya, aluminum.
SPOKES: 36, .080, with brass nipples.
HUBS: Hutch, sealed-bearing, magnesium bodies with titanium axles.
TIRES: Tioga Comp IV, 20 X 1.75 front and rear.



McMonte can pretty well McCook around a McBMX McTrack.

The only thing that got tweaked was the barrel adjuster on the front brake.

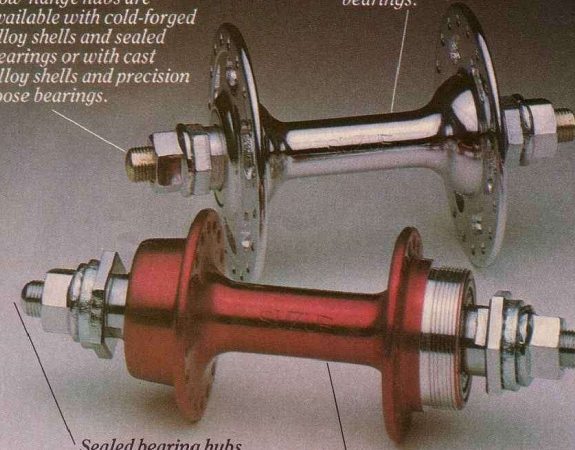
SUMMING UP

When you're accustomed to seeing the totally high qual made-in-the-U.S. frames and forks that Hutch is famous for, you get spoiled and start to compare everything to them. In that sense, the Pro Raider frame and fork have a REAL tough act to follow. But in its own class, it's excellent!

The Pro Raider should provide tons of fun, and miles of smiles. ■

TUBES: Tioga SuperLite.
BRAKE: Dia-Compe MX caliper, aluminum, rear only.
BRAKE SHOES: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech 3.
BRAKE CABLE: Dia-Compe.
GRIPS: Hutch, rubber.
PEDALS: Hutch, aluminum and chrome-moly.
CRANK: Hutch, three-piece tubular chrome-moly, 175mm.
SPIDER: Hutch, aluminum.
BOTTOM BRACKET SET: Hutch, sealed-bearing.
FRONT SPROCKET: Pro Neck, 43 teeth.
FREEWHEEL: Shimano DX, 16 teeth.
CHAIN: Sedisport.
SEAT: Uni Turbo.
SEAT POST: Rolled fiberglass, integral with seat.
SEAT POST CLAMP: Hutch, aluminum.
SAFETY PADS: Hutch Zap pads.
NUMBER PLATE: Hutch.
EXTRAS: Radkaps valve caps. ■

Low-flange hubs are available with cold-forged alloy shells and sealed bearings or with cast alloy shells and precision loose bearings.



Sealed bearing hubs come with chrome plated Cro-Mo axles.

Suzue high-flange hubs feature cold-forged alloy shells and precision ground races with loose bearings.

Finishes available are red, blue, gold and black anodizing and high luster show chrome.

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