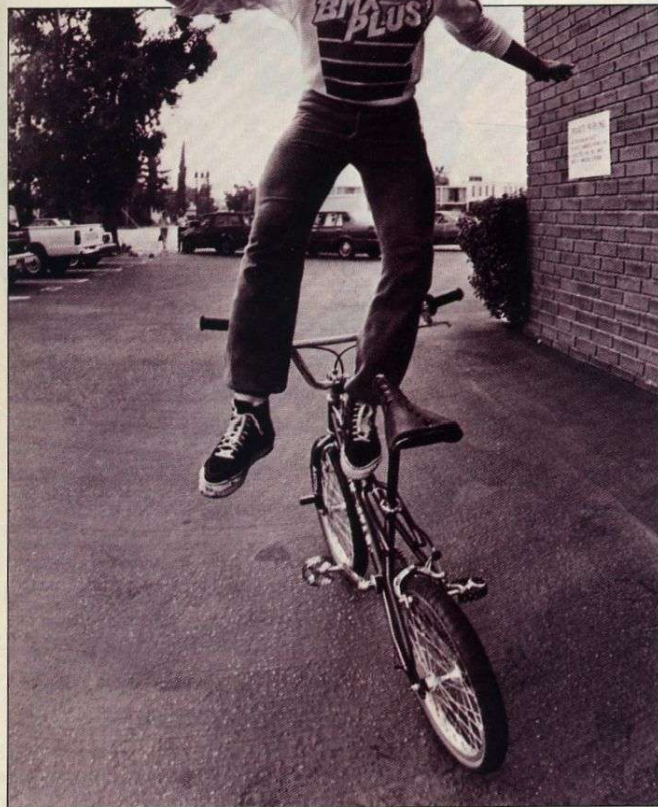


# THE HUTCH TRICK STAR

Is it too trick for tricks?



Making his test-rider debut, Mike Loveridge hits us with his one-footed backwards framestand. The Hutch bike cuts the mustard in all dimensions.

□ The name Hutch has always been synonymous with trickness and BMX exotica. Hutch was the first company to introduce "show chrome" BMX bikes to the world. It was also among the first to release parts made from such exotic metals as magnesium and titanium. Hutch entered the freestyle marketplace in 1983, when it cosponsored Mike Buff to ride its frames. Soon after that, they started talking to a new but rapidly growing name on the freestyle scene—Woody Itson. By bringing Woody on board, Hutch hoped to expand its knowledge and image in the fast-paced freestyle world. It worked! The name Hutch has become as recognized and respected in freestyle as it is in racing.

Today, Hutch is still on the leading edge of freestyle technology, even without Woody's input. Mr. Hutch would be the first to admit that Woody did a lot for the credibility and visibility of Hutch products, and it's our understanding that the differences which caused Woody to leave Hutch were strictly business, and that he is still on speaking terms with the company.

#### THE BIKE

This is, however, a bike test article, not a *This Is Your Life* segment on Hutch and Woody. The bike in the spotlight is the \$699 Trick Star. It is the type of bike you'd come up with if you were to sit down and map out your dream bike. The components? Top-notch all the way: Hutch Aerospeed three-piece cranks, Hutch beartrap pedals, Woody bars, Hutch stem, the new Hutch 48s, etc. Upon its arrival at the Hi-Torque editorial compound, the bike was nearly mauled. People took turns test riding it to the corner 7-Eleven; test riders began offering us bribes to let them give it the more extensive test.

The testing duties were assigned to two of the newest additions to the *BMX Plus!* Test Force—Jeff Cunningham and Larry Manayan. Jeff and Larry took possession of the bike for an entire week of bashing, thrashing, crashing and mashing. While in possession of said test bike, they let one of their looney ridin' buds tear up some ramps on it. We have



# Tangle-Free TRICKERY

## ROTOR 45 STEM

At ACS we have become known for our consistently new and innovative products. The Rotor 45 Stem is no exception. Designed and developed for use with the ACS Rotor, the Rotor 45 Stem is a most awesome unit with more than just a standard built-in Pott's Mod. Features include an adjustable cable stop that puts the rear brake cable

directly over the Rotor anchor bolt, a stylish high strength-to-weight ratio stem design that offers an extra reach 45 millimeter handlebar extension in a super tough forged aluminum alloy head, and an aircraft quality chromoly shaft. The Rotor 45 Stem is essential equipment for every freestyler in the know.

## R.L. OSBORN

"Whether it's hectic ramp riding or basic street stylin' I use the ACS Rotor System because it makes a difference. Not only are the possibilities for new tricks mind boggling, there is a real advantage in not having to sweat the details like how to exit a trick so my rear brake cable survives. Take it from me, if you're into pushing the limits of traditional freestyling and setting a pace for others to follow, the ACS Rotor System definitely makes it easier."

## WOODY ITSON

"Sure I ride ramps, but my ground routine is what usually gets noticed the most. The ACS Rotor System is so hot, it's like without it I don't know... I've got some tricks I flat couldn't do and others that, well they'd be tons harder that's for

sure. No matter what level or kind of freestyling you do I'd strongly suggest you run an ACS Rotor System. You'll discover how good you really are, and when you feel like thanking me don't send flowers, just send money."

## ROTOR SYSTEM

Probably the hottest freestyling innovation of all time. The ACS Rotor System opens up a whole new world of freestyling, a world of tangle-free trickery. With the ACS Rotor System you can spin your bars in either direction, without even the slightest case of tangled cables. You'll soon be dialin' in tricks that you never even thought were possible. Like all ACS products, we've built the Rotor System to extremely high, aerospace

type standards so your stylin' time won't become down time. The ACS Rotor System now features the exclusive ACS Ball Cup rear brake cable stop plus the hardware to fit most any BMX or Freestyle stem. However, if you're a no compromise kind of guy, we suggest you run the Rotor System with our specially designed Rotor 45 Stem to discover the full advantage of ACS innovation.



## HUTCH

no clue what the guy's name is—all we know is that some people call him Rocky, and he rides an old beat-up Mongoose with Motomags. We'll keep our eyes peeled for this guy. If he ever shows up, you'll see him right here in the pages of FSS, unmasked for the world to see!

We gave Jeff and Larry the bike on a Friday. Jeff rode it all day Saturday; Larry rode it all day Sunday—and liked it so much he wouldn't give it back to Jeff. We got it back the following Friday. Larry offered to buy the test bike from us so he could ride it in the upcoming Underground Freestyle series. We told him to slow down and tell us his likes and dislikes about the Hutch. **TYPEWRITER HIJACKING!**

(Larry M. sneaks into the FSS office during an extended staff lunch break and begins to type): *Geez, I hope they don't come back before this is finished. Why did I resort to sneaking into the office during one of their far-too-long lunch breaks? Because I know they'd give you all kinds of bunk on how great the bike looks—although it is the hottest-looking bike I've ever seen. But then they'd feed you a bunch of jive on how the bike's components are the trickiest the BMX industry has to offer; but come to think of it, that's not far from the truth, either. Here's something! The locking mechanism on the brake levers were too tight, and I had to use both hands to engage the lock. Geez, when you stop and think about it, this Hutch Trick Star isn't bad, after all.*

The lights come on in the office. Returning from lunch (on time) are Mike, John and Scott.

Mike: Larry, what a surprise to see you in our office! What were you doing at my typewriter?

Larry: Man, you should have seen, some guys were in here typing at your typewriter when I burst in and scared them away.

John: Let's see what they typed? What do ya know? These guys said they were you. What imposters!

Larry: I confess, I did it! I am the guilty party. I sneaked into your office and typed part of this story for you. I'm so ashamed!

Mike: We know you did it. Why do you think we told our secretary Kaye to let you sneak into our office? We wanted to see what you really thought of this bike. By the way, thanks for writing that paragraph for me, I had been trying to figure out an angle for it all morning!

Larry: Uh, don't mention it. You mean you knew I'd sneak in here?

John: Yup.

### FIRST IMPRESSIONS

Mike: We have to finish this test, so let's talk some more about your week's



worth of extensive torture testing.

Larry: Well, when I first got the bike, I found the steering was way faster than the bike I'm used to (a Haro Master). The bike's appearance is first class—the candy-apple red with black and chrome parts is an awesome combo. Checking the components on the Trick Star, I was blown away by the trick Hutch cranks, and how the whole bike looks like a precision freestyle machine.

### BRAKE SNIVELS

I have nothing but compliments for all the components, except the brakes. I was a bit disappointed to find the Dia-Compe 880 brakes on the bike instead of the full-blown Dia-Compe Nippon Brakes, which are first-rate. After paying \$700, you'd expect everything to be exactly the way you like it. The only problem I had with the bike the entire week was the brakes. They didn't work as well as what I'm used to. I use Odyssey System

Most ramp riders who rode the Trick Star were used to other bikes and couldn't deal with the 74-degree head angle. The ground guys, however, fully got into it!

\*Based on results of NFA, Maryland and AFA New Hampshire competitions.



Street cruisers, here's your dream seat. The Trik-Top was regarded by our test battalion as the greatest innovation since round wheels.



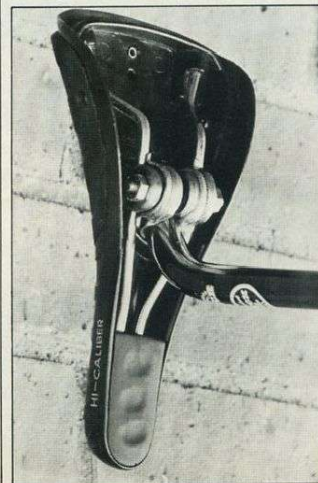
Public enemy number one to your hands: these grips. Plastic, way bogus, callus creators. As for the ACS locking brake levers? The lever: not bad. The locking mechanism: we couldn't get it to work, so we'll have to say "no comment."



The Hutch fork pegs. Even though they can stand in the way of pulling off some tricks (Miami hoppers in particular), they are placed in a comfortable spot and are large enough to accommodate Bigfoot!

2000 brakes on my bike, and they work great. I'd definitely change them if I had the bike for any long period of time. (Editor's note: Hutch tells us the Dia-Compe 880s will not be coming on the Trick Star anymore. They will be replaced by the new Hi-Caliber brakes).

The locking brake levers on the bike were lame and didn't work at all. I had to pull in the brake with both hands to make the lock work. There's no way I'll be able to do that in a contest or a show without putting down my foot. That's the only thing I'd change on the bike. I'd add Odyssey RX-3 locking levers, which are much easier to use. The ACS Rotor worked flawlessly, once I'd dialed in the brakes, and the stem held in the forks—no slippage of any kind.



## TOO COOL FOR WORDS

The seat is so cool. The underside of the front part of the saddle (where you put your hand for Nourie handstands) is padded and has little finger indentations for fingers to fit into—a very small detail, but the kind you'd expect to find on a \$700 bike. The top of the seat was also comfortably padded, which made street cruising a lot more pleasurable. Enough good things can't be said about the Hutch Aerospeed cranks. They didn't loosen up, the show-chrome finish was impressive, and everyone who saw them offered to buy them from me.

Oops, I lied when I said that the only thing I'd change was the brakes. I'd also change the pedals. For a different reason. Not because they don't work—just the opposite, they work too well. They're not your shins' best friends. Besides, in freestyle, you slam down your bike so much that, unless you're a factory rider, you'll go broke buying new cages every few shows. After all, they're only alloy! I'd replace them with the old reliable MKS Graphite-X pedals.

## A FIRM STAND

Let's see, what else—oh, the wheels were pretty good, except that the cones kept loosening after a few hours of hard riding. The only other complaint I have is the rear standing platforms. They weren't large enough for my feet. To make them more useful, I added a pair of Peregrine axle pegs. With the axle pegs, the standard rear platforms are just right. Without them, they don't work too well.

Mike: Geez, Larry, that was some mouthful of input. I never thought it



Behold, the most high-tech, high-zoot and high-buck pedals ever to grace a freestyle bike. Do you need \$80 worth of pedals? Probably not—our guys love 'em for racin', but for freestyle it's a borderline decision. Considering the amount of slamming and thrashing a freestyle bike must endure, an alloy pedal cage might not be the hot tip.

◀One feature you can expect to find on the Trick Star is careful attention paid to seemingly small items. For instance, the foam on the bottom of the Trik-Top seat has little indentations for fingers. Comfortable and a nice touch.

would end. It sounds as though you liked the bike. Did you?

Larry: Yeah, I definitely liked it, I'd recommend it to my friends.

John: How would you rate this bike on a one-to-ten scale?

Larry: That's a tough one. Probably an eight and a half.

Mike: What did the other guys think of the bike?

Larry: They thought it was a good bike. Rocky said the steering felt a little too quick, and a few of my other friends who ride ramps thought so, too. I guess it takes some getting used to. Within 20 minutes I was hitting all the tricks I hit on my bike.

## I'LL TAKE TWO

When asked by the staff if he would pay \$700 for this bike, Larry responded, "If I had \$700 lying around not doing anything, maybe. Other than that, you could do as well in contests or shows by buying Hutch's Invasion Tour Weapon which isn't as high-zoot in componentry, but still rides like a Hutch." That about sums it up. The Trick Star is a great bike; it's propelled many a rider to stardom. Owning a \$700 freestyle bike is like owning a Lamborghini Countach—you don't need a \$100,000 car to drive to the office, but if you can afford it, what the heck! □

Yet another in the "new test rider" lineup, Chad Higgins was also on his first-ever photo session. He said the Trick Star was a stable bike and he trusted it. For this photo he said, "Uh, what should I do next? Hey, how about one of those Rich Sigur thingees?" Well, here it is, a Rich Sigur thingee. ▶



## SPECIFICATIONS:

### HUTCH TRICK STAR

#### I. FRAME AND FORK

Type: Freestyle  
Frame design: 1" O.D. top tube, 1-3/8" down tube, 5/8" chain stays.

Frame construction: 4130 chromoly throughout.

Fork construction and design: 4130 chromoly, with integral standing pegs, 1" O.D. fork blades, leading axle.

#### II. WHEELS

Rims: Hutch Hi-Caliber, 48-spoke, alloy.

Spokes: 14-gauge, steel w/ brass nipples.

Hubs: Hutch Hi-Caliber, 48-hole, alloy, freewheel.

Tires: Hutch freestyle 20" x 1.75".

#### III. DRIVE TRAIN

Pedals: Hutch beartap, alloy, sealed bearing w/chromoly shafts.

Crank: Hutch Aerospeed, 175mm, 4130 chromoly w/4130 chromoly splined spindle.

Front sprocket: Hutch Hi-Caliber, 43T, alloy.

Bottom bracket: Hutch, sealed, alloy.

Chain: Hutch Hi-Caliber, 1/2" x 1/8".  
Freewheel: SunTour 18T.

#### IV. STEERING

Grips: Vinyl.

Handlebars: Hutch "Woody Isaac", 4130 chromoly, 25" width, 9" rise.

Stem: Hutch freestyle, alloy head, chromoly shaft, whollow anchor bolt.

Headset: Hutch Hi-Caliber, steel, retainer ball.

#### V. SEATING

Seat: Hutch Hi-Caliber "Trick-Top," plastic, steel under-carriage.

Seatpost: Hutch, chromoly, laidback.

Seatpost clamp: Hutch donut, alloy, chrome.

#### VI. BRAKES

Calipers: Dia-Compe FS 880, sidepull, alloy.

Lever: ACS w/locking mechanism.

#### VII. ACCESSORIES

Rotor: ACS.

VIII. WEIGHT  
23 lbs., 5 oz.

#### IX. PRICE

\$699.

#### X. COUNTRY OF ORIGIN

USA

#### XI. ADDITIONAL INFORMATION

Hutch Hi-Performance  
4030 Benson Ave.  
Baltimore, MD 21227