

HUTCH X-LONG PRO RACER

**EXTREMELY LONG
EXTREMELY LOW
EXTREMELY GOOD**

Hutch Hi-Performance Racing Products is an outfit that has recently begun making waves a lot



You're lookin' at the longest wheelbased, lowest crank-hangered, shortest rear-sectioned bike in BMX.

closer to the Atlantic than the Pacific. Gnarliness knows no geographical bounds. Radicalness is omni-directional.

Hutch has been semi-quietly building an arsenal of equipment and riders to challenge the nation's best.



Buff: Sano stylin' on a dialed in bike.

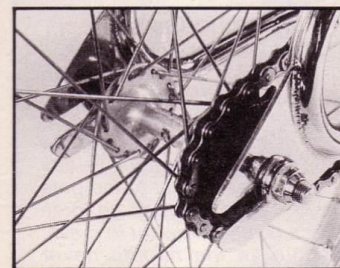


Totally bananas: T.J. turned loose at Lakewood. The Hutch proved to be one of the best handling bikes on the market today.

HUTCH



The X-Long will slide, but its geometry lends itself best to haulin' and carvin'.



With the axle all the way forward the wheelbase still measures over 37 inches.

Their most recent addition is Indy hero Timmy Judge, privateer winner of the World Championship Trophy Dash last winter. Timmy signed with Hutch in April. The addition of the

Michigan, and Rich from New Jersey. Hutch offers four racing frames, two racing forks, and hi-performance three-piece cranks. Chrome is a Hutch speciality. Their team bikes reek of the shiny stuff and the com-



Bars and stem are Red Line Pro Line. Check the Stem Shim (invented by our own Steve Giberson) on Tim's bike. Timmy says it works.

pany sells massive quantities of chromed components.

Rich and Thelma Hutchins got into BMX about four years ago. Before that they had been active in mini-cycle motocross. Their son, Keith, 10X in BMX, had a factory ride with Yamaha when he won the 6-8, 50cc national championship in '79. He now specializes in BMX only, along with his older brother, Richie, 14X.

The Hutchins started with a shop. Then a part-time mail order business. They've gone on to become one of the largest mail order outfits around. They're also the number two JMC seller in the nation. Hutch went racing about two years ago with local riders and started hitting some nationals last year. This year

Florida Flash gave Hutch their fifth factory team member and their third world champion. Not too shabby.

Hutch's littlest pedal pusher is Andrew Soule (8X), NBL No. 1 in his age class. Dandy Andy has won Indy the last two years. In fact, he doubled in '79 and tripled last year.

"Special K" Collins (10X) is Hutch's third world champion. He also carries the ABA No. 2 plate in Michigan.

Heidi Mirisola gives Hutch the NBL's No. 1 Senior Powder Puff.

Rounding out the team, Rich Farside (15X) carries the NBL No. 3 plate for his age class.

Hutch's team is totally eastern flavored: Timmy and Heidi from Florida, Andrew and "Special K" from

HERE COME DA JUDGE

Plopping a world champion on your new scooter never hurts. Timmy (ever'body mus' get crit) Judge joined Hutch Racing in April after a short stay with Mongoose.

Timmy seems real jazzed about his X-Long Pro Racer as well as being with an east coast sponsor. We flipped on the tape recorder heading to the Lakewood skatepark to catch some views and east coast news.

LIFE SINCE INDY

"I reeeeaalllly don't know."

LEAVING MONGOOSE

"Body and frame could not meet."

GETTING STOKED FOR INDY

"I went on a training deal to the extreme max. I had come out for the Mongoose Grand Nationals and didn't do anything. I felt like it was time to do something so I went home and started pumpin' out with weights, upper body mostly. And a lot of riding. I think you get more out of riding than anything."

EAST COAST RACING

"Not that much, really. The local races aren't pulling as much as last year. It seems like everyone waits to go to the Nationals anymore."

RIDING FOR AN EAST COAST TEAM

"If you get with an outfit out here they say: Well, we got us an east coast guy back there tryin' out, you know. With Hutch, the whole team is east."

A POSSIBLE WESTERN MOVE

"I might be moving out here

pretty soon. My parents want to. That would be radical. Come out here and tear up the skateboard



T.J. perusing BMXA.

parks. They're tearing them down back east. It sure did go fast."

DESCRIBING THE X-LONG PRO RACER

"Ultimately rad, trick, and dependable."

MOVING UP TO PRO

"As soon as Harry and everybody retires, I'll let you know. (laugh) I'm not in any hurry. I want to ride some 16 Expert first. There aren't too many 16 Experts turning Pro that have been out there blowing the Pros' doors off. Atherton sure disappeared. I thought he was going to be the one to switch and kill them."

WHAT IT TAKES TO BATTLE THE PROS

"I have to come up with two more inches tall, three more inches wide, and none whatsoever backing off. You go into a

turn with Kevin McNeal, six feet tall, 190 pounds, and Stu on the other side or you. It's like going between two trains. I don't know about that. All those guys are big. Once you go Pro you can't go out and play with your car all week. You have to go out and practice. It's definitely something to be serious about... So I don't think I'll go just yet."

ON THE TWO PRO CLASSES

"I think this A Pro stuff is kinda lame. If you're going to go Pro, you might as well go Pro. The A Pro class seems like an easier class than 16 Expert right now. Harris and Brackens are the only two A Pros that really are right there, but in 16 Expert you have six more guys who are right there. Like the guys at Springfield (ABA National in May). Lee Medlin. Mike Poulson. Eddy King. Rod Beckering. Andy Patterson, Don Johle, Joe Claveau, and Danny Wall. Those guys are faster than ninety five percent of the A Pros. It was more like they were the 16 Experts and we were the A Pros."

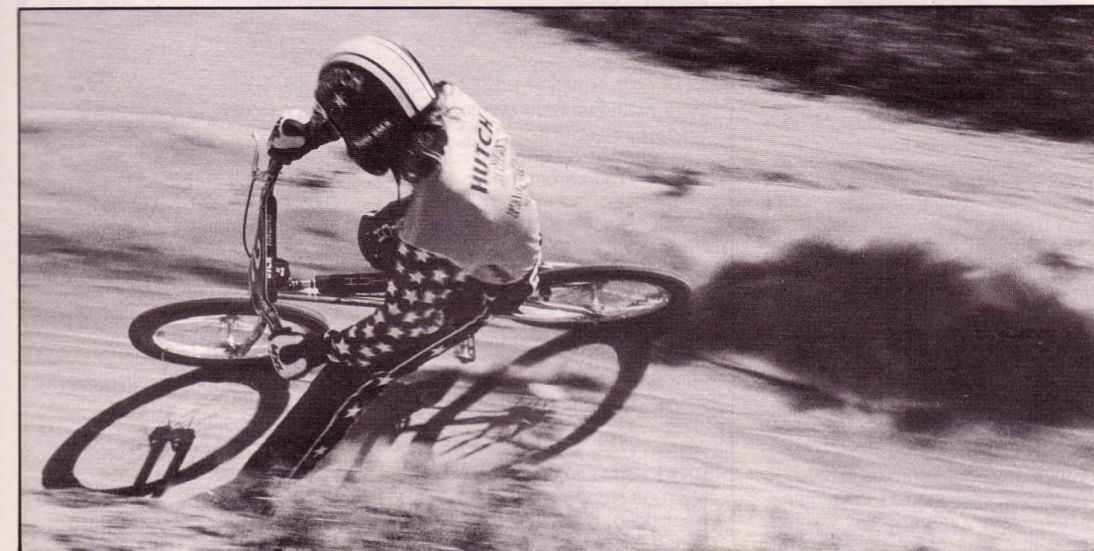
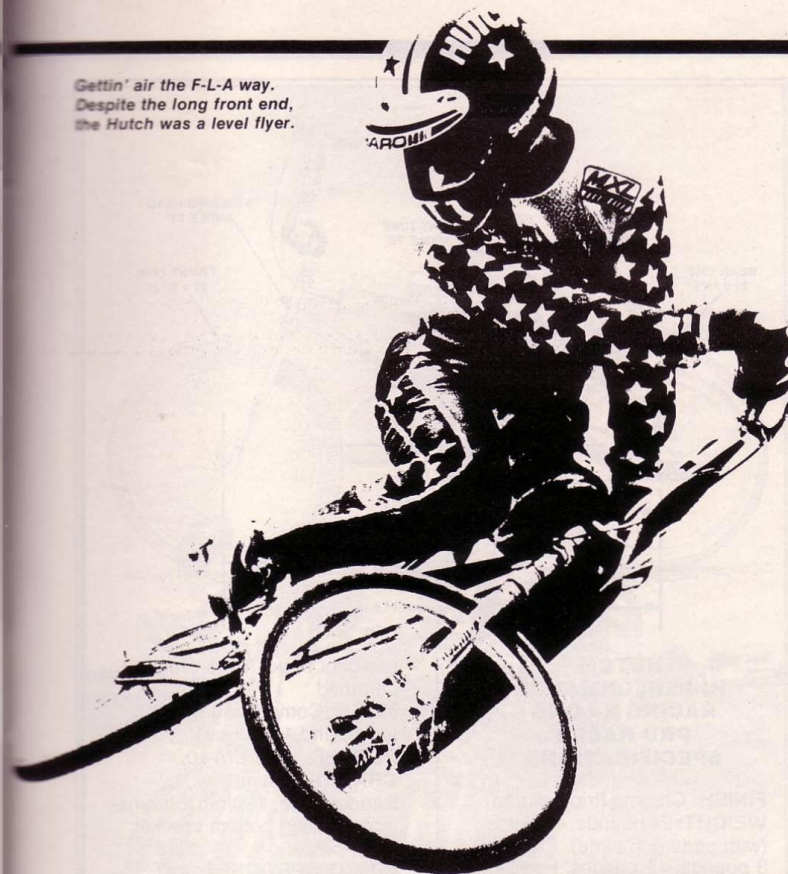
ANY WEIRD HOBBIES?

"No, I just work on my car, a custom street VW. Other than that I have to practice too much. I do about an hour's worth of starts every day. There's like five of us who get together to see who's the fastest out of the gate two at a time. You can go three off at a time if you want to crash. The guy in the middle never makes it."

BMX ON "WIDE WORLD OF SPORTS"

"I can see me and Jumpin' Jim Pratt going' over those cars at the same time." ■

Gettin' air the F-L-A way. Despite the long front end, the Hutch was a level flyer.



Built to boogie to the first turn, the Hutch is no slouch at spittin' dirt in a hurry.

they're into a full team assault that may include the signing of a Pro rider.

HUTCH FRAMES AND FORKS

Hutch frames and forks are available through shops, however, complete chromed bikes may be ordered directly from Hutch.

The frame lineup includes:

The X-Long Pro Racer—three pounds, eleven ounces.

The Standard model—three pounds, eight ounces.

The Junior ("Special K" replica) model—three pounds, four ounces.

The Mini (Li'l Holeshoot) model—three pounds.

Fork choices include the Pro and Mini models.

THE X-LONG PRO RACER

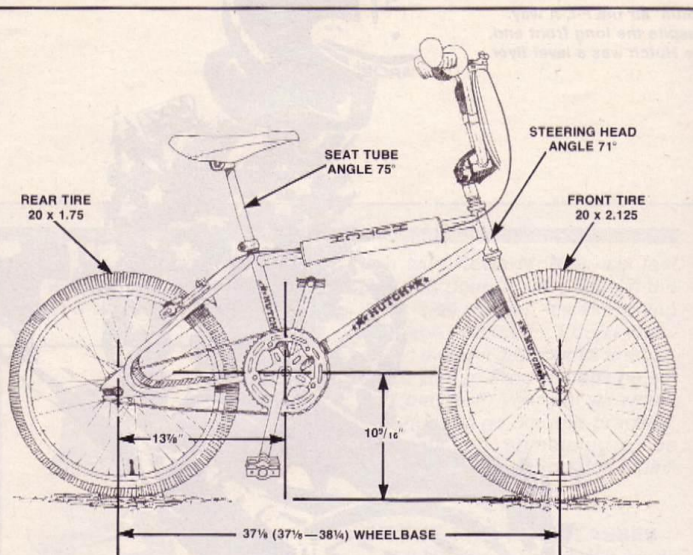
That's the one we tested. Our guys climbed on Rich Farside's race bike so Timmy could keep cranking on his scooter for pictures. Rich Farside sparked the chrome craziness a while back by plating the bejeebers out of his bike. Rich Hutchins liked

the results, and got totally chromed. With a name like Farside, Rich is ripe for getting tagged with a nickname or two. How about crashing? Farside highsides. Turning? Farside carves the near side. Race reporting? Farside's inside scoops.

WHAT'S IN A NAME?

Hutch calls it the X-Long and they're not kidding. The wheelbase is just over 37 inches, and that's with the rear axle jammed all the way forward.

Hutch designed the frame to be the longest and lightest on the market. It's a definite study of extremes. While the wheelbase is the longest, the rear triangle is the shortest going. The measurement from crank center to the rear axle is under fourteen inches. Compare that to the following bikes: Panda 15¾, Red Line Pro



HUTCH HI-PERFORMANCE RACING X-LONG PRO RACER SPECIFICATIONS

FINISH: Chrome (triple plated).
WEIGHT: 24 pounds, 4 ounces (with pads and plate). Frame: 3 pounds, 11 ounces. Fork: 1 pound, 7 ounces.

RETAIL COST: Frame \$119.95. Fork \$39.95. Complete bike approximately \$475 (with Hutch cranks) or \$419 (with standard cranks).

FRAME: Hutch Hi-Performance X-Long Pro Racer, 4130 chrome-moly, jig welded.

FORK: Hutch Hi-Performance Pro model, 4130 chrome-moly.

HANDLEBARS: Red Line Pro-Line, 4130 chrome-moly.

GRIPS: Oakley 3.

STEM: Red Line Pro Line.

RIMS: Araya 7X, Hutch chromed.

SPOKES: 80-60 stainless steel.

HUBS: Dura-Ace track.

BRAKES: Dia-Compe MX1000 sidepull caliper (rear only); Koolstop round finned brake pads; Dia-Compe

pre-bent brake lever; Hutch chromed.

TIRES: Competition III 2.125 (front) and 1.75 (rear).

PEDALS: MKS BM-10.

CRANKS: Hutch Hi-Performance, 180mm, chrome-moly, sealed bottom bracket, three-piece.

FRONT SPROCKET: 44T, Shimano chainwheel and Hutch spider.

REAR SPROCKET: 17T, Sun Tour.

SEAT: Kashimax.

SEAT POST: Hutch chrome-moly.

SEAT POST CLAMP: Sun Tour, Hutch chromed.

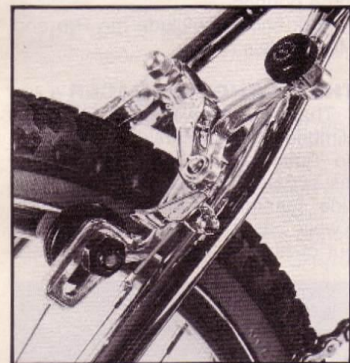
BOTTOM BRACKET: Hutch, sealed bearing.

ACCESSORIES: Hutch nylon pads.

CPSC APPROVED: No. Kit. Complete bike sold for competition only.

MANUFACTURER: Hutch Hi-Performance Racing Products
731 Swan Cove Lane
Pasadena, Maryland 21122
Tel: (301) 255-8586

*Components listed are on Timmy Judge's personal bike.



Hutch chromed Dia-Compe MX1000 caliper with Koolstop finned brake pads.

Line 15¼, Supergoose 15¼, P.K. Ripper 14¾, Kuwahara 15¾, Diamond Back 14¾.

The bottom bracket location is also extremely low, just over 10½ inches from crank center to the ground. Comparable figures: Supergoose 10¾, Red Line Pro Line 12, Kuwahara 11¾, P.K. Ripper 11½, Panda 12¼, Torker 11¾.

LOWDOWN ON LONG GEOMETRY

Hutch had two primary goals in mind when they started developing the frame last summer. They wanted a bike that was bullet quick out of the gate and a bike that was as stable



R.L. havin' fun clearin' Mike, Andrew Soule and Tim Judge. The camera angle makes it look like he jumped behind them, but he went over their bods... which T.J. doesn't look real happy about.

as a slot car on the straights. So long and low was the way to go.

Rich Hutchins explains: "I knew I wanted a long frame with a short back end because of the trend in tracks the past couple of years. I felt today's bikes don't need long back ends because the tracks don't have horseshoe turns anymore. There's no need to slide and square and come out. Today's tracks have high speed berms where you have to keep the front end down. Everything is geared to holeshots and high speed berms, so I wanted to build a hole-shot-get-to-the-first-turn bike."

To get that bike Hutch had to do

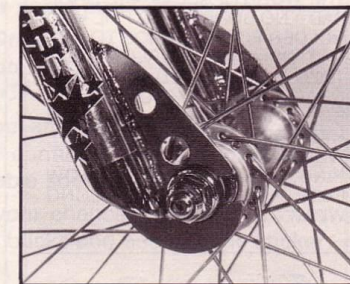
a lot of chopping and testing with local Pros. The frame hit the market last fall.

GEOMETRY QUESTIONS

Let's run this up the old flagpole once on paper before heading for the track. Hutch wanted a holeshot/first straight bike. The long wheelbase gives straight line stability. Moving the bottom bracket back should make the front end light off the line unless other factors compensate. Also, the rear wheel should bite better because of the extra weight. But you can't keep the power on if the front end lifts too easily.

Jumping? That long front end might feel loopy.

What about getting through the first turn? Normally, the longer the wheelbase, the slower the steering response. Panda uses an extremely steep 73 degree steering head angle to compensate for their 37 inch wheelbase, and it works. The X-Long head angle is not as steep as the



Spiff leading axle 4130 chrome-moly fork.

Panda's. The low bottom bracket location should increase cornering stability and response, provided there's no pedal scraping.

So, all this unique geometry definitely raises some interesting questions. A bike with the longest wheelbase, shortest rear section, and lowest bottom bracket around bears investigating. And the seat post angle, 75 degrees, is the most vert of any popular race bike.

TEST FEEDBACK

"Whatever they did with the geometry, they did it right. It's one of the best bikes I've ever ridden."

"There's nothing I'd change on it. I'd leave it the way it is."

"The front end feels a little light, but it feels good that way. I got used to it right away."

"It felt a little light pumping off the line, but good."

"It handles good in the corners. It was hard to slide, but that's good for a race bike."

Our testers disagreed slightly on two points—coming off the line and bar positioning. For Buff, the front end came up a hair more than his optimum start program. It was right on for R.L. Both guys felt the bike really grabbed ground driving away from the gate.

Both liked the power positioning,

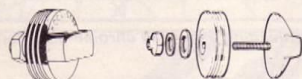
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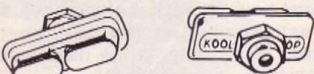
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HUTCH

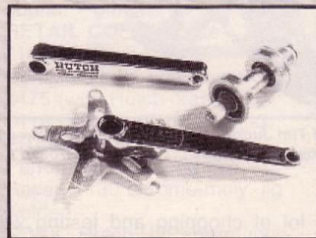
but the bars seemed back a hair for shorter than R.L. who felt they were Buff. That's kinda weird since he's spot on.



Entradero entourage. (from the left) Rich Hutchins, Andrew Soule, "Special K" Collins, Thelma Hutchins, Timmy Judge, Rich Farside, R.L., and Mike. Rich Hutchins is, as you have probably already guessed, the main man behind the Hutch line of products.

HUTCH HI-PERFORMANCE CRANK SET

Basically, what Hutch did was check out all the positive and negative feedback of Red Line tubular cranks. Then they took their shot at building a better mouse trap. The Hutch sealed bearing three-piece crank set includes everything except pedals and chainwheel.



Assembly instructions (with drawings) tell the installer to measure the width of the bottom bracket and use assorted aluminum alloy shims provided with the crank set to match the width.

The crank spindle features 48 splines. This approach is currently considered state-of-the-art for turning the rear axles of racing autos. The spindle retains complete material on the outer edge.

The 4130 chrome-moly spindle

carries a lifetime warranty for twisting or breakage. The spindle is heat-treated to prevent buggering of the splines if the piece is dropped.

Two 7075 heat-treated aluminum alloy spiders are available. One accepts Shimano chainrings, the other accepts Sugino/Sun Tour.

The crank arms are tapered tubular 4130 chrome-moly with Hutch's triple-plated show chrome finish. Lengths are 170mm, 175 mm, and 180mm. The arms are interchangeable. They accept 9/16-inch pedals.

Our testing detected zero flex and awarded A ratings. Obviously, the true test of a crank set is its ability to endure frantic antics without flexing. If these cranks can stand up to Timmy Judge's skatepark poundings they should be able to take anything. All we can say now is that the product impresses us as a carefully thought out, well assembled piece of equipment. If the cranks hold up as well as the X-Long Pro Racer works, there could be a lot of Hutch crankin' goin' on.

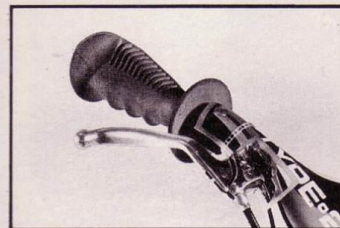
The cranks are available at Hutch dealers. Approximate retail is \$139. ■

Summing up, the guys concluded, "Among the absolute top racing bikes, this is in there."

HUTCH—SUCH A BIKE

So, Hutch headed upstream with their geometry and pulled it off. Beginning with definite parameters—a holeshoot/first turn bike—they came up with a moto-vehicle that fulfills those goals. Some of their angles and lengths seem suspect when first examined on paper, but at the track the payoff is positive.

Here's our analysis of why the X-



Dia-Compe pre-bent brake lever and Oakley 3 grips.

Long Pro Racer works as well as it does. They've absolutely found perfect balance between forward/rearward weighting.

Shoving the bottom bracket back weights the rear tire for acceleration off the line.

The steering head is steep enough to counter the long wheelbase in the corners and the lower bottom bracket positioning makes any leaning operation very precise.

But what keeps the front end from wheeling too easily? The rearward bottom bracket location evidently makes the rider lean a bit more forward, creating down pressure into the bars while the legs on the pedals are weighting the rear for traction.

The steep seat post angle is needed to offset the shoved back bottom bracket location and maintain a proper seat-to-bars relationship.

What this all proves is that there's more than one way to skin a cat (sorry, Cosmo) or build a super handling BMX racer.

After being exposed to the geometry and design philosophy of these moto maniacs, it's really easy to say sincerely: Hutch; such a bike! ■

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