



The Spectrum Obsession.

On more than one occasion, we've been called obsessive about our bicycles. "Compulsive" and "fanatical" have a familiar ring, too.

If all this name-calling is a result of our unflagging commitment to build the ultimate road bikes, we're guilty as charged.

But no jury would convict us—not once they've logged an afternoon on a Spectrum custom steel, custom titanium or standard titanium bicycle.



In 1980 and 1981, Danny Clark rode his Spectrum to gold medal victories in the World Professional Championships.

speed, handling and comfort than you ever thought possible on two wheels.

From thigh-punishing climbs to exhilarating 60 mph descents, Spectrum is performance

From the moment you approach a Spectrum, you know you're seeing something special. Clean, intelligent lines.

Obsessively perfect welds (there's that word again). An unshakable devotion to detail.

And once you get rolling on a Spectrum, all your suspicions about our obsessions are confirmed. You'll experience better

at its peak. The happy result of people who are proudly, professionally obsessive about their craft.



Dozens of cycling publications have sung the praises of Spectrum cycles. It's almost embarrassing.

Don't take our word for it.

Naturally, we have a pretty high opinion of our work. But the words of objective experts carry a lot more weight.

Every major cycling publication has written glowing reviews of our bikes and of master frame-builder Tom Kellogg.

They recognize that Tom is one of a handful of racer/framebuilders. He represents a rare breed of athlete/craftsmen who understand

what it takes to really *make* a bicycle. From initial design to fabrication to an exquisite finish, Tom has been lauded in the press for elevating a demanding craft into sublime art.

For a further testament to Spectrum's true colors, look closely at our insignia. Spectrum is one of only three American manufacturers who've earned the privilege of using the blue, red, black, yellow and green rainbow of the Union Cycliste Internationale.

This honor is the result of two gold medal wins in the World Professional Championships by Danny Clark in 1980 and 1981. Spectrum bicycles competed in the '84 Summer Olympics and have won over 35 medals in U.S. National Championships.

Since 1990, the Subaru Montgomery team

has ridden frames designed by Tom Kellogg and fabricated by Merlin Metalworks. Team cyclists include Lance Armstrong, Nate Reiss, Bart Bowen, Steve Hegg, Harvey Nitz and Ken Carpenter.

World-class cyclists like Inga Thompson, Rebecca Twigg and triathlete Jeff Devlin are also avid fans.

Ready to add your name to the list?

*To look
as great as what
you're riding, wear
Spectrum high-performance
racing clothes.*



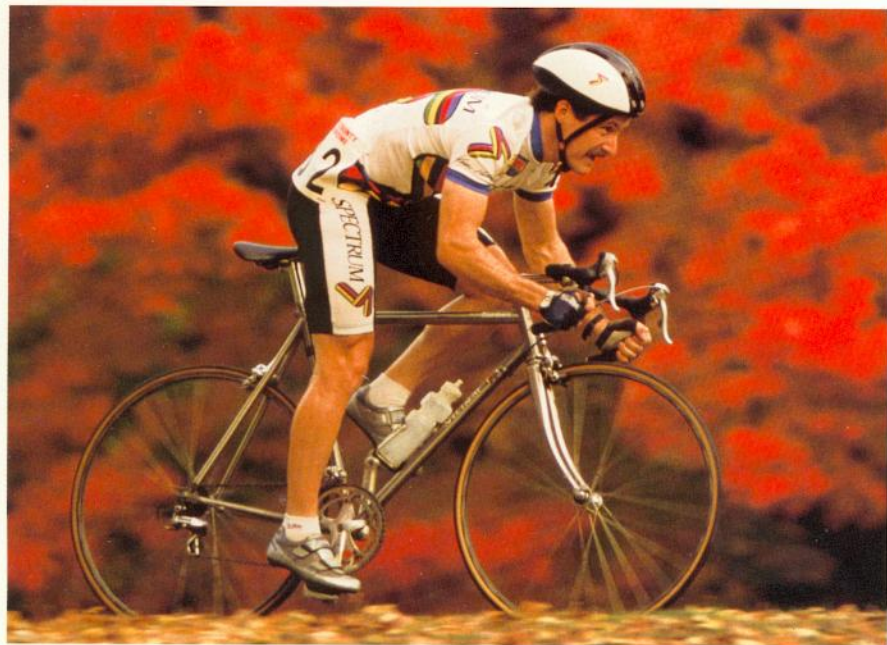
Handmade, from start to finish.

If you're a fan of those massive, complicated assembly line machines, don't visit our production facilities. You'll be very disappointed.

You see, our goal isn't to make a lot of bicycles. It's to make the best bicycles.

Which is why we rely on the ultimate machine: the human hand.

From hand-selecting the finest materials available to brazing, fitting and filing each frame and component



Master framebuilder Tom Kellogg gives new meaning to product testing. He not only designs and builds Spectrums, he competes on them.



part, Tom Kellogg and his team create frames by hand. One at a time. With meticulous, obsessive artistry.

Only people this dedicated would go to the trouble of adding features like internal brake cable tunnels to every frame.

The aerodynamic improvement may boost your speed a mere fraction of a second, but that's reason enough for us.

*When you ride the best,
why not flaunt it?
Our top-quality water bottles
are proudly emblazoned
with the Spectrum insignia.*

The proof is in the performance.

If our obsession with craftsmanship and details seems a bit self-absorbed, rest assured that there's something in it for you: performance.

On your Spectrum, you'll experience a

level of handling you never dreamed possible. Your body position on the bicycle will feel perfect. And perfectly natural. Your weight will be distributed for maximum efficiency.

The bottom line? New heights of speed, comfort and endurance. Without fatigue.

Share the obsession.

Clearly, a Spectrum isn't right for every rider. Some people simply wouldn't appreciate the flawless design, the impeccable welds or the unmatched performance.

If you've read this far, you're not one of them.

You're ready to get serious.

You're ready for a Spectrum.

The question is, what next? You can begin by learning the inside details on our titanium and steel cycles. The following pages give you the highlights.

Better yet, let's talk.

Call us at 215-398-1986.

Tell us about your cycling needs, and we'll match you up with a bicycle worthy of your obsession with the sport.

Your very own Spectrum.



*This unique
titanium time trial
bike sports a split
seat tube, for shorter
seat stays and
ultra-nimble handling.*



Spectrum Steel.

Every Spectrum steel road bicycle comes with a rather surprising feature: an interview.

Because each of our steel bikes is custom built, we need to know a lot about you. So we ask a lot of questions.

Are you a racer? A tourist? How far is your average ride? What's your climbing style? Do you pedal or coast through corners?

With these and other answers in hand, we get precise body measurements, noting such things as body position on the bicycle and hand placement on brake hoods, handlebar drops and tops.

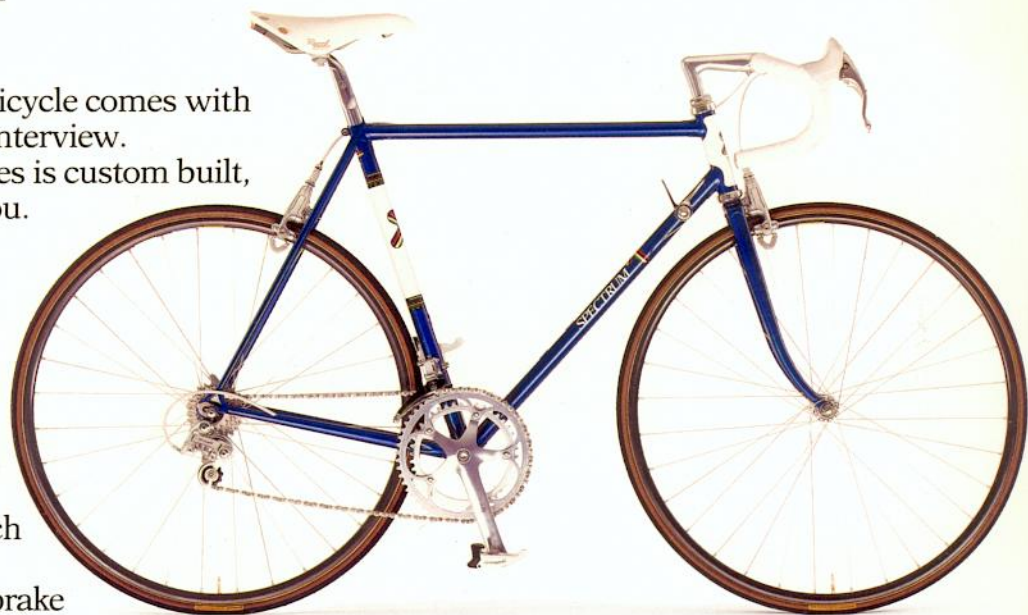
Only after this exhaustive investigation of what you need in a bicycle do we begin to build it.

We start with quad-buttressed chrome-moly tubing, drawn exclusively for us by Ishiwata.

After days of painstaking mitring, brazing and fitting, your frame is ready for hours of filing, sanding, cleaning and bead-blasting.

Finally, we apply rust-inhibiting primers, followed by Du Pont Imron® paint, in your choice of colors. After baking, decals and four coats of clear Imron® polyurethane are applied. One final baking gives your new Spectrum a beautiful, protective high-gloss finish.

For a revealing example of our steel artistry, inspect the unique Kellogg seat cluster design on the next page. The seat stays are mitred at a very



A Spectrum steel bike is a classic, traditional beauty. But the workmanship and attention to detail are like nothing you've ever seen.

sharp angle, then an extra piece is brazed-on and sculpted. A hollow is ground into the side of the lug so that after brazing, the seat stay and the lug share a larger contact area. The result? A tighter fit and superior strength.

If all this sounds like an awful lot of work for a bike, you're right. But it's the only way we know how to build them.

Now for the real surprise: a custom-built Spectrum bicycle can be yours at a price that's competitive with high-quality production frames.

So the question isn't whether you can afford to ride a Spectrum. It's whether you can afford *not* to.



The handmade Spectrum seat cluster is a study in sleek elegance. But don't be fooled: this beauty is remarkably strong.



Our stainless steel internal brake cable tunnel will never rust or snag your shorts. And it's a breeze to keep clean.



All Spectrum road frames feature nickel-plated front and rear dropouts, for extra durability and rust protection.



Optional stainless steel internal derailleur cable guides isolate the cables from bottom bracket flex and give you an aerodynamic edge. Besides, they just look terrific.



If you're up against stiff competition, climb aboard one of Spectrum's stiff, great-handling track bikes. You'll join the ranks of some of the world's finest riders.



Psyche out the other riders with your own style of war paint. Spectrum will finish your custom frame with the design and colors of your choice.

Spectrum Titanium.

No doubt, you've heard people gushing about the wonders of titanium bicycles. But unless they've ridden a Spectrum Titanium, they don't know the half of it.

Master framebuilder Tom Kellogg has teamed up with Merlin Metalworks to create the toughest lightweight frame you'll ever ride. (A 55-cm. frame weighs 3 pounds).

It starts with our unique 3-2.5 alloy: it's 94.5% pure titanium, 3% aluminum and 2.5% vanadium. Compared to chrome-moly steel, it's 40% lighter, 50% more resilient and 200% higher in fatigue strength.

In fact, among all metal alloys, ours gives you the highest strength-to-weight ratio and displays superb torsional properties at lower weights. So unlike steel or aluminum, our titanium delivers better flexibility to absorb road shock, yet retains excellent torque resistance to counteract pedaling and cornering loads. And it *never* rusts or corrodes.

The downside of titanium is that it's difficult to work with. Luckily, that's no problem for the skilled men and women at Merlin and Spectrum.

They've mastered the art of mitring and filing to create virtually gapless joints. These are tig welded using special fixtures which shield the weld itself and the heat-affected zone from contamination by air. Each weld is meticulously



*The Spectrum Titanium:
the ultimate marriage of geometry,
material and craftsmanship.*

hand worked to create a sleek, seamless finish.

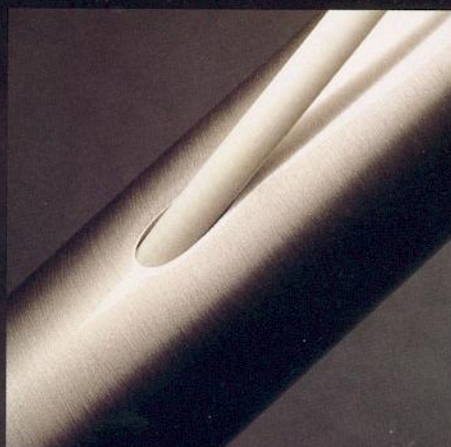
Beyond the spectacular frame, there's more good news. Like an aluminum fork for remarkable front-to-rear balance and comforting uniformity in the way both wheels respond to shock.

In short, whether you choose a standard-size titanium bicycle or let us custom-build one to your body and riding style, you simply can't make a better decision than Spectrum Titanium.

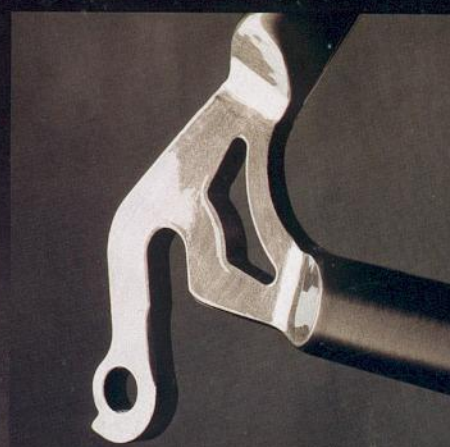
Doug Roosa, Technical Editor of *Bicycle Guide* said it best: "Tom Kellogg's titanium road bike trumpets a new set of standards for the ultimate road machine."



Our seat cluster features a precision-reamed insert for flawless seat post fit, effortless height adjustment and positive grip when tightened.



Made of titanium (naturally), the internal brake cable tunnel is impervious to rust and kind to your shorts. It's also a snap to keep clean.



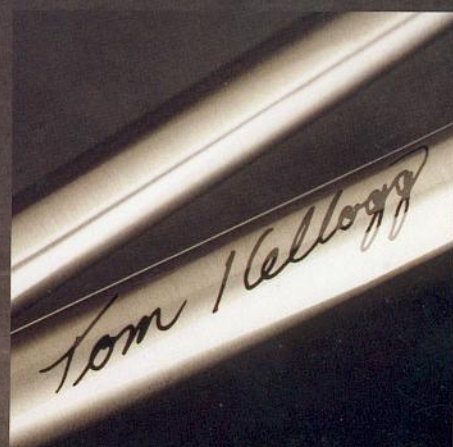
Our vertical dropouts promise fast, accurate wheel changes. The 6-4 titanium alloy ignores everyday abuse. Likewise, the derailleur hanger is the strongest in the known universe.



Spectrum's three-piece brake bridge is precisely mitred before welding for a perfect fit. For extra strength, we machine the center boss from a solid bar.



Our threaded bottom bracket is machined and threaded after the frame is welded, so it's perfectly true. The lightest shell available, it also accepts all standard bearing assemblies.



Decals and paint are protected with a clear coat of DuPont Imron® polyurethane. Years and miles later, they'll still shine like new.

Standard Titanium

Frame Sizes (cm, center to top)	49	51	53	54	55	56	57	58	59	61	63
Head angle (degrees)	72.5	73	73	73	73.5	73.5	73.5	73.5	74	74	74.5
Seat angle (degrees)	74	74	74	73.5	73.5	73	73	73	73	72.5	72.5
Top tube (cm)	52.1	53.3	54.4	55.0	55.6	56.1	56.5	57.1	57.5	58.5	59.5
Chainstay (cm)	41.5	41.3	40.6	41.0	41.1	41.0	41.1	41.0	41.1	41.6	41.6
Wheelbase (cm)*	97.0	97.5	98.0	98.3	98.0	98.1	98.4	99.0	99.0	100.2	100.3
Standover height (cm)	73.7	75.6	77.5	78.6	79.4	80.3	81.3	82.3	83.2	85.1	87
Bottom bracket drop (cm)	7.3	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.7	6.7
Head tube length (cm)	6.6	8.6	10.8	11.4	12.3	12.8	13.7	14.8	15.5	18.1	19.4
Fork rake (cm)*	5.0	4.5	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0	3.7
Frame weight (pounds)	2.74	2.86	2.97	3.02	3.06	3.23	3.5	3.5	3.61	3.90	4.25

* SR Prism fork

Spectrum Titanium Super.

Think there's nothing lighter than a Spectrum? Think again.

Presenting the custom built Spectrum Super.

Made with revolutionary double-buttressed titanium, it's the ultimate blend of high performance and low weight.

Butted tubing lets us shave off weight where we don't need it, without sacrificing strength at vital joints.



By mixing butted and non-buttressed tubes, Spectrum creates a frame that's unbelievably light. In fact, a 55-cm

Spectrum Super frame weighs a scant 2.50 pounds—a full half pound lighter than our standard 55.

The Spectrum Super also features V-bend chainstays, which are lighter and stiffer than standard stays.

So if you're a fanatic about performance, lighten up.

Talk to us about the Spectrum Super.



Spectrum Cycles, Inc.
1190 Dorney Road, Breinigsville, PA 18031
215-398-1986

FRAMESETS

All framesets include headset, frame pump, bottle and domestic shipping.

Check frame type. ☒

1. Custom Steel road.	1250.00	☐	6. Custom Titanium SUPER.	3150.00	☐
2. Custom Steel track.	1000.00	☐	7. Tandem - Steel.	call for quote	☐
3. Stock Titanium. _____	2300.00	☐	8. Special purpose	call for quote	☐
4. Custom Titanium road.	2700.00	☐	ii. EMS Fork upcharge from S-R fork.	150.00	☐
5. Custom Titanium track.	2700.00	☐			

COMPLETE BICYCLE COMPONENT GROUPS

Complete bicycles are fully assembled and then partially disassembled for shipping. Bars are taped, tires are glued, etc.

1. Bicycle Groups	Check group desired	☒	6. Spokes: DT butted.	standard
Shimano Dura-Ace.	1400.00	☐	7. Saddle: Turbo / Concour.	standard
Shimano Dura-Ace STI.	1600.00	☐	8. Chain: Dura-Ace/Rolloff	standard
Campagnolo C-Record.	2050.00	☐	9. Pump: Silca w/Campy steel head.	standard
Campagnolo C-Record ERGO.	2200.00	☐	10. Bottle cage: American Classic.	standard
Mavic	1450.00	☐	11. Bar Tape: Cinelli cork.	standard
Shimano Ultegra.	1000.00	☐	12. Bottle - SM. LG. (circle one)	standard
Shimano Ultegra STI.	1250.00	☐	i. Magic Motorcycle crank upcharge	500.00 ☐
Suntour Supurbe Pro Track.	1050.00	☐	ii. Arctos custom stem upcharge.	250.00 ☐
Other (specify):		☐	COMPONENT SUBSTITUTIONS: (list)	
2. Stem: Shimano Dura-Ace.	standard			
3. Bars: Cinelli.	standard			
4. Rims: Mavic GP- 4 / MA-40.	standard			
5. Tires: Vittoria Corsa CX / Michelin HD.	standard			

Substitutions may affect prices.

BRAZE-ONS AND OPTIONS (Custom steel frames)

1. Internal rear brake cable tunnel.	standard	☒	11. Additional dropout eyelets - use diagram on back for quantity and placement.	20.00	☐
2. Internal derailleur cable guides.	150.00	☐	12. Pump peg - list pump brand.	standard	☐
3. Water bottle mounts - 2	standard	☐	13. Front derailleur boss - investment cast.	no charge	☐
4. Additional water bottle mounts - use diagram on back for quantity and placement.	15.00	☐	14. Rack mounts - list rack brand.	20.00	☐
5. Shift lever bosses.	standard	☐	15. Low rider mounts.	40.00	☐
6. Bar end shift lever stops and guides.	no charge	☐	16. Cantilever bosses.	40.00	☐
7. Bottom bracket guides.	standard	☐	17. Frame number tab.	20.00	☐
8. Chainstay stop.	standard	☐	18. Wishbone seat stays	150.00	☐
9. Chain hanger.	standard	☐			
10. Dropout eyelets - one set.	no charge	☐			

FINISHING

1. Dupont Imron paint - 35 standard colors.	standard	6. Nickel plating on dropout faces (steel frames)	standard
2. Non - standard colors.	30.00 ea.	7. Personalized lettering	25.00
3. Candy colors.	60.00 ea.	Use diagram on back to show location of colors, fades, sharp masking and personalized lettering. Please include name, typestyle and color of lettering. Forgeries available.	
4. Neons and Pearls.	30.00 ea.		
5. Two - tone paint	30.00 per.		

CLOTHING AND ACCESSORIES

	S.	M.	L.	X-L.	
1. Short sleeve jersey.	☐	☐	☐	☐	45.00
2. Long sleeve jersey (light)	☐	☐	☐	☐	55.00
3. Long sleeve jersey (thermal)	☐	☐	☐	☐	70.00
4. Shorts	☐	☐	☐	☐	45.00

5. Water bottle (12 oz.)	4.00
6. Water bottle (16 oz.)	5.00

Clothing sizes: Small, Medium, Large, Ex-Large.
(Medium is roughly the same as a European #3)

CUSTOM PAINT DIAGRAM

Design your own paint scheme on the drawing below.
Indicate placement of your name, additional water bottle
mounts and dropout eyelets, etc.

Name: _____

Typestyle: _____

Color: _____



Upon completion of this order form, send it along with
any photographs and your deposit to:



SPECTRUM CYCLES, Inc.
1190 Dorney Rd., Breinigsville, PA 18031
215-398-1986