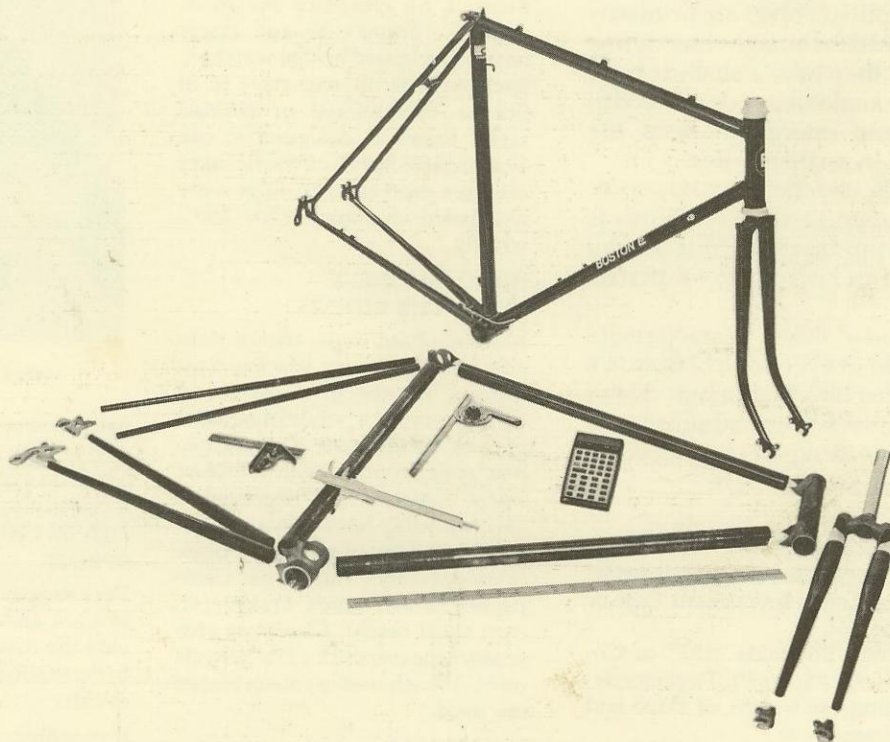


The Boston L/S Series

"Still the finest quality hand-crafted frames available anywhere!"



What Does The BOSTON L/S SERIES Have to Offer?

A top quality custom frame for virtually every discriminating bicyclist! For more than ten years the best bike frames in the world have been *quietly* produced here in Swedesboro. Not any more! Now, we're telling the world that you can get a perfectly sized frame without leaving your living room. And with the advent of a new fitting system, we knock \$150 off our custom-measured price!

The reason is a unique sizing

format Boston developed based on his extensive bicycle design and building experience *and* a computer-generated program that aids in giving rapid and extremely accurate frame geometry. You find the results right here in a simple step-by-step procedure for deriving top tube height.

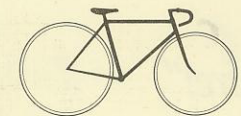
Then, it's simply a matter of selecting the proper top tube length and model to order from a selection of 17 pre-calculated frame sizes. The result: Boston continues to offer the very best frames available anywhere for road racing, touring, track or even some specialty uses.

Broader is Shorter

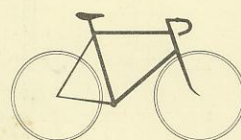
A gross injustice has been done to short riders and it's time they were offered something better. So Boston has broadened the market to include top-notch frames for those who aren't treetops.

And should you still have sizing problems, Boston has an elaborate sizing stand that actually took longer to construct than most builders spend on a frame. If you can't get what you want from the L/S Series, come in for a professional fitting and find out exactly what you need.

"Don't You Really Deserve the Best?"

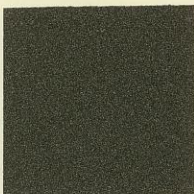


LS-2S



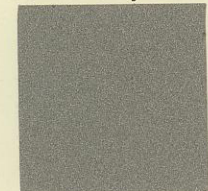
LS-6L

These two colors give a singular deep shimmer that you can actually look into. Any DuPont Imron color is available for an additional \$30.00.



Slate Gray Met.

Pewter Gray Met.



Frame Selection

What kind of riding are you going to do? That's all you need to know to choose the frame design—the computer does the rest giving tube lengths and angles, bottom bracket height, and so on.

Even though frames have different purposes, they might have similar characteristics. For example, criterium and sprint bikes need to be highly maneuverable. Conversely, touring and pursuit bikes are primarily utilized for straight line riding; thus they have a shallow head tube angle so you don't need to expend energy to keep the bike in a straight line.

The underlying characteristic common to the L/S Series is that top tube height is all you need to know to get a perfect fit.

Some other characteristics found in every one of Boston's frames have made him one of the best-known, admired, and copied designers among elitist riders and builders.

General Specifications

Lugs, bottom bracket, fork crown—Henry James Investment Cast or equivalent.

Tubing—Reynolds "531" or Columbus SL/Sp or PL/Pls gauge depending on weight of rider and L/S frame type.

Wheels—700C or tubular, except 1S-4S which uses 27x1 1/4 rear, 24x1 1/4 fr.

Note: 1S-4S available in Pursuit configuration with 24x1 1/4 fr. & rr. for midget racing.

Braze-on fittings—Track—none; Road—brake cable tunnels on top tube, gear cable fittings on right chainstay & bottom bracket, shifter or bar-end controls on upper down tube (please specify), 1 set of water bottle mounts on down-tube. Extra water bottle mounts can be added @ \$10/set on underside of downtube (for stove fuel bottle), above standard bottle mount on large frames, or on seat tube on small frames which requires moving pump under top tube.

Pumps—Road race, criterium, and 1S-4L touring frames equipped with frame fit Silca in matching color. Touring frames 5S-10L have pump peg on the seat tube for Zefal HP (pump not included).

Seat Angle—steep to allow comfortable spinning in the 90-120 rpm range.

ROAD TOURING & TIME TRIALING

Shallow head angle and long wheel base with low bottom bracket to enhance comfort and stability—very efficient when most of your riding is in a straight line with little requirement for maneuverability. Shimano vertical dropouts with 2 sets of eyelets for independent mounting of racks and mudguards (1S through 4L have 1 set only as there is no clearance for mudguards).^{*} Frames 5S and larger have a mudguard bridge with bolt. Rack mounts on seat stays to fit Eclipse Professional or Nomad racks. Frame is designed to use Campagnolo standard reach brakes (4L uses short reach) and provide mudguard clearance with 700C wheels.

ROAD RACING & FAST CLUB RIDING

Moderate head angle, shorter stays and higher bottom bracket than touring frames give increased maneuverability while maintaining a comfortable ride. Campagnolo long road dropouts with adjusters and no eyelets fr. or rr. Rear eyelets and front bag hold-downs are available for the occasional tourist. (Please specify). Frames use Campagnolo's std. reach brakes (4L uses short reach). Clearance also enables the use of 27 x 1 1/8" wheels on 5S-10L when short reach brakes are used.

CRITERIUM

Steep head angle and short chainstays make this frame highly maneuverable; high bottom brackets gives maximum ground clearance for pedaling through turns. Campagnolo short road dropouts with adjusters. Equipped for Campagnolo short reach brakes only and for tubulars or 700C wheels only.

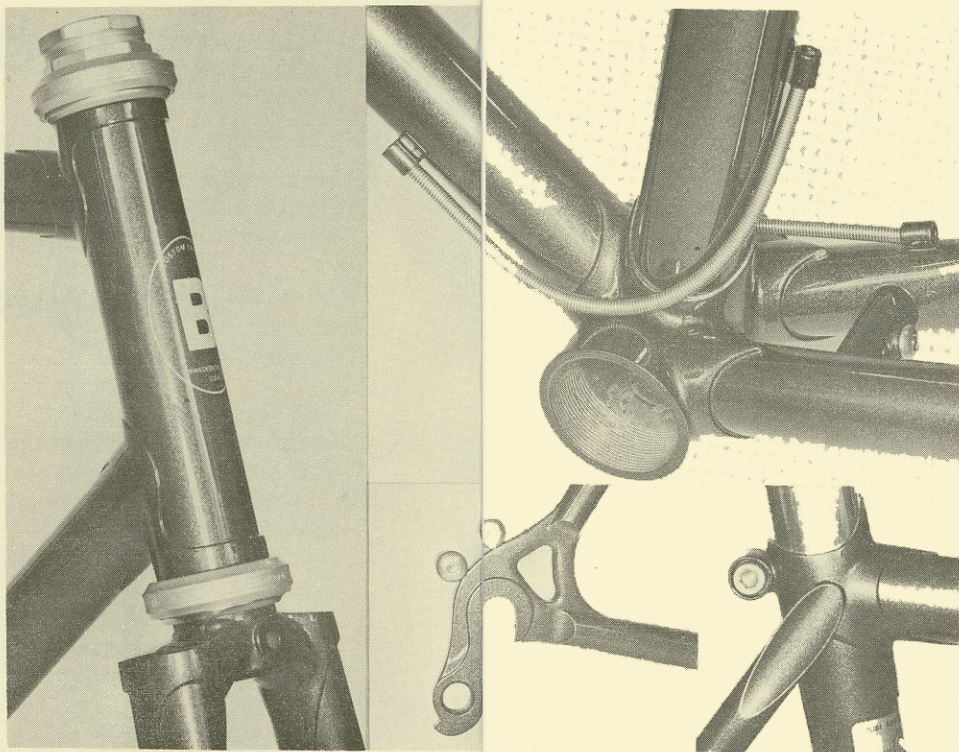
TRACK PURSUIT & KILO

Shallow head angle and moderately low bottom bracket provide the efficiency and stability required in these primarily straight line events.

MADISON & 6 DAY OR POINTS RACING

A steeper head angle gives increased maneuverability while

^{*}A size 4 1/2L has been added to provide mudguard clearance. Specifications are the same as 4L with the exception that top tube height has been raised to 30 1/2 inches.



maintaining the stability required during high speed changeovers in Madison events. Bottom bracket is moderately high to allow riding high on the banking.

SPRINT

Very steep head angle, high bottom bracket, and short wheelbase provide the maneuverability required in these short distance, high speed events.

If specified, pursuit and Madison frames can be drilled for front brake only, or for both brakes (Campagnolo short reach) for early-season road training.

Some small frames (primarily 4L, 5S, 5L, and 6S) built for Road Racing, Criterium, Madison, and Sprint events may not provide toe clip clearance, and for this reason are recommended for competition only.

Please note the following when ordering:

^{*} Quoted price is guaranteed for 60 days from date of this mailing.

^{*} Freight is prepaid on orders accompanied by payment in full (full payment will not be accepted when projected delivery date exceeds 90 days).

^{*} Orders not accompanied by payment in full will be shipped C.O.D. for the balance & freight & insurance (F.O.B. Swedes-

boro, N.J.).

^{*} Minimum deposit of 40% of total purchase price is required on C.O.D. orders.

^{*} N.J. residents include 5% N.J. sales tax.

Here's How The Boston Fitting System Works

It's simple! You measure for the proper top tube height (steps 1-3), then select from the chart the model with the closest top

tube height that *does not exceed* your measurement. Step 4 tells how to measure for the proper top tube length and corresponding handlebar extension—something usually left to chance or guesswork when ordering stock frames. And step 5 shows how to plug in the numbers.

STEP 1—Gather the following: a bicycle, yardstick, stack of magazines or books, and a friend to help measure.

STEP 2—Place the bike on a firm floor, like the kitchen. Then straddle it in your bare feet.

STEP 3—a "perfect" fit is when the top tube just touches your crotch, so raise or lower the bike to get that fit.

If the frame is too short, place the magazines under the wheels. Make sure the stacks are equal, then measure from the floor to the top of the top tube and refer to the chart.

If the frame is too large, place the magazines under your feet. When you have the proper fit, make sure the stacks are equal, then measure vertically from the top of the magazines to the top of the top tube and refer to the chart.

STEP 4—Place your elbow on a table top—hand in the air as if you are arm wrestling. Meas-

ure the distance from the table to your fingertips. This figure will help you derive the correct top tube length and handlebar stem.

STEP 5—**Plugging in the numbers.** You now have two figures—the perfect top tube height and the distance of elbow to fingertips. Go to the top tube height column and select the closest number that is equal to or less than your measurement. Follow across that row until you come to the closest measurement in inches of your elbow to fingertips.

You will have selected a number that gives the proper L/S Series model number and the proper handlebar extension. In some cases there will be an overlap where two or more figures are accurate. In that event move as close as possible to the 9 cm stem size.

Finally, many bikers selecting Boston's L/S Series frames are accomplished riders who know what they like *and* what they want. Stem selection is your decision and this table is merely a guide. Short riders are encouraged to use the recommended extension and ride with it for at least 500 miles to get comfortable with a new, more efficient position.

L/S Series No.	Top Tube Height	Top Tube Length	Handlebar Extension in CMs								10.5	11
			7	7.5	8	8.5	9	9.5	10			
1S	27 68.6	18 1/2	14 3/4	14 15/16	15 1/8	15 5/16	15 1/2	15 11/16	15 7/8			
2S	28 71.1	19	15 1/4	15 7/16	15 5/8	15 13/16	16	16 3/16	16 3/8			
3S	29 73.6	19 5/8	15 13/16	16	16 1/4	16 7/16	16 5/8	16 13/16	17			
4S	30 76.2	20 3/8	16 9/16	16 13/16	17	17 3/16	17 3/8	17 9/16	17 3/4			
4L	30	21 1/4	17 7/16	17 11/16	17 7/8	18 1/16	18 1/4	18 7/16	18 5/8	18 13/16	19 1/16	
5S	31	20 3/4	16 15/16	17 3/16	17 3/8	17 9/16	17 3/4	17 15/16	18 1/8	18 5/16	18 9/16	
5L	31	21 1/2	17 11/16	17 15/16	18 1/8	18 5/16	18 1/2	18 11/16	18 7/8	19 1/16	19 5/16	
6S	32	21 1/4	17 7/16	17 11/16	17 7/8	18 1/16	18 1/4	18 7/16	18 5/8	18 13/16	19 1/16	
6L	32	22 1/4	18 7/16	18 11/16	18 7/8	19 1/16	19 1/4	19 7/16	19 5/8	19 13/16	20 1/16	
7S	33	22	18 3/16	18 7/16	18 5/8	18 13/16	19	19 3/16	19 3/8	19 9/16	19 13/16	
7L	33	23	19 3/16	19 7/16	19 5/8	19 13/16	20	20 3/16	20 3/8	20 9/16	20 13/16	
8S	34	22 1/4	18 7/16	18 11/16	18 7/8	19 1/16	19 1/4	19 7/16	19 5/8	19 13/16	20 1/16	
8L	34	23 1/2	19 11/16	19 15/16	20 1/8	20 5/16	20 1/2	20 11/16	20 7/8	21 1/16	21 5/16	
9S	35	22 1/2	18 11/16	18 15/16	19 1/8	19 5/16	19 1/2	19 11/16	19 7/8	20 1/16	20 5/16	
9L	35	23 3/4	19 15/16	20 3/16	20 3/8	20 9/16	20 3/4	20 15/16	21 1/8	21 5/16	21 9/16	
10S	36	22 3/4	18 15/16	19 3/16	19 3/8	19 9/16	19 3/4	19 15/16	20 1/8	20 5/16	20 9/16	
10L	36	24	20 3/16	20 7/16	20 5/8	20 13/16	21	21 3/16	21 3/8	21 9/16	21 13/16	

**I
wouldn't
ride a
frame
that
doesn't
fit . . .
and
you
shouldn't
have to
either.**

When Short is Normal

You know when your bike is too big. It's common! Every traffic light becomes a hassle when you can't straddle the top tube. You actually have to lean the bike over for your foot to hit the pavement. And even with the shortest handlebar stem, the top tube is so long that reaching the bars has you practically suspended on the bike and just holding on. Face it. It's a pain in the neck—and the back and the shoulders. When you already have a bike with a 19" frame, what else can you do?

There are a lot of technical reasons why the industry hasn't responded by building small frames, and has chosen instead to make frames smaller. The main reason is that it's easier. You're probably already riding the result of that consensus of opinion.

CRAZY GEOMETRY—There is also a good reason that stock frames don't come in smaller sizes than a 19" seat tube. The wheels restrict the size of the forks. Add room for head bearings and the head tube and you are pretty much restricted to the height of an average 20" frame. Sure, you can cheat a little here (raise the bottom bracket and use tubulars) and cheat a little there (soften the head tube angle, or slope the top tube), but what you get is an unsatisfactory, often unfeasible, design.

The solution is obvious. Use a smaller front wheel. Fortunately, 24" x 1 1/4" high pressure tires and alloy rims are now available—at this and other quality shops—as well as spokes to fit Phil Wood and Campagnolo low flange hubs. No, the bike doesn't tilt toward the

front. It does give you:

- * a top tube length proportional to and appropriate for the top tube height;
- * a seat tube angle that is set, which ensures you of being able to utilize a good spin;
- * a head tube angle that has been chosen to ensure a comfortable ride and proper handling;
- * a bottom bracket height which is placed only high enough for adequate ground clearance and keeps the center of gravity low, where it should be.

If you need a curb or step ladder to mount your bike, we suggest you take a few minutes to follow the fitting instructions described on page 3 and find out what you could be riding. After all, don't you really deserve the best?

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609/467-1002



Toga Bike Shop
1835 Spring Garden St.
Greensboro, NC 27403