

THE WIND STYLER

Story by
Harold McGruther



Cheng Shin knobbies are better suited for dirt riding than aeriels at the pipe. Donovan was sliding all over the place on the slick cement.

Hutch takes the freestyle world by storm

□ When it comes to introducing new bikes and products to the hungry masses, Hutch has always had a style of its own. In BMX, for example, Hutch strove for years to design and create the ultimate racing bike—price no concern. What was the result of their dedication to that goal? The Pro Star. That state-of-the-art wonderscoot was—and still is—800 dollars of high-tech BMX-otica. Once everyone was finished drooling over Hutch's creation, Hutch made its move and introduced an affordable version of that racing thoroughbred: the

Pro Raider. The Pro Raider was slick, trick, and priced to sell at a measly (by comparison) 250 dollars. Hutch's plan worked, 'cause they sold a ton of Pro Raiders, which went on to become one of the most popular bikes in BMX today.

Last year Hutch dangled its second gold-plated carrot in front of the panting public. The name of that bike was the Trick Star. This bike also went for around 800 smacklers, and like the Pro Star before it, it sent everyone's salivary glands into hyperdrive. And, as usual, Hutch had an ace up its sleeve for the common man. We're talking, of course, about Hutch's newest entry into the freestyle wars—the Wind Styler. It isn't a Trick Star, but for \$250 it does have a few neat things to offer for the money.

THINGS THAT GO AROUND

All things rotational on the Wind Styler are of very high quality. The hub in the front O.G.K. wheel is supplied by Suzue. The rear coaster brake is from SunFour. The headset and bottom bracket are both Tioga units. The Victor alloy platform pedals are rebuildable and have chromoly shafts. All of these components are well built, and maintenance is a snap.

The rubber that Hutch chose for the Wind Styler might seem odd, but there is a reason for it. A glance at the spec sheet will tell you that this bike comes with Cheng Shin knobbies, front and rear. You're probably asking, "Why would anyone put these things on a freestyle bike?" Here's the answer: Knobbies make okay street and freestyle tires, but street and freestyle tires make lousy dirt tires. Hutch knew that some Wind Stylers would end up doing time in vacant lots, so they opted to equip the Wind Styler with these particular treads. If you hate the idea of doing tricks on knobbies, skid on them for a few weeks—they'll become bald street tires before you know it!

The rest of the Wind Styler's parts rundown goes like this: Takagi 175mm chromoly cranks, TYC chain, Velo freestyle saddle (a bit too small for our taste), a fluted and laid-back seatpost, full-sized Hutch Pro bars, and Hutch's own star pattern grips. Most of this stuff is standard fare for bikes in this class, but the bars and grips deserve special mention. Finally, someone has introduced a low-dollar bike that doesn't need an immediate bar/grip switch in order to be bearable. The Hutch Pro bar look-alikes were actually comfortable, and the Hutch grips don't turn your hands into raw flesh after half an hour of riding. Congratulations, Hutch, you pulled off a good one.

THE FRAME GAME

The country the Wind Styler calls home is Taiwan, home of almost all the under-\$300 bikes (except Huffu and Murray). The frame was well constructed, but certain areas showed signs of budget

"Silhouette in Chain Link," an artistic aerial masterfully composed by Donovan Ritter aboard the Wind Styler. ▶

Photos by John Ker





Flatland precision and grace were features of the Wind Styler. Balancing was easy, and the bike's large size didn't detract from its maneuverability.



If Donovan had a hard time getting used to the Wind Styler, we couldn't tell by the way he was riding. His airs were as gnarly as ever.

◀ The decals that line the inside of the pipe mark the highest airs by the local skateboarders and BMX freestylers. So far, no one on two wheels has a decal higher than Donovan's.

Our guest ground guy, Dave Ruz, got along well with the Wind Styler. He did wonder, however, why the bike didn't have the Potts modification for the front brakes. Considering the bike's \$250 price tag, we kind of wondered that ourselves. ▶



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cutting and rushed work. On the forks, for instance, the ends of the forkstands on the bottoms of the fork blades were capped with steel plugs of marginal quality. These stamped-out plugs were made with small holes directly in their centers. Not only can these holes let water and debris into the tubes, they were ugly, to boot. Another area where quality control was lacking was on the top tube/seat stay standing platform. On our test bike the left seat stay extended 1/8-inch farther down the side of the top tube than the right seat stay. Also, the weld beads which secured these stays to the top tube were of unequal and insufficient length, causing even more unsightliness.

The final area where a design flaw was found on the Wind Styler was in the chain stay platforms. Because of their large size, these platforms had a tendency to pull our shoes off every so often as we pedaled. Fortunately, Hutch is aware of this problem and plans to move these platforms back three quarters

of an inch on future production models. **TAKIN' IT TO THE PIPE**

For our abuse and destruction session with the Wind Styler, we brought along Hutch's newest rampman, Donovan Ritter. Because our bike had slightly slower handling than the Trick Star he was used to, Donovan was hesitant to hit the bowls with reckless abandon on his first time out. Once he got accustomed to it, however, he liked it. The Wind Styler steers midway between neutral and fast. This kind of handling is great for freestyle in the morning, burger runs at lunch time, and aggressive ramp jams after dinner. One note of warning: Knobby tires are great for most general riding but are slippery on ramps and in skateparks. Donovan said they offered no traction at all. We all figured that knobbies and skateparks weren't going to mix, so this didn't come as any major surprise. The rest of the Wind Styler didn't give Donovan any problems (except for those giant rear chain stay platforms). Considering that the

test input on this bike was coming from a factory dude who's used to riding bikes that cost three or four times as much as the Wind Styler, that's saying a lot.

We offered to change the tires on the bike to give Donovan a little better traction on the cement bowls at the Pipe, but he said he'd try to cope with the stock ones.

Cope he did. Despite complaining about the slipperiness of the tires on the cement, Donovan could still pull off some of the gnarliest aerials we'd ever seen and set altitude records inside the pipe.

During casual ground trick moves, we felt that the Wind Styler behaved very well. It was comfortable and stable during balance tricks, and it felt as solid as any low-dollar scooter we've tested in quite some time. The stock 43/16 gearing was great. The O.G.K. wheels didn't flex any more than other nylon wheels. In fact, they didn't flex as much as many. The only thing that stopped us from loving the wheels was their ridiculous reflector tabs. Fortunately, these tabs are as

WIND STYLER

good as gone with the careful application of a small hand saw. Once this minor detail is taken care of, the wheels are very trick indeed.

THE WHITE TORNADO

In case you haven't noticed, the Hutch Wind Styler is white. Better make that *all* white. We like white and it seems like the whole BMX world is headed away from the days of chrome bikes with black and silver parts. The Wind Styler is a tad too basic for our tastes, though.

Visual effects aside, Hutch's 250 white wonder has some attractive components going for it. Nice stuff like the O.G.K. III nylon wheels and the Hutch Force Connection aluminum spider come readily to mind. So does the Hutch seatpost clamp. However, one area on the bike that we'd just as soon forget is the Chang Star front and rear hand brakes. If it was our bike we'd spend the extra money and equip it with Dia-Compe calipers.

Although the Chang Star brakes work okay when they're new, they deteriorate about twice as fast as Dia-Compe brakes do. At that rate these brakes aren't really a savings at all.

WELL, HOW IS IT? THE FINAL ASSESSMENT: GOOD, BUT NOT PERFECT

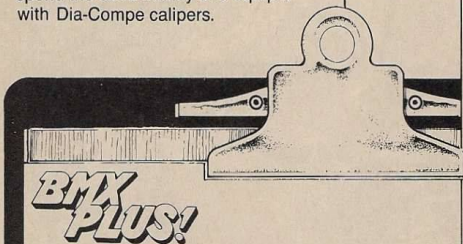
The Wind Styler has three big pluses: versatility, quality components and good handling. It also has three glitches: cheap brakes, poorly placed chain stay platforms and low-quality welding on the frame.

For the price, you can learn to live with the flaws and enjoy the Wind Styler for the sano bike it is.

The Wind Styler is a pretty good deal overall. It may not be as impressive as the fabulous \$800 Hutch Trick Star, but at just \$250 you couldn't really expect that, could you? □



The Taiwanese manufacturer could have done a better job of finishing the forks. The end caps on the fork stands were an eyesore. We had only one complaint about the new O.G.K. III wheels: The reflector tabs looked silly. If you own a small hand saw, you could cut the tabs off, and the wheels would look much better.



1. Bike: Hutch Wind Styler, 20-inch, complete bike.

2. Age range: 13 years old and up.

3. Country of origin: Taiwan.

4. Intended use: Freestyle/street.

5. Wheelbase: 35-5/8" to 36 3/4".

6. Bottom-bracket height: 10 3/4".

7. Chain stay length: 14 3/4".

8. Steering head angle: 73.0°.

9. Seat tube angle: 73.5°.

10. Frame: Hutch Wind Styler, 4130 chromoly throughout. Features: 1-3/8" O.D. down tube, 1" O.D. top tube, rear coaster brake mount, seat stay/top tube standing platform, rear framesands, white painted finish.

11. Fork: Hutch White Styler, 4130 chromoly throughout. Features: 1" O.D. fork blades, lower forkstands, drilled crown for front brakes, white painted finish.

12. Rims: O.G.K. III, 5-spoke, nylon, mag type, white.

13. Spokes: N/A.

14. Hubs: Suzue loose ball front, SunTour rear coaster brake.

15. Tires: Cheng Shin Comp III-type knobbies, 20" x 1.75" front, 20" x 1.75" rear, black.

16. Cranks: Takagi one-piece chromoly, 175mm, chrome.

17. Pedals: Victor VDX alloy, platform type, black.

18. Chain: TYC 1/2" x 1/8", black/silver.

19. Bottom bracket: Tioga steel, retained ball, silver.

20. Front sprocket: Hutch Force Connection spider, aluminum, black and silver, Takagi 43T aluminum sprocket, black.

21. Freewheel: N/A.

22. Brakes: Chang Star MX-900 type, front and rear, with Tech-3-type levers, white.

23. Headset: Tioga steel, retained ball, chrome.

24. Stem: SR MS-422, aluminum and chromoly, silver, black and chrome.

25. Handlebars: Hutch Pro bar, 28" width x 8 1/2" rise, white.

26. Grips: Hutch star pattern, vinyl, black.

27. Seating: Velo Freestyle saddle, white. Fluted-chromoly laid-back seatpost, chrome. Hutch aluminum seat-post clamp, white.

28. Miscellaneous: CPSC reflector and chain guard set, Hutch pad set, white.

29. Overall weight: 26 lbs., 8 oz.

30. Approximate retail price: \$250.

31. For additional information contact: Hutch High-Performance Products, 4030 Benson Ave., Baltimore, MD 21227.



Surface area and comfort on the chain stay platforms were excellent. However, the platforms had a way of pulling our shoes off every time we pedaled. Hutch told us that all future Wind Stylers will have their platforms moved back three-quarters of an inch to offer better pedal clearance.



All of Hutch's low-priced bikes come with these vinyl grips. Believe it or not, they don't turn your hands into hamburger when you ride. Hutch grips are among the most comfortable vinyl grips on the market.

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- GT - Mini - chrome, rd, wh 148.95
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- GHP (Star Bars) Pro, Std - chrome 23.50
- JMC-A Pro, Darrell Young, cruiser - chrome 22.95
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- NEW Galindo OX Bars - ch, wh 21.50
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PEDALS

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- SR-MTP 100 - sealed bearing - black 23.95
- MKS-Graphite - black 11.95
- NEW MKS Graphite 2000 - w/bk cage bearing 13.95
- NEW RMX Alloy pedal - all colors 10.95
- Hutch-Pro Sealed - chrome 73.95
- Hutch Freestyle - ch, bk, bl, rd 68.95

STEMS

- DK-Pro, Pro XL - all colors and polished silver 18.95
- DK-Mini - polished silver 19.95
- Hutch-Pro - bk, wh, bl, rd, pk, ch 23.75
- Tuff Neck-Pro, Mini - all colors 14.95
- Tuff Neck-Pro - chrome 15.95
- Tuff Neck-Regular - all colors 12.95
- Galindo Cobra-Pro - polished silver 23.95
- ESP-Pro - silver 34.50
- SR - rd, bl, bk, sil, wh, lv, or, gr 10.95
- NEW GT Stem Call
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HEADSETS

- MX-2 Quick Adjust - chrome \$ 5.95
- Tange Beer Taps - chrome 5.95
- Tange MX-2 Alloy - rd, bl, bk, sil 9.95
- Toga Sealed - rd, bl, bk, wh, ch 12.95
- Harta MX-2 - all colors and chrome 9.95
- Tioga MX100 Combination - bk, ch, rd 5.95
- Hutch Magnesium Lock - black only 9.95
- Hutch 2 in 1 Lock and Spacer - s, m, l - chrome 13.95
- DK 2 in 1 Lock and Spacer - s, m, l - chrome 12.95
- Tange Head Lock-Up - all colors 5.95

CRANKS & BOTTOM BRACKETS

- Redline 400 w/ sealed BB - 180mm - ch \$109.95
- Redline 401 - 170mm, 175mm, 180mm, 185mm - chrome 132.95
- Sugline GT - 3 pc. alloy w/ BB - chrome 33.95
- Sugline GT - rd, bl, bk, sil, sl/bk, chain wheel 31.95
- Sugline CT - 3 pc. CR-MO w/ BB - chrome 33.95
- Profile w/ sealed BB - 170mm, 175mm, 177mm, 180mm, 185mm, 190mm - chrome 138.95
- Hutch Cranks - 175mm-180mm 142.95
- Diamond Back Turbo-Lite - w/ euro sealed BB - chrome 84.95
- SR Tubular - cr - 152, 165, 175, 180mm - chrome 25.95
- Takagi CR-MO 1 pc. - 175mm, 180mm, ch, wh 9.50
- NEW Max flow tubular - 175mm, 180mm - chrome 24.95
- Hadley - sealed BB, 24T, 28T - all colors 34.50
- Pete's Precision BB - 24T, 28T 17.95

CHAINWHEELS AND DISKS

- Redline (for lights only) 40T-45T - sil \$18.95
- Araya TX-175 w/ matching alloy hub - chrome 3.50
- Tuff Neck Universal - 39T-46T - all colors 6.95
- Tuff Neck Universal - chrome 8.95
- Tuff Neck alloy 1 pc. sprocket - all colors 9.95
- Alloy Sprocket Bolt Set - all colors 3.95
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- Hutch Power disk - chrome 17.50
- Sugino A-5 Spider - all colors and ch 6.95
- NEW Tioga Force Connector - rd, bk, wh, wh, w/sil, bl, w/sil 6.95

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- Araya TX-175 w/ matching alloy hub - pk, lv 79.95
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- Araya TX or TXN w/ Suzue sealed - chrome 69.00
- Mongoose Pro Class II's 88.95
- Mongoose Pro Class II's 89.95
- Diamond Back Turbo-Lite - 20X1.5, 28 hole 64.95
- Z-Rim w/ Alloy Hub - rd, bl, bk 49.95
- Skyway Tuff II - freewheel, (or C/B) - all colors 58.95
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- NEW Tuff Wheel graphite - w/ sealed bearing hub 139.95
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HUBS

- Hutch Sealed - magnesium - nickel (ch, gr, sil) \$84.95
- Bullseye Sealed - 2-tone - rd, bl, bk, gr, sil 64.95
- bk, wh, wh 64.95
- Sunlite Turbo One 89.95
- Turbo Two 64.95
- NEW Hutch Sealed Bearing - all colors 28.95
- Suzue Sealed - all colors 28.95
- Suzue Sealed - ch, pk, lv, wh 29.95
- Profile Gyrolite - w/ 4130 chromoly axle 84.95
- Suzue Large Flange - chrome 18.95

RIMS

- ACS 2-rim 20 X 1.75 - rd, bl, bk, wh ea. \$12.95
- Araya TX-20 X 1.5 - 28 or 30H - all colors, silver buff ea. 51.95
- Araya TX-20 X 1.5 - chrome ea. 16.50
- Araya TX or Ukai 20 X 1.75, 20 X 1-3/8 - all colors, wh ea. 13.95
- Araya TX or Ukai 20 X 1.75, 20 X 1-3/8 - chrome ea. 15.95
- Ukai 20 X 1-1/8 Box - rd, bl, bk, wh ea. 15.95
- Ambrosio 20 X 1.75 - heat treated gy ea. 14.95
- Pro Class 20 X 1.75 - sil, 2/rd, bl, bk, sil, gy ea. 31.95
- Araya 24 X 1.75 - chrome ea. 14.50
- Araya 24 X 1.75 - chrome ea. 17.95

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- Asahi Alloy Nipple - chrome ea. 06
- Asahi - stainless steel ea. 15

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6. GT Pad Set - chrome 14.95
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8. GHP Pads - chrome 11.95
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- ODI Mushroom - all colors 5.50
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- Hutch Plate 9.95
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- Reg. Cable w/ Housing - rd, bl, bk, wh 9.95
- Muthhauser Brake Pads, Finned - pr 5.95

SAFETY PADS

- Specify Junbo or Regular, Vee or Straight!
1. Flips Pad Sets - checks and chrome checks - rd, bl, bk, w/wh, bk, yl \$ 8.95
2. Flips Pad Sets - solids - rd, bl, bk, yl 8.95
3. Hutch Pad Set -