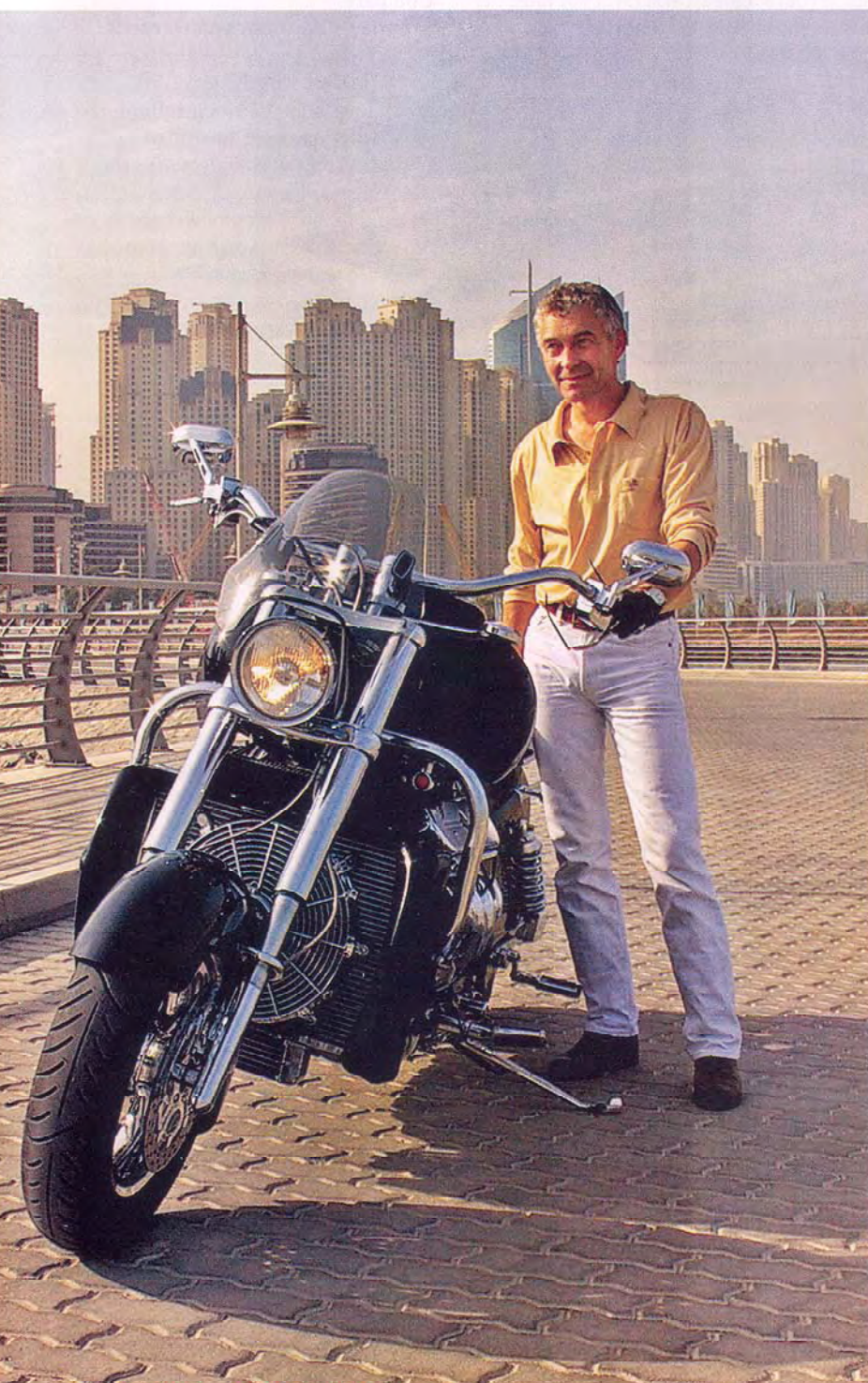


# Tough Hoss



**MAGNETIC ATTRACTION:** When you get on to leave and press the ignition, the engine fires into a blast of deep rumble that turns all heads — priceless!

Palawadee Khunachak brings in the big guns to review the Boss Hoss, a motorbike with attitude and muscle beyond the incredible.

**N**OW WHERE could I find an expert motoring writer with butch and brawn enough to handle a motorbike powered by a Corvette LS2 engine?

Ah, wait! My husband! I knew he'd come in handy one day...

In fact, Paolo Rossetti has been writing the Motoring section for a neighbouring weekend magazine on a weekly basis for the past three years!

Dear Hubby, would you oblige? Of course, honeysmackle — we never speak like this so I don't know what's got into her!

Now, before anyone guffaws at the little lady passing on the big bad motorbike to a male to review, let me silence you mid-grin by saying this is not a motorcycle based on any previous experience you may have had of motorbikes.

I definitely felt intimidated as I approached the Boss Hoss!

Why? Well, picture a Chevrolet Corvette engine — it's a beauty. A thumping V8 with a displacement of 6.2L and an output of 425HP and 425 Ft.Lbs of torque.

Let that sink in for a second.

Then add a front wheel and a set of handlebars, a gas tank over the top, and a saddle above an enormous dragster-size rear wheel.

That is the Boss Hoss!

It is simply the most hardcore, heart-throbbing machine on two wheels available in the world today — and I had the honour of the first test ride in the UAE and of reporting to you on how it feels.

It feels absolutely awesome — nothing like it on two wheels!



PHOTOS: SUPPLIED

**ENGINEERING MARVEL:** *In the true innovative spirit that brought the Boss Hoss to life, these dream machines aim to astonish the most diehard motorcyclist.*

Cars moved lanes to give me room to pass, passengers whipped out their mobile phones, and one sad little man asked: "Is that a Harley?"

No, man, this bike eats up Harleys for breakfasts and digests them by lunchtime!

With all due respect, the comparison is unfair, but it's the closest thing the general public can relate to when they meet the Boss Hoss — no, it's not a two-cylinder Harley, it is an 8-cylinder Boss Hoss!

Surprising for its sheer brute size, the Boss Hoss handles well, even at low speeds. The key is the very low saddle and smooth automatic gears.

Once familiar with the peculiarities of the Boss Hoss drive train (including a reverse gear), I had absolutely no problems with handling the 1000-pound behemoth.

And the performance! If you've ridden a high-powered sports bike, you'll be familiar with high-revving engines and the feel of speed — I assure you that the Boss Hoss will re-define your understanding of power.

The torque of the monster engine

transfers straight to your heart the moment you rip that throttle open. I can only compare the feeling to that of a roller-coaster. At any speed, you blip the throttle and the pick-up is phenomenal — absolutely nothing like it. It's simply insane.

And the style is something else altogether. The exhaust note announces your arrival as you pull up to the curb, and the sheer size and the shine of the chrome engine draws eyes like a magnet.

Similarly, when you get on to leave, and press the ignition, the engine fires into a blast of deep rumble that turns all heads — priceless!

I not only enjoyed the ride, but I also marvelled at the engineering involved in producing the Boss Hoss.

I'm not sure what I was expecting — maybe a half-baked rickety attempt to over-extend by strapping a giant engine onto a frame — but I sure was not expecting such a polished machine.

The Boss Hoss exclusive dealer for the Middle East, Herr Bernhard Schuler put it best: "I'm a great fan of Dubai, and I

immediately thought that the Boss Hoss is the bike that best symbolises this city — it has the power and it has the vision to put that power to work."

In fact, Boss Hoss is the creation of Mr Monte Warn, a commercial aircraft pilot and degreed Aviation Airframe and Power plant technician from Tennessee, USA.

And in testament to his attention to detail, in January of 2006 Boss Hoss motorcycles and manufacturing facility received full vehicle type-approval from the European Commission (EC), effectively making Boss Hoss Cycles, Inc. the only globally approved V8 motorcycle manufacturer. And getting EC approval is no easy feat!

His creations are designed to attract a wider range of motorcycle enthusiasts and introduce them to a dream-machine.

In the true innovative spirit that brought the Boss Hoss to life, these dream machines aim to astonish the most diehard motorcyclist.

And the Boss Hoss certainly did astonish this motoring writer — one of the best rides of my life!