

□ boss / bos/ n. 1. one (as a foreman or manager) exercising control or supervision

This definition from the Merriam-Webster Dictionary hits the nail on the head when it comes to describing the Boss Pro kit. Currently leading the ABA Open Team Trophy points chase, Boss bikes, which have always been underground favorites, are finally starting to get some of the national recognition they deserve. At this time, Boss still does not market a complete bike. However, it does manufacture and sell an excellent race gruppo, including frame, forks, cranks, bars and seatpost. To find out how impressive a Boss bike could be, we assembled a complete racer using these parts and most of the components found on the bikes used by the factory team.

As we were putting together our test bike, the quality of welds and attention to detail were very noticeable throughout the entire frame and fork combo. Boss spares no expense when building its bikes. Small details, such as closed-off fork tubes and wheel-lock brackets on the front dropouts are only a few of the features that set this bike apart from others. Another feature found on the Boss is the pressed-out head tube. We were somewhat skeptical of it when putting the bike together. Since the bearing cups popped in so easily, we thought there might be some trouble with the headset loosening up, but after several hours of thrashing, we didn't have to tighten it once.

Like the frame and fork, Boss cranks are true works of art. Scott, one of our test riders, had been riding this particular set of cranks for almost a year, and the only time he had to touch them was to remove them from his bike and install them on our test bike. In case you're not familiar with Boss cranks, they have one of the simplest and best-looking designs on the market today. Unfortunately, they're also the most expensive. The crank arms are chrome-plated, one-inch, tubular

# THE BOSS PRO TEAM MODEL

It just might be

THE BEST FRAMESET MONEY CAN BUY?



Wind conditions weren't the best when we tested the Boss Pro, but Desert Dave was still able to launch an occasional fully clicked Crews.

# IS A

GT PERFORMER™ BARS

GT STEM

GT SPROCKET

GT TIRES

# GT

JOHN DORR - WHITE

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# THE BOSS



The Boss is definitely a thoroughbred race machine. A lot of times we have to muscle bikes around to get a good roost shot. Not so with Boss. Just turn on the power and let it carve.

chromoly and attached to a 30F5 splined chromoly shaft by a single 9/16-inch bolt and washer on each side. Fully sealed bearings provide a smooth, even power

transition with no fear of mud, dust or water damage. The spider that comes on the cranks isn't the prettiest we've ever seen, but it does the job, and that's what counts.

Rounding out the parts in the Boss kit are the 29" x 8" Pro bars and the super-sturdy 16-inch-long Team Model seatpost. The bars have a very unique design; each crossbar and side bar is an individual piece. Speaking of crossbars, Boss bars have one more than most racers are used to. This third support does a great job of eliminating flex, but it does get in the way when you need to tighten the stem. If you have a single L-shaped Allen wrench, you won't have any problem, but if you use the kind that's on a handle with a cluster of different sizes, the support makes it impossible to get at the bolts on the front side of your stem. If you have a forward-mounting gooseneck, such as a GT or Red Line, there's nothing to worry about; otherwise, get an individual Allen wrench. As for the seatpost, we had it almost three-quarters of the way out, and try as we might, we couldn't bend it.

### ACTION, NOT WORDS

Okay, so you've had enough talk about sizes, colors and flavors, and what you

### OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST BOSS PRO TEAM MODEL

#### PROS

Excellent craftsmanship	No flex
Good looks	Super fast
Handles great on the ground and in the air	Rear gusset
	Dropouts

#### CONS

Decals	Lower crossbar
--------	----------------

### COMPONENTS

	WEIGHT	COST
FRAME	4 lbs. 4 oz.	\$132.95
FORKS	1 lb. 11 oz.	43.95
CRANKS	2 lbs. 10.5 oz.	185.00
BARS	1 lb. 14 oz.	37.00
SEATPOST	9.5 oz.	16.00

### SPECIFICATIONS: BOSS PRO TEAM MODEL

#### I. FRAME AND FORK

Type: Racing, age range 14 and over.  
 Frame design: Single 1-1/8" O.D. top tube, single 1-3/8" O.D. down tube.  
 Frame construction: 4130 chromoly.  
 Fork construction and design: Chromoly, tubular, leading-axle design, 1-1/8" O.D. fork legs.

#### II. WHEELS

Rims: Araya 7X.  
 Hubs: Suzus, sealed.  
 Tires: Comp III, 20" x 1.75", front and rear.  
 Freewheel: SunTour 16T, chromoly.

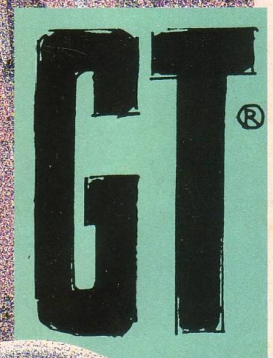
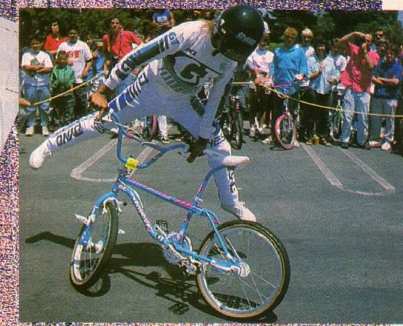
#### III. DRIVE TRAIN

Pedals: Hutch.  
 Cranks: Boss, tubular, 180mm.  
 Front sprocket: Pro-Neck, 42T, alloy.  
 Bottom bracket: Boss, sealed bearings.  
 Chain: Izumi, 1/2" x 1/8".  
 IV. STEERING  
 Headset: Tange.  
 V. SEATING  
 Seat: Kashimax.  
 Seatpost: Boss, straight, chromoly, 16".  
 Seatpost clamp: Tioga, quick-release.

#### VI. BRAKES

Callipers: Dia-Compe MX-1000, rear.  
 Levers: Dia-Compe.  
 VII. ACCESSORIES  
 Flite pads (courtesy of Bicycle Radness, Palmdale, CA).  
 VIII. WEIGHT  
 21 lbs., 12 oz. as assembled (see chart for breakdown).  
 IX. PRICE  
 \$700 as assembled (see chart for breakdown).  
 X. COUNTRY OF ORIGIN  
 USA.  
 XI. COLORS AVAILABLE  
 Chrome.  
 XII. ADDITIONAL INFO  
 Boss U.S.A.  
 P.O. Box 13309  
 Oakland, CA 94661

# WAY OF



1887 GT MARTIN "THE CHAIRMAN" APARLUD

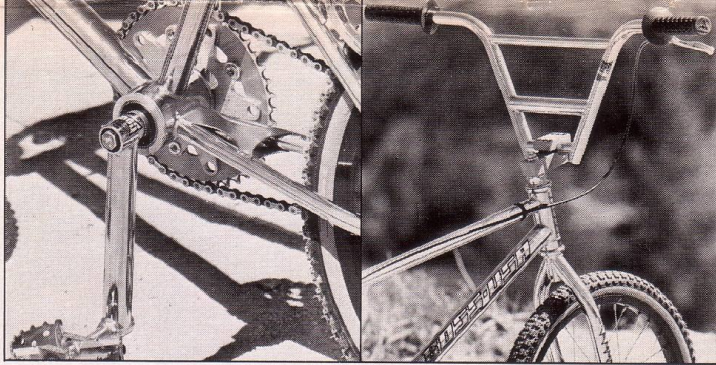
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GT PERFORMER™

# THE BOSS

really want to know is, how does this machine ride? In one word, *fast*. Or, wait a second, should that be *smooth*? Or how about . . . You get the picture. This bike has absolutely no flaws when it comes to racing or jumping. One reason for Boss's success is its secret formula, claimed to be the perfect calculation for building a bicycle. No matter how hard you try, you can't get those guys to release any information about tube sizes, angles or dimensions. We've figured out most of that, but judging from our test



Born in the USA. The Boss bars and cranks are both functional and good-looking. Check out the ultra-cool gusset behind the bottom bracket.

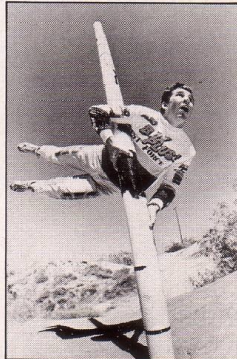
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## FREESTYLE AND BMX

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Wind can be a mild problem at the U. During a short test break Dave opened his mouth to yawn and was nearly swallowed up by the jet stream. ▶

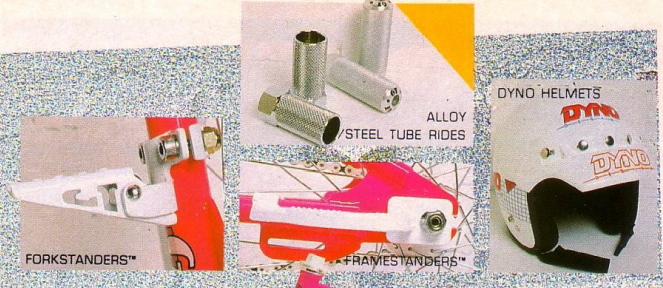
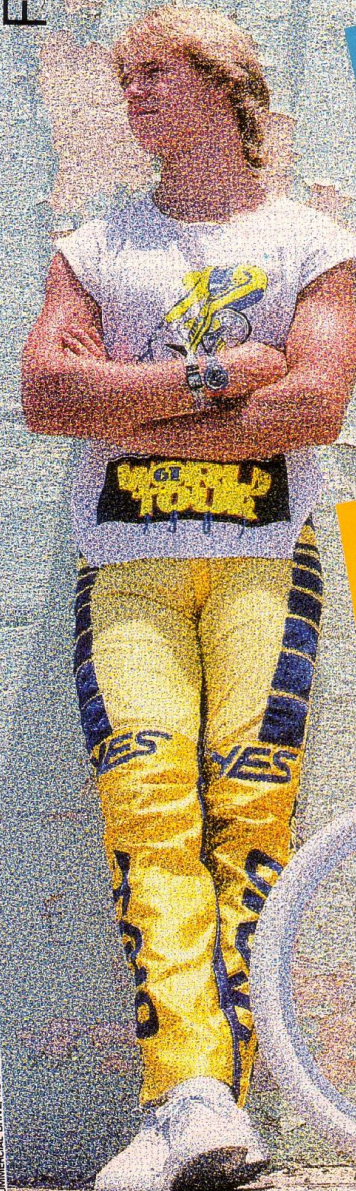


On the ground or in the air, the Pro Team Model is sheer poetry in motion.

riders' responses, here's why the gang at Boss try to keep it a secret.  
**Billy Harrison:** This bike handles perfectly in the air. I'd love to race it sometime. It's a little like a Haro in the straights—really fast. It's fast up hills, too. The angles are great.  
**Dave Cullinan:** I think this is one of the best frames made; there's no flex at all, and these cranks are awesome. The

# FREESTYLE LIFE IS A WAY OF

JOSH "DR. AIR" WHITE • 1987 GT



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# THE BOSS

forks are a little raked for me, but I don't think that's bad. I think straight dropout forks would be perfect.

**Billy:** The forks are good the way they are.

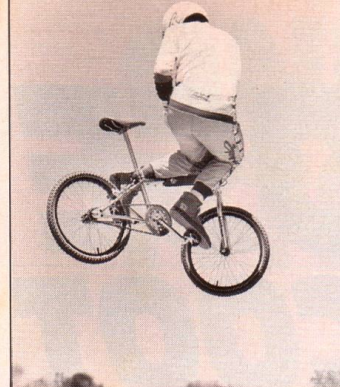
**Dave:** My only complaint is that it needs updated decals.

**Billy:** On a scale of one to ten, I'd give this bike a nine.

**Dave:** I'd say an 8-1/2 or nine.

There you have it. Rave reviews if we've ever heard them. From the time these guys got on the bike, until we pried it from their hands, it was nonstop fun. The wind factor at the U was unusually nasty on test day and did have some effect on jumping. Sometimes the guys would hit a gust of wind and blow nearly four feet across the face of the jumps. Other times, they would get the wind at their backs and land way beyond the desired spot. No matter what the conditions, both riders were always able to keep the bike under control and felt comfortable with its responsiveness and handling.

After a mid-day lunch break (two Domino's pizzas, a six-pack of Coke and the remains of six luke-warm bottles of Gatorade), we put the bike through another barrage of reliability tests: uphill, down-



Harry Leary might have been the first one, but he sure won't be the last. Captain Cullinan giving it a try.

hills, speed jumps and turns. Each time we tried something new, the Boss came up a winner. By the end of the test, we were becoming discouraged. A whole day of thrashing had gone by, and we hadn't broke anything yet.

At first our biggest question was, is the Boss frameset really as good as the \$175 price tag makes it out to be? The answer is yes. If you're a big guy and don't mind spending a few extra bucks, we highly recommend this bike. If you really want to be the talk of the town, you can save your pennies and get the cranks, too. □

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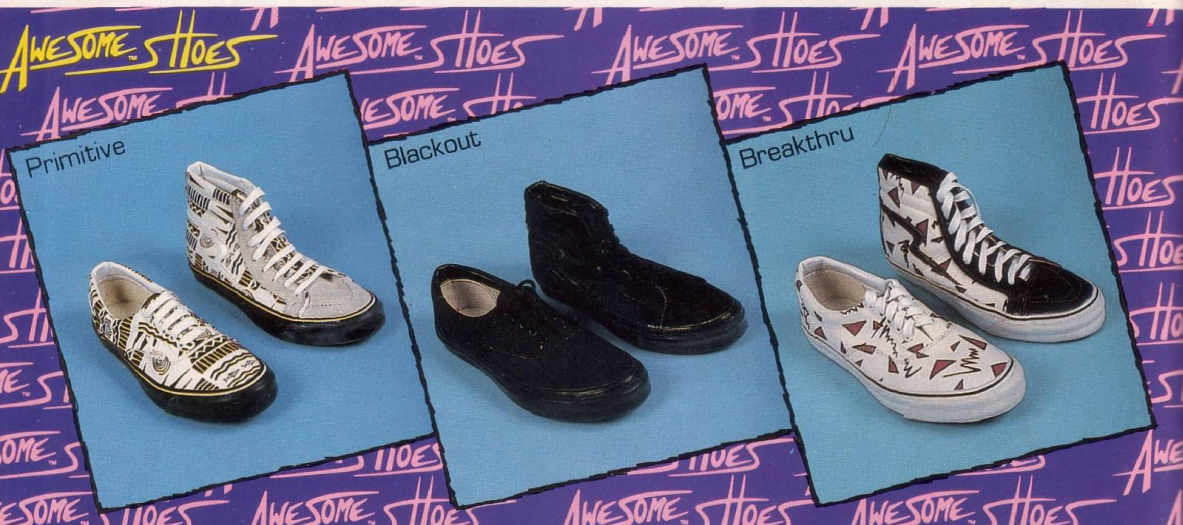
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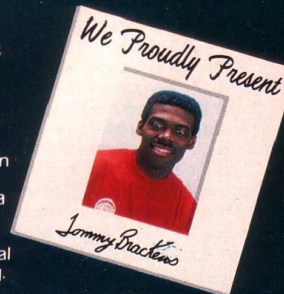


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