

# THE BOSS PRO FRAMESET

WRITTEN & TESTED BY MAD DOG  
SPECIAL GUEST TESTER, "FUZZY"

## CHECK IT OUT

Just by quickly looking at the Boss frame and fork, it's easy to see the quality that's built into it. The welds are clean and the attention to detail is apparent—all the way from the neat geometrically shaped drop-outs to the hand drilled brake bracket, which is slotted for brake adjustments.

Even the head tube is made to perfection—it's thicker on the ends to avoid spreading when the cups are pressed in. This also eliminates head tube flair during extreme endos.

Right behind the bottom bracket are two plates welded on each side (upper and lower) of the chain stays. Some bikes have a small tube welded here (like on Red Lines, for example), but Boss felt more strength was needed in this area to withstand the strength of a pro sized rider. When coming out of the gate, this is where most of the flex



**BMX ACTION**  
**OFFICIAL**  
*test*

*This Boss frame test was conducted under some strange circumstances . . . We had to promise not to print any specs on geometry (for fear someone might figure out Carlo's secret formula), and March '87 cover-boy, Tim Hall, was in So. Cal. on vacation, so we graciously invited him along.*

*Tim had never tried no-handers until this session. After ten tries he was extending them behind his head. After the test, Boss told us the frame and fork was to be given to their new co-factory rider—Fuzzy, himself.*

takes place. The braces aren't welded all the way around because a few years ago, bicycle manufacturers found that too much strength in one area would cause a crack just behind the gusset. Using just the right amount of brace and weld can result in a strong area that will still transfer stress throughout the frame effectively. The Boss's down tube looks big and beefy—though the top tube seemed a lot smaller than most frames.

Knowing that this frame was made right brought only one question to my mind . . . would this combination hold up to our typical, slightly over abusive BMX ACTION testing techniques?

I'd see . . .

## RIDE AND EVALUATE IT

In order to test the frame and fork accurately, I used all of the parts from



CARLO LUCIA OWNS BOSS. YEARS AGO, HE DESIGNED THE ONCE LEGENDARY PANDA PROGRAM AND MADE THE EARLY PATTERSON FRAMES. UP UNTIL THIS YEAR, CARLO HAS RELIED SOLELY ON HIS TEAM PERFORMANCES TO PROMOTE BOSS FRAMES. NOW, THROUGH A DEAL WITH PANDA DISTRIBUTORS, THEY'RE GOING ALL OUT—FREESTYLE FRAMES, COMPLETE BIKE KITS, AND BIG TIME ADVERTISING . . . BUT STILL, CARLO BELIEVES THAT HAVING THE BEST (FASTEST) TEAM IS WHAT REALLY SELLS HIS PRODUCT.

THE BOSS TEAM IS QUITE UNIQUE. THEY HAVE AN OUTLAW REPUTATION AT THE TRACK. THEY'RE DEVOTED ABA FOLLOWERS—AND HAVE LED THE FACTORY TEAM POINTS ALL YEAR. IT'S PRETTY OBVIOUS THAT OTHER TEAMS HATE THEM—AND THEY'LL BE THE FIRST TO ADMIT IT.

THIS INTERVIEW WAS CONDUCTED AT THE LUMBERJACK NATIONALS IN EUGENE, OREGON, BETWEEN MOTOS. PRESENT, BESIDES CARLO, WERE THREE OF HIS RIDERS; TEAM CAPTAIN CECIL JOHNS, NEW RECRUIT BUBBA MCINTOSH, AND TOP-RANKED 18 X DARWIN GRIFFIN (EVEN THOUGH HE DIDN'T SAY A WORD THE WHOLE TIME.)

BE PREPARED.

**CECIL:** I have a lot to say as usual. That's my problem.

## SHOOT OFF YOUR MOUTH...

**CECIL:** We're the baddest, man! We snapped 'em all. We're bad! Seriously, there's so much to say about the team. One, there's our bad reputation . . . that's what THEY say. Two, there's Carlo and how he keeps the team tuned in and dialed. And then there's individual riders—everyone has their spotlight on the team. And then there's other teams

who hate us, people who love us, and old people who don't want to forget.

## WHAT MAKES THE BOSS TEAM SO FAST?

**CECIL:** I dunno. It's like when you get on the team, you jam. I dunno

why. When we picked Bubba (McIntosh) up, I said, "Bubba, you're gonna win." There's a magic on the team to win. Another reason for winning is to get bike parts. See . . . like on GT, you get on the team and you get like, four bikes. Terry's got around eight, twenty bikes . . . new set of cranks every

week—and he's maybe won four races this year. Enough on Terry. When you get on Boss, you've gotta win for more than the feeling of winning. You've gotta win for the team, win for yourself, win for bike parts and entry fees. You work for your stuff.

**CARLO:** Ask Ronnie. He used to never win. You know why Ronnie started winning? It was like, "Wanna go to the races?" I'd give him a bus ticket one way. And did Ronnie win? He sure did. That's the Boss method.

**CARLO:** Bubba—how many races did you win before you came on the team?

**BUBBA:** 'Bout three or four.

**CARLO:** How many times did you triple before?

**BUBBA:** None.

**CARLO:** How many times have you tripled for me so far?

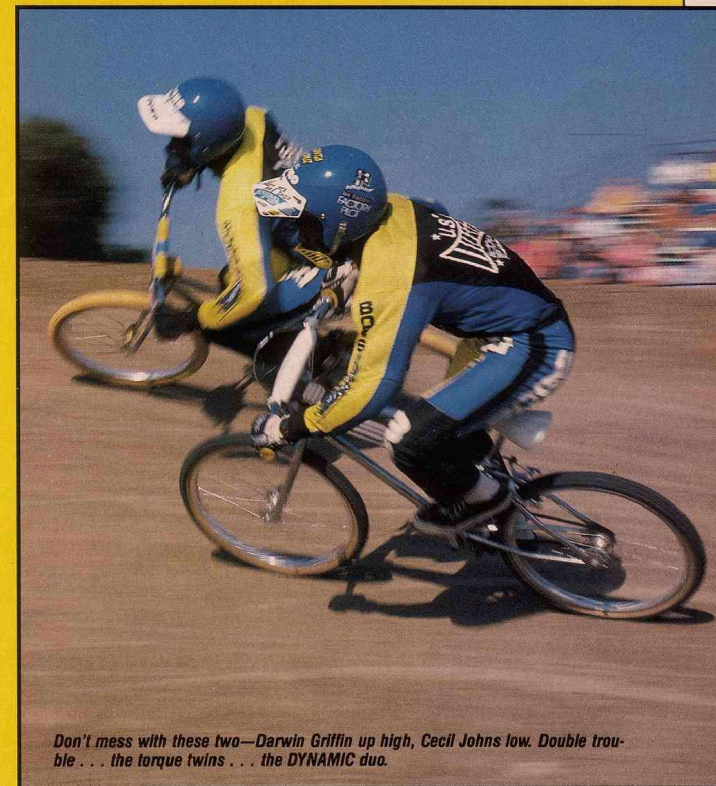
**BUBBA:** Four or five. On CW, there was just no motivation. I didn't get along with Mr. Donnell too well. Like, if I wanted some rims, I'd just get some rims. Now I have to work for them if I want them bad enough.

**CARLO:** I think the team drains off each other. When I get them altogether and each guy starts talking, everyone gets psyched. It's just like a football team. Is one player going to win the game, or are all of them going to win it?

## THAT'S STRANGE BECAUSE WE'VE ALWAYS SAID THAT BMX IS INDIVIDUAL. BUT YOU GUYS WORK AS A TEAM.

**CECIL:** Last year's team consisted of Terry. Everything evolved around Terry. I didn't really want to be on the team last year but I stuck it out because I knew it'd be better when Terry left. I think GT was a big thing for him and everyone thought Boss couldn't win without him. Everyone's got their doubts.

This year, it's like a family. One guy can't be the marching band alone. We've gotta have all the members. We've all got to work together. And we need the right instruments.



Don't mess with these two—Darwin Griffin up high, Cecil Johns low. Double trouble . . . the torque twins . . . the DYNAMIC duo.

## CARLO—YOU TOLD ME AT GILLEY'S THAT YOU COULD MAKE ANYBODY WIN.

**CARLO:** If he's got the ability, I can.

**CECIL:** I think I'm the best example of that. I was the squirreliest dude I ever knew. If I had to tell you and my life depended on it, all I can say is that once you put on the Boss jersey, you just wanna be a champion like Ronnie, Frank Post, Medrano, Cheri Elliott, Darwin . . . the list goes on. I want my name to be on that list. I feel that Boss has always been the best but people always put them down so much that there's no way you can shine. They keep covering the light.

It's hard when you're put down so much. It makes you do bad things.

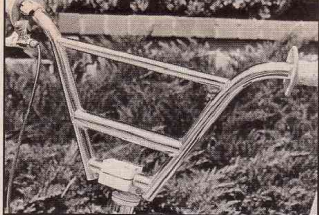
But this year we haven't had to do anything bad. Like today—Bubba took Galen (Starlin) out. That was kinda wrong. It's wrong because that's what people want to see from us.

## WHAT IS IT THAT PEOPLE SAY ABOUT THE BOSS TEAM?

**CECIL:** There are people who want to see us get hurt. There are people who want to break up the team. People who call our houses and offer us this and that, saying, "I heard you guys weren't happy." Those are people who are trying to stop us from winning. I'm sick of people trying to break up the team. And we're not going to break up anyway—that's what's so funny about it.

Boss team captain, Cecil Johns. "Get air, Daddy 'Q'"



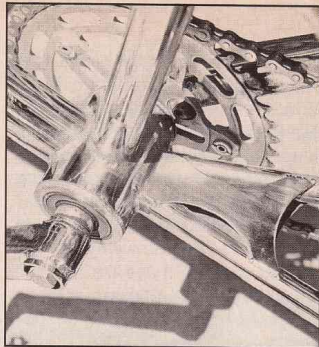


The bars of the bay area—Boss. Everything they make has ZERO flex.

them ABA legal—28 inches wide. Not too many tracks have enforced this rule in the past, but it's gaining popularity at tracks with narrow gates. After that modification, I was ready to race.

Out of the gate, the Boss snapped! The front end stayed low and the rear wheel kept good traction. I had to lean back on the bike to compensate for the length, but that was no problem. It was easy to tell the Boss was long and somewhat low. The front end wanted to be on the ground at all times, and powering was easy and stable.

The head angle isn't too steep, so turning was great in long sweepers. But . . . in tight hairpins, I had to try a bit harder to crank the front end around. The bike had a tendency to



See the plates behind the bottom bracket. Just one of many reasons why this frame's won so many races.

my regular race bike. I must admit—I conned a pair of Boss bars to also test (and keep).

At my local track they made me cut the bars down an inch or so to make

**CARLO:** I've got nine riders. Don (McCurdy) and John (Griffin) are lookin' good. They should both be winning now. Parkes is the only guy who isn't doing too well. But I'm not going to get rid of him—I'll just stop paying for anything.

**CECIL:** Some guys try to make the jersey work for them. Sometimes the jersey can work against you. The jersey's worked for me so far.

**CARLO:** Our 13-year-old, Greg Romero—he's good and can go fast. But he's too lazy. He doesn't train. His dad pampers him too much. I took him on tour one year and he was doubling, beating Seevers and everything. We'd be out there on the road and everyone's got just enough money to survive. We'd be eating cheeseburgers, trying to make our money last as long as it can and Greg was splurgin' and only eating half a hamburger. So I took away all his money and starved his butt. I made him rough it. See how we feel now. And he got MEAN! But then when he got home, his daddy pampered him again.

**YOU GUYS GOIN' TO BE NO.1 FACTORY TEAM IN ABA?**

**CECIL:** We ARE going to be the number one team. I believe we are. But I'm always open to anything that

can happen. Two guys could go break their legs and we'd be out. But the way things are going right now, we can't lose. People know that. That's why some people develop a hate towards us and some people love us. We're turning a lot of those ex-Free Agent team fans into Boss fans suddenly. It's just a basic groupie thing, ya know?

**ALL I EVER HEAR AROUND THE PITS IS HOW THE BOSS BOYS TEAM RIDE. WHAT DO HAVE TO SAY ABOUT THOSE ACCUSATIONS?**

**CARLO:** Whad'dya mean?! One Boss rider knocks others down so the other Boss guy can win? Today, Cecil passed Darwin at the finish line in cruiser.

**CECIL:** I can explain that right now. They make jokes about it. And it's funny—it's true. Because I'm as fast as Darwin and he's as fast as me. And we're faster than everyone else and there's nothing they can do about it. So yeah, we're team riding.

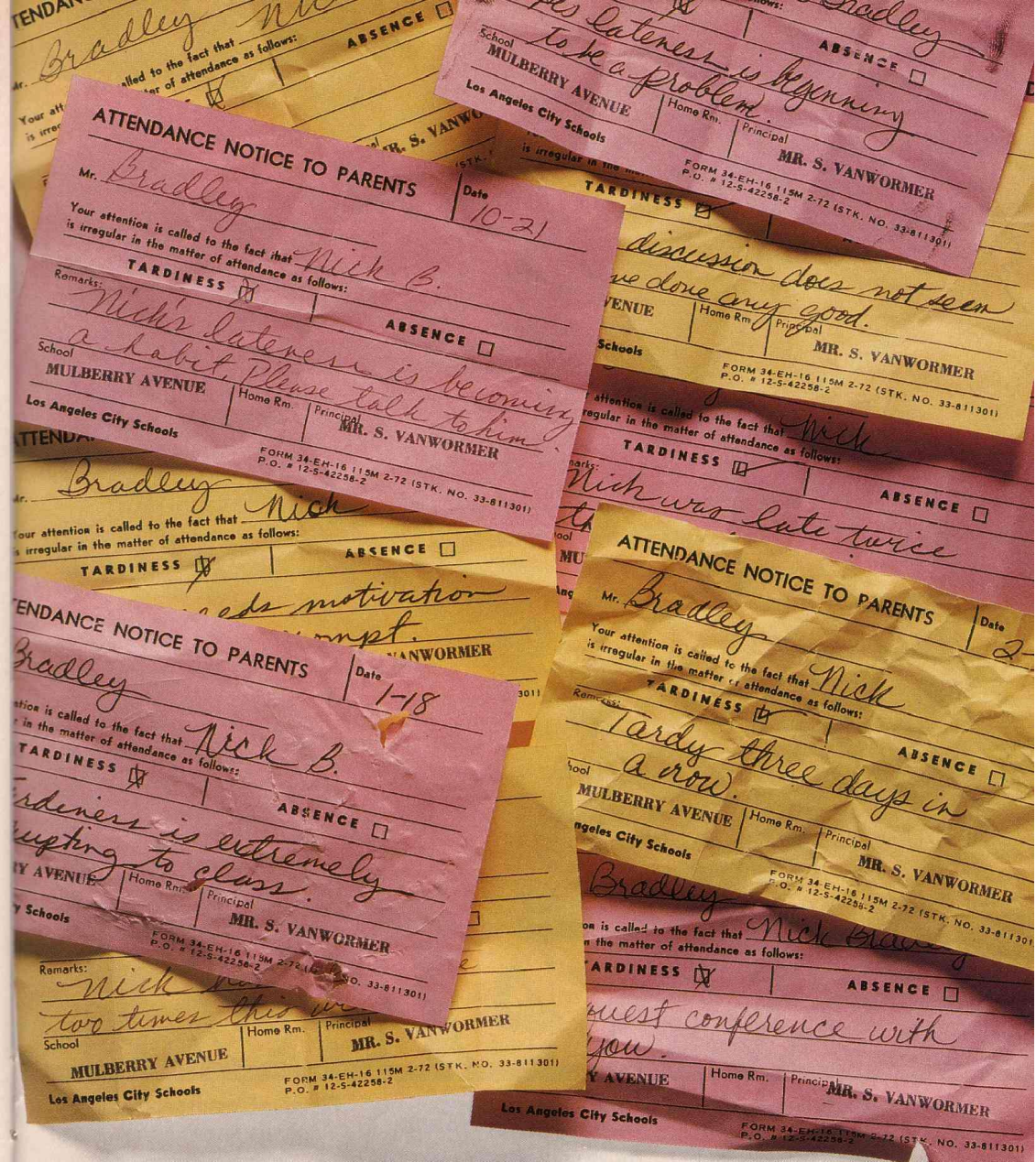
**CARLO:** Those guys are worried and I'm lovin' it. They've got to beat us.

**CECIL:** When I was riding in L.A., somebody said, "Oh, you got your insurance today?" Meaning that Dar-

win's going to be in my main. Okay, I said . . . whatever. I've quaded without Darwin and I've tripled without him. And I've done it more than once. So how can anyone say anything against me? HOW? Listen to this story I'm about to tell you . . . At that Vision World Cup race—Luke Walker or Ron or whatever his name is, was in there. Darwin was in first. I was in second. Walker had a drive coming out of the turn, so I let him go by. I wasn't going to cut him off for Darwin and risk my spot. And he was beating me—fine. He went after Darwin and swooped him and then I swooped both of them and won. I guess they call that team riding. If we were team riding I wouldn't have let him by. I've let Mikey by more times than I've needed to.

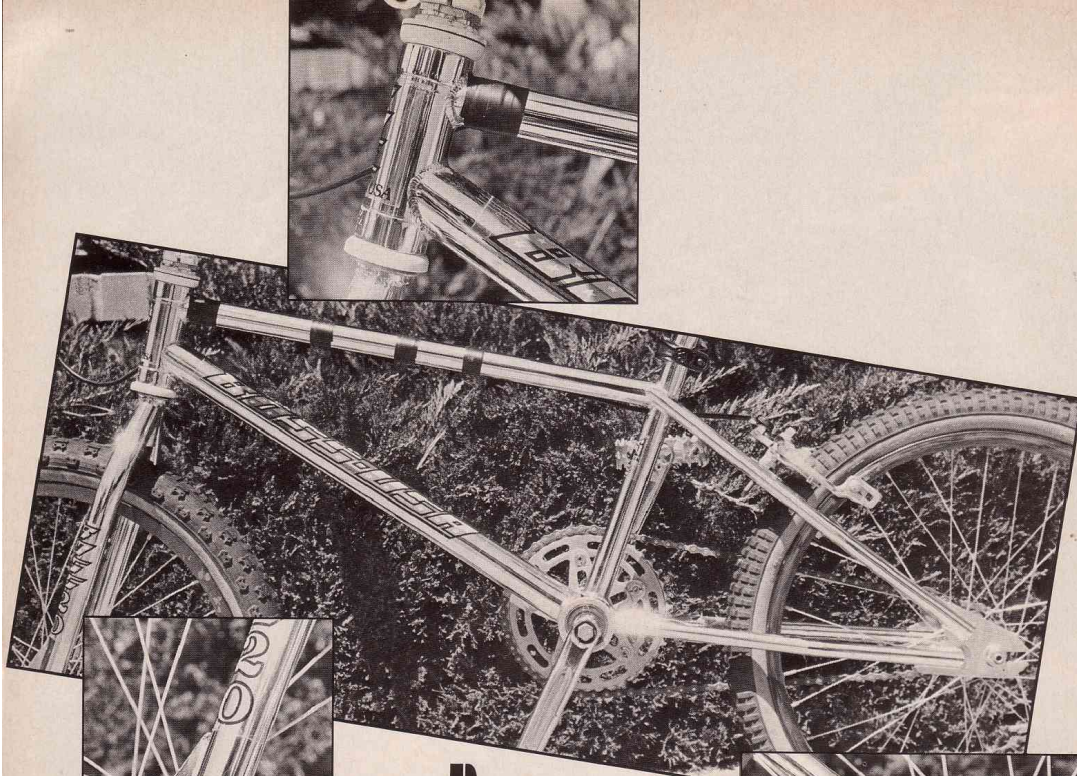
**WHO DO YOU THINK IS FASTEST?**

**CECIL:** Me, Terry, and Darwin are the fastest. I honestly feel that. You get riders who know how to take turns a little better, and that's why you get guys like Todd Corbitt winning. Nothing against Todd, because he's like a Rocky figure with so much heart and stuff. But when me and Darwin go out and get firsts and seconds, we're beating them. The jersey's going to win. And that's all there is to it.

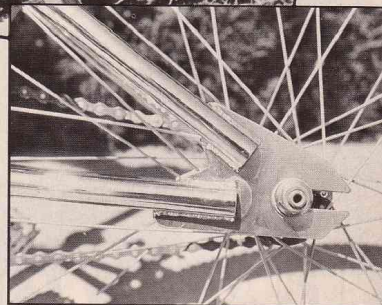


# EXCUSES, EXCUSES.





## THE BOSS PRO FRAMESET



push out away from the turn unless you committed yourself fully. Kind of like a GT—you've gotta lean into it and make it turn.

Over jumps, the length kept the Boss straight and low. I never looped or got too squirrely. Speed jumping was hard at first—lifting the front wheel the first couple of inches off the ground was hard. To speed jump the Boss properly, it required strong, fluid pulls. Once I became accustomed to the powerful tug it took to lift the front end, I realized the next few inches/feet came up easy. The bike was definitely made for a big guy who wants to control the bike—not have the bike control him.

I would say the best part about the

bike is how it starts. I just pushed and didn't have to worry about looping or squidding out like Gork does.

As far as bending or tweaking the frame, nothing happened—even under the crazy style of vacationing Utah local, Tim "Fuzzy" Hall, and my always graceful racing and thrashing techniques (ha, ha). The bars, with their innovative double crossbar design, also held up trouble free. The only problem we encountered was a slight (VERY slight) bend in the forks—nothing to worry about since we were launching 10 feet high and landing on flat ground. No fork could

withstand that kind of punishment. Basically, the Boss frame/fork/bar combo should never bend or break on ya. I'd guarantee it.

### SUMMING IT UP

So, if you happen to be a huge dude . . . or are as strong as an ox, the Boss frameset is made for you. If you like to ride smooth and go fast, this bike can help ya out. Or, if you've lived in a Gym for a year and would like to win races afterwards, buy a Boss. Cecil did. ■

# Reality in Effect.

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