



Hutch is working on a new nylon-bushing headset which, if perfected, will be super-light. Aluminum cups will be part of it. Check the welding on the fork legs. Bitchen.

"If it don't go, chrome it."
 "Phooey, chrome everything."
 "Aluminum and chrome-moly are good enough."
 "Baloney, they're not good enough. Make stuff that's trickier and lighter. Use magnesium, titanium . . . NOTHING'S 'good enough.'"

No doubt about it, Hutch does have a passion for a shimmering show-chrome finish. He probably would chrome the tires on his team's bikes if it was possible.

Also, there's no question that he digs dabbling in the bizarre. Unusual, but functional designs. Ultra-exotic materials. Works machine performance and show quality looks.

That brings us to this month's test bike. Before you read the next paragraph, you should warn someone that you may faint in a few seconds. That way, they can revive you so you can get on to the good stuff.

Take a stab at the cost of the Hutch Pro Star . . .

\$400? Fat chance.

\$500? Ho hum.

\$600? Well, you're gettin' warm.

\$700? Close, but no cigar.

\$800? Bingo.

A mere \$795 plus tax will put one of these babies in your bedroom (you don't keep a bike like this in the garage).

Hello? Have you regained consciousness?

Good. Feeling better?

Fine. Now just sit there and we'll

HUTCH PRO STAR

GIBEY'S LAW: WEIGHT IS INVERSLY PROPORTIONAL TO PRICE AND TRICKNESS



Toby, goin' for the big dive back down The Wall.

give you the full scoop on this high-tech, top dollar, full-race machine.

Hutch's primary goal was to build the ultimate BMX bike. Period. No holds barred. No compromises. A real works machine that's completely

built in the U.S. Nothing less would do.

Presently, it's about 98 percent U.S.-made — just the brake system, spoke nipples, headset, sprockets, and chain are imported.



Photo by Bob Osborn

Is this tucked, or is this tucked?
 In the background is The Pit, a radical riding area about two blocks from Toby's house. In the foreground is R.L. on the Hutch Pro Star. If you've got a taste for performance, and you're a rich kid, this bike is for you.

As you would expect, this bike is loaded with all sorts of exotic, hi-tech goodies.

First, you get Hutch's new heat-treated tubular chrome-moly cranks that weigh 1 pound, 10½ ounces, including the spindle.

By comparison, a pair of chrome-moly forged one-piece cranks weigh in at 2 pounds even. Lighter weight means a lighter wallet, to the tune of \$155.

Next, there's the new Hutch stem, made with a 6061 aluminum clamp and 4140 chrome-moly shaft, that goes for about \$25.

Then, would you believe the bike has polished titanium spokes? Yup, they're on there too, at \$30 a set.

How about Hutch's sealed-bearing, chromed magnesium hubs with titanium axles that cost \$110 per set? Check.

Are you starting to get the idea?

It also comes with Hutch pedals; sealed-bearings, with titanium shafts for \$85.

And, if that isn't enough, standard equipment includes the Two-'N-One headset lock and stem shim, the new Hutch aluminum spider, the Hutch seat post clamp, and on and on . . .

Hutch is working on an aluminum headset for the Pro Star, a heavy-duty version of their mini magnesium headset, which should be stock equipment on the bike by the time you read this. Both headsets employ nylon bushings in place of the standard caged bearings. We're talkin' super-light stuff here.

Each frame and fork used for the Pro Star bikes will be carefully selected for perfection in the welds and chrome. They're hand polished for a finer-than-frog-hair finish.

Best of all, Hutch will custom build one for you with either their Pro Racer (long) or Expert Racer (standard length) frame.

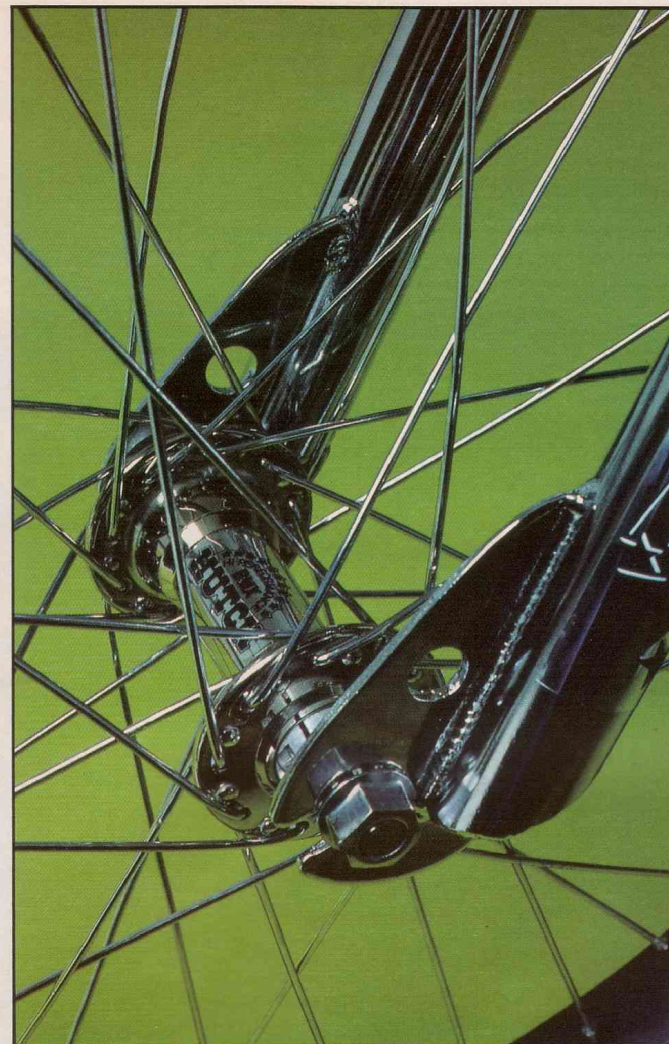
Bet you want to know what this machine weighs, don't ya? Would you believe a feather-light 21 pounds, 14 ounces? Believe it. And this is for a bike that will hold up under the thrashing of a full-size brute.

But you'd have to be out of your tree to mangle this bike. It should have its own pedestal in your bedroom. Race it on Sunday, carefully tune and clean it afterwards, and then put it back on display for the rest of the week.

Okay, we know you're dying to



HUTCH PRO STAR



The Hutch hub. We're talkin' mega-exotic here. The hub is chrome-plated magnesium, the axle is titanium, and it has sealed-bearings.

know what it's like to ride a no-compromise dream machine. So read on as we put it through the paces.

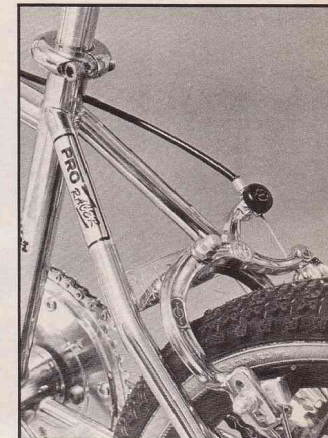
THE TEST THAT ALMOST WASN'T

Oh, just thought we'd let you know — the test bike was stolen. This was

the first Pro Star that Hutch built. As soon as it was done, it was carefully polished to gleaming perfection and rolled out into Hutch's display area before being shipped to BMXA for a shakedown. That night, some scoundrel broke in and made off with it. No test bike, no test. Fortunately,

some quick detective work netted the turkey and the bike. The only casualty was that the ends of the bars had been cut down.

Okay, okay, back to the point. Even at \$800, this bike won't automatically bring a World Championship to your doorstep. The rider still does the work. But you can't fight a bike and still get good results. It must work with you. That's why the Hutch is nice. With the ultra-light weight,



The new U.S. made Sun aluminum rims deserve a Certificate of Merit for the thrashing they took without eggularating. The Carlisle Aggressors and Dia-Compe MX caliper were, as always, trusty as the Lone Ranger. Check the Hutch doughnut seat post clamp.

you can throw it around wherever you want to on the track.

The lighter weight also helps starts and acceleration. It snaps very quickly out of the gate.

We would have preferred a slightly longer stem to stretch out the front end a bit, but we're nitpicking here. With this minor exception, the power position was excellent.

Speed jumping was a breeze. There were no surprises while in the air, just a good front to rear balance.

Overall, we had no complaints on any aspect of handling. Nothing absolutely thrilled us, but nothing bugged us either. The bike responded flawlessly to each input — nothing more, nothing less.

HUTCH PRO STAR

DURABILITY

With the lighter weight, you'd expect less durability, right? No dice. We fully pounded the Pro Star at a riding area called The Pit, near Toby



Teeny-boppers of America, prepare yourselves. The Coca Cola Cowboy will be married (oh, the grief and pain) by the time you read this.



That's Buff on the Hutch, demonstrating classic bunnyhopping style. And that's Giberson in the chair, showing you what nerves of steel are all about. Afterward, Gibey swore Buff's pedal came one inch from his nose. Buff only grinned.



This was one of those deals where you get goin' wide open, then pitch the bike sideways.

Henderson's house. It handled everything — slam landings, aerials, double jumps, endo landings, and complete throwaways.

In fact, nothing broke except the

stem pinch bolt when we were torquing it down.

Also, everything ended up as straight as when we started. A Certificate of Merit should go to the new

Sun rims — they're tough cookies. They handled all the thrashing with just a few twitches in 'em. That's amazing, considering the punishment they took.

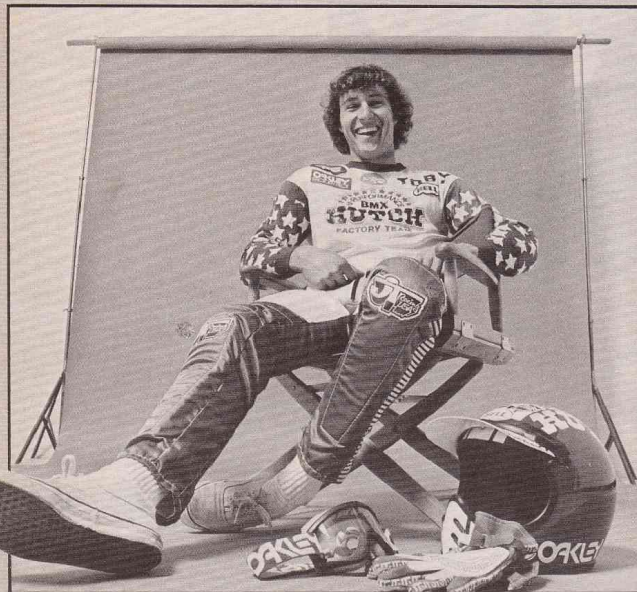
THINGS WE DIDN'T LIKE

The angle of the ACS seat doesn't work with the seat tube angle of the Hutch. This becomes instantly apparent when you sit on the bike for

HUTCH PRO STAR

TOBY HENDERSON

"You gotta run wide open or it ain't no fun."



AGE: 21
HOME TURF: El Toro, California
RANKINGS: NBL No. 2 Cruiser, NBL No. 7 Pro
SPONSOR: Hutch Hi-Performance
CO-SPONSORS: Bell, JT, Haro, Oakley, Pro Gard, Seca
PERSONAL GEAR:
 Bell BMX 3 helmet
 Bell duckbill visor, shortened
 Oakley goggles
 Go Pro Jersey
 JT pants

Vans low-cut shoes
 JT Half-Breed gloves
 Seca ankle guards
DIALIN' IN: Ralph's Bicycles, Downey, California

If you give Toby his choice of his current nicknames, he'd go for the Coca Cola Cowboy, definitely not Captain Elbows. Some aggressive riding in the early part of last year earned him that one. It's an image that he's trying to shed. "Any picture you see of me, my elbows are

stuck way out, that's the way I ride. Now I'm trying to keep 'em from drilling into everybody, but I need 'em to ride. That's my style."

"Now I'm working on being first to the first turn, that way I don't have to mess with anyone. If I'm in second coming into the first turn, I'll stay there unless the guy makes a big mistake, or leaves a big enough hole for me to get through cleanly."

With most of the aggressive riding problems behind him, Toby is concentrating on his training, and goin' fast. He has a training method that's unusual to say the least. He rides his 16 inch pit bike a lot on a speedway track set-up in the parking lot behind his house. "Everything happens so fast on it, it makes your mind work faster. Then you hop on your 20 inch and things slow down a little. And when you get on the cruiser, it seems like you have all the time in the world."

He and Jeff Bottema play racquetball for an hour and a half a couple times a week. "That's pretty grueling. We usually lose about 5 pounds each."

Toby has a good reason to be training hard. He's going to be supporting a wife soon. By the time you read this, he'll be married to Ellen Oneal.

Another prime motivator is the upcoming Murray World Cup in Nashville, with its \$10,000 Pro Cruiser purse. "That's deep in the back of my mind, pickin' at me all the time. I keep thinkin' about how much money I could take home. I'll definitely be physically and mentally prepared for that race, and goin' for it." ■

WHO WOULD BUY ONE?

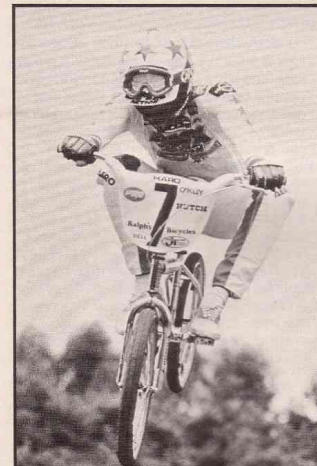
That's a tough question. For the money, you probably could buy a good quality race bike and still have enough money left over to buy a thrasher.

But while some people opt for the ordinary, there are those who crave something more. They want more luxury, exotica, speed, and trickness.

The Hutch Two 'N One headset lock nut/flex fighter combo is trick, but the new Hutch stem needs perfecting; the stem bolt sheared on us and the countersunk Allen bolt holes were too small, making the bolts very hard to tighten.



The Hutch flew like a Lear Jet. Everybody wanted to jump it. Total stability in the air. This is R.L. doin' touch 'n goes.



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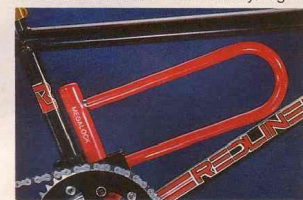
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your bike's finish, MEGALOCK/BMX™ is slick and stylish. Choose any of the bold, racy colors shown above. You'll dazzle them off the track and on.

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the first time. The nose of the seat is pointed down too much.

From now on, the bikes will come with Elina Turbo seats and a Hutch chrome-moly seatpost. This'll bump up the bike's weight a little, but it should still be very close to 22 pounds.

Neither hub fit properly in the frame or fork. The front hub needs 1/2

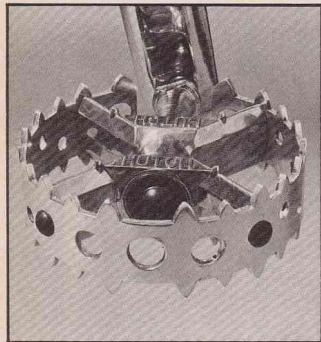
inch spacing to be in the right position without squeezing the fork legs inward. The rear end of the bike has to be spread 1/4 inch to accommodate the rear hub.

Hutch says he has to make the hubs to fit the majority of the bikes on the market. But for the price of this bike, these small details should be taken care of.

HUTCH PRO STAR

PRICE & SPECS

COMPLETE BIKE PRICE: \$795.00.
 FINISH AVAILABLE: Chrome.
 COMPLETE BIKE WEIGHT (without pads or plate): 21 pounds, 14 ounces.
 FRAME WEIGHT: 3 pounds, 13 ounces.
 FORK WEIGHT: 1 pound, 12 ounces.

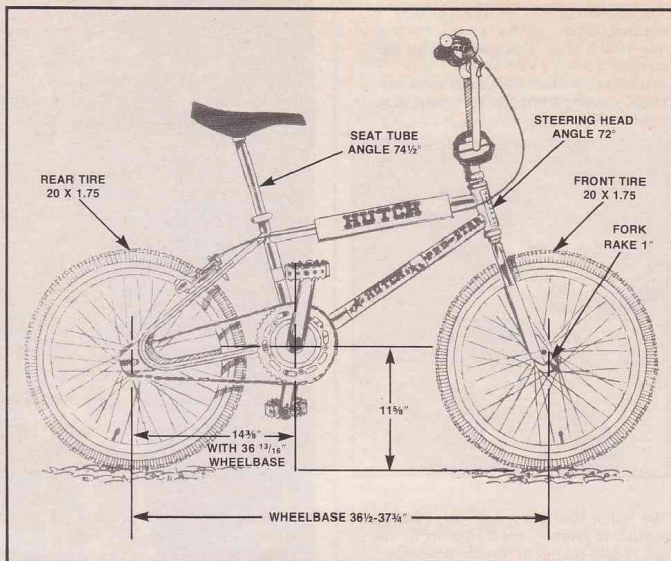


STEERING HEAD TUBE LENGTH: 4 inches.

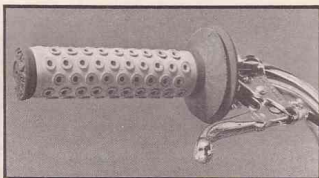
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 9 inches.
 HANDLEBAR WIDTH: 28 inches.
 TOP TUBE O.D.: 1 inch.
 DOWN TUBE O.D.: 1 3/8 inches.
 FORK LEG O.D.: 1 inch.
 BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Hutch Pro Racer, chrome-moly.
 FORK: Hutch Pro Racer, chrome-moly.
 HANDLEBAR: Hutch Pro Racer, chrome-moly.
 HANDLEBAR STEM: Hutch Pro Stem, aluminum and chrome-moly.
 GRIPS: Oakley B1-B, rubber.
 HEADSET: Tange MX 125, aluminum.
 RIMS: Sun, aluminum.
 SPOKES: Hutch, titanium.
 HUBS: Hutch sealed-bearing, magnesium hub and titanium axle.
 TIRES: Carlisle Aggressor R/A.
 BRAKE: Dia-Compe MX, aluminum.
 BRAKE PADS: Dia-Compe.
 BRAKE LEVER: Dia-Compe Tech-3.
 BRAKE CABLE: Dia-Compe.
 PEDALS: Hutch sealed-bearing, aluminum body, titanium shaft.
 CRANK: Hutch Aero-Speed, three-piece, 180mm, tubular chrome-moly.



BOTTOM BRACKET SET: Hutch sealed-bearing.
 FRONT SPROCKET: Shimano chain wheel, 43 teeth, aluminum.
 SPIDER: Hutch disc, aluminum.
 FREEWHEEL: Shimano, 16 teeth.
 CHAIN: JAC, 1/8 inch.
 SEAT: ACS seat and seat post combo.
 SEAT POST: Integral with seat.
 SEAT POST CLAMP: Hutch, aluminum.



ACCESSORIES: Hutch 'chrome' pads; Hutch Two-'N-One headset lock and stem shim; Steve Veltman's Radkaps, valve stem caps.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro), ultra-exotic street bike.
 AGE RANGE: Racing, 14 and over; street, 13 and up.
 QUALITY OF FINISH: Excellent.
 QUALITY OF WELDING: Mega-excellent.

HANDLING: No probs... Handles very comfortably in all situations... Speed jumps easy... Jumps stable... Carlisle R/A tires work great, really good traction on all types of surfaces... Corners good, doesn't push hard on either end of the bike, very neutral... Goes where you point it with no complaints.

MISCELLANEOUS COMMENTS: Tons of trickiness... I thought these landings would be for sure rim dingers, but they're still straight... We're talkin' torture testing here... The ACS seat works good on other bikes, but not on this one... Rear wheel relationship to the brake bracket is perfect... Dice valve caps on an exotic \$800 race bike?... The cranks are trick, the hubs are trick, the pedals are trick, the... We'd can the stock 1/8 inch chain and put a 3/32 inch chain on... Older riders might want to switch to a 2.125 front tire... Cranks and spider are heat treated... Check the spokes after a few rides, they loosen up really fast.

TEST INPUT: Buff, R.L., Toby Henderson, Oz, Gibby.

MANUFACTURER: Hutch Hi-Performance
 34 Alco Place,
 Baltimore, Maryland 21227
 Tel: (301) 242-6944.



We tested this \$800 racing bike like it was a \$200 thrasher. And it took it all. Excellent! The new Sun aluminum rims deserve special mention. They should have tweaked heavily from the severe pounding. But they didn't.



Moto exotica: The new Hutch Aero-Speed tubular chrome-moly, sealed-bearing crankset. The pedal arms, spindle, spindle bolt, and even the aluminum spindle are heat-treated.

That's why people buy Lamborghinis, Ferraris, and Porsches. In BMX, that category belongs to the Hutch Pro Star.

If price isn't that important, or you just want the ultimate bike, bar none, then the Hutch Pro Star is for you. It's definitely a BMX status symbol.

The bottom line is this: If you're a rich kid with a taste for high performance, this is your bike. ■



BMX has been hit by lite-ning... again!
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