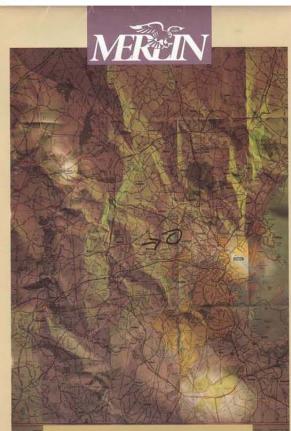
Strong L i g h t Forever

Three words sum up the essence of every Merlin bike. So it's little wonder at upon reviewing a Merlin the experts at Cycling Weekly had this to say:

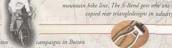
"The strength-to-weight ratio is ski-high... in other words, just the right mix of strength, light weight, bardness and flex."

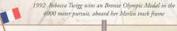
At Merlin, ours just happens to be the best.

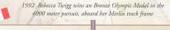


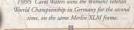
Your Point of Departure

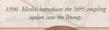












For every rider, there comes a time to make your move. To break from the pack. It's the time you finally decide to own a Merlin.

Mericulously hand-crafted from seamless titaniur tubing, Merlin bicycles are custom built for those wanting to experience the strongest, lightest, most responsive ride on earth. Whether it's flat-out road racing, aggressive trail riding, or those utcertain challenges of the asphalt jungle, there is a Merlin bike designed to deliver outstanding performance on any riding surface, on road or off. (In fact, all Merlins are rigorously ested at our demanding proving ground. It begins right outside our factory door in Cambridge, Massachusetts.)

We invite you to join us as we sowcase the amazing abilities of the Merlin lineup in and around greater Boon. It's a new you'll never forget.

is all about.

The Roas to Concord Merlin Road: You'll never look back.

Poor Pau Revere. Despite all the speed he could nuster out of his trusty horse, it was ony a matter of time before the British caght up with him. Now you're

With a blur of trees on each side, your Merlin devours the long grey ribbon that runs through Lexington, Lincoln, Concord, and Harvard. It's a potent combination: lungs full of pure air, legs pumping like pistons and the pure racing geometry of the Merlin Extralight, sized to fit your exact dimensions.

on those same roads, blazing through

the countryside on a titanium Merlin

Road bike, This is what independence

The roads change in a hurry, and every turn offers a different vista. You're on a time machine, flying past colonial inns and battlefields, charging up Pinnacle Hill with the supreme confidence that your Merlin can do anything you ask of it.

Has anyone ever covered these famed streets so fast under their own power? Merlin Mountain: A diamond in the rough. Dogtown & Lynn Woods

> Head North and it's not too long before you kiss the city goodbye. Juiced to tackle some of the toughest New England single track found anywhere? These sharp inclines and sudden switchbacks are only too happy to meet your request.

Merlin's mountain bikes were made for rough terrain - rocks, roots, steep uphill pirches and rocket rides down mountain sides. They're built to conquer the hard-

Shore, fix your gaze on points west and gear up for the hill country of central and western Massachusetts. Did someone say challenge? In these parts, it comes

Merlin Specialty: Leaves no coblestone unturned.

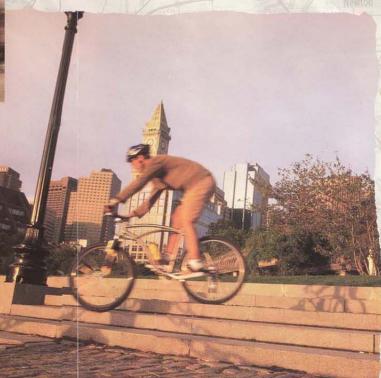


8/31/97 6:10 Am

Monument Street, Concord Adam Simon & Daniel Pel rine (Extra Lights)

8/27/97 6:50 PM North washington street
Boston, Ian Stewart
(Intercity)

9/15/97 6:45 AM Christopher Columbus Park Boston, Matt Bracken (News boy)



Take everything you've imagined about how a modern, thriving city should behave and forget it. Boston doesn't

play by the rules.

The downtown streets were laid out on a grid that follows cowpaths from the 17th century. Cobblestones and trolley tracks came later. Today you're likely to find your perfect route snaking through emerald river front parkways, trendy shopping districts and Beacon Hill alleys. Plus plenty of detours, gridlock and construction sites to rattle your cage.

Our simple advice: just push ahead with your Newsboy (or stylish new Intercity) and enjoy it. Part old world theme park, part hair-raising obstacle course, a spin through the Hub is anything but boring.



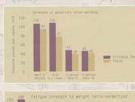






scrabble turf that would wreak havoc

with the territory.







9/15/97 5:50-6:45PM

Middlesex Fell's Reservation

Winchester, Jon Geran +

Michael George (XLM's)

Merlin Metalworks, 40 Smith Place, Cambridge, MA 02138

1986 Merlin founded by Gwyn Jones, Gary Helfrich & Mike Augspurger

1987. Meelin begins in long association with marger frame builde. Tom Kellow and introduces the first 3.25 transform road bike.

mountain



Lightweight internally bottom bracket shell Machined and engraved Merlin 6-4 solid titanium vartical dropouts

Thirteen sizes: 45-63 cm

Double-butted 7/8-inch V-Bend chainstays

bike? That was

extra ght



urity. Frame weights start an amazing 2.3 pounds. titanium tubing has greater fatigue strength-to-weight than any other frame material, to guarantee a lifetime of durable performance.

The Extralight's front triangle features large-diameter tubing for high lateral rigidity. Yet the Extralight is also supremely comfortable, and its comprehensive list of features is almost overwhelming. Highlights include the oversize, laterallyrigid 7/8-inch straight gauge chainstays, custom-sized MTS325 tubing for each frame size, and Merlin 6-4 solid titanium dropouts with vertical slots for instantaneous wheel changes, all set into a pure racing geometry.

There is no finer racing bicycle made. And to guarantee correct fit, the Extralight is available in standard, short and long top tube lengths. Cyclocross and Triathlon styles are also available. Or you may choose custom geometry through Merlin's "Made-to-Measure" program. Perfect fit, pure performance. and indestructible dependability - it's the winning combination available only

		Merl	n Ex	tral	ght	· Sta	ndar	d Top	Tube				
Frame size (im. ctr-top)	45	47	49	51	53	54	55	56	57:	58	59	81	63
Frame size (co. ctr-ctr)	43.5	45.6	47.5	49.5	51.5	52.5	53.5	54.5	55.5	56.5	57.5	59.5	61.5
Head angle (degrees)	71.5	71.5	72.5	73.0	73.0	73.0	.73.5	73.5	73.5	73.5	74.0	74.0	74.0
Seat angle (degrees)	74.0	74.0	74,0	74.0	74.0	73.5	73.5	73.0	73.0	73.0	73.0	72,5	72.5
Top tube comi	51.0	51.5	52.1	53.3	54.5	55.0	55.5	56.1	56.5	57.1	57.5	58,5	59.5
Chainstay (on)	41.3	41.3	41,6	41.3	40,6	41.0	41.0	41.0	41.0	41.0	41.0	41.6	41.6
Wheelbase /cm/*	96.4	97.0	97.1	97,4	98.0	99.0	98.0	96.1	36.5	99.0	99.0	100.2	101.7
Standover height (cm)	69.6	71.5	73.8	76.0	77,9	78.6	79.7	80.3	81.4	82.3	83,4	85.5	87,5
Bottom bracket drop /ox/	4,8	4.8	7.3	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7,0	6.7	5,7
Head tube Tength (cm)	7.5	9.6	6.6	8.6	10,5	11.4	12.0	12.5	13.8	14.8	35.6	17.8	19.8
Steerer Tength (sm)	12.1	14.2	31.2	13.2	15,1	16.0	16.6	17.4	18.4	19,4	20.2	22.4	16,4
Fork rake (m)	2.8	3.8	4.5	4,5	:4:5	4,5	4.0	14.0	4.0	4,0	4.0	4.0	4.0
Frame weight (pounds)	2.21	2,37	2,42	2,47	2.55	2,60	2.66	12.68					7.15

merrsn road

OUR ROAD



load has quickly become th andard by which bicycles e judged. At home on an

chainstays for superb drive train rigidity and wheel control. At the rear, Merlin elegant engraved dropouts feature vertical slots for fast wheel changes. Also pr sent is Merlin's sculpted 6-4 machined brake bridge, which eliminates flex and charter under hard braking.

The Road's standard reometry features roomy top tubes in all sizes, a short wheelbase for proper weight balance and a low bottom bracket that imparts astonishing stability. In addition, each Road frame can be further personalized through Merlin's "Made-to-Measure" program, whereby riders can choose shor and long tube sizes for a perfect fit. Coupled with the natural resiliency of titanium, the result is a ride that is swift and sure, suitable for road races, cent

Merlin 6-4 titanium vertical dropouts

Split brake cable stop

Merite 7/8-lech S-Bend chainstays

he Merlin Road/Stage Race

acing frame made for short

or RSR is a purebred road

Much of this solid performance comes from the RSR's race-bred tubing geom our sizes: 53, 59, 57, 59 cm try. The RSR boasts an Extralight-inspired 1 3/8-inch MTS325 straight-gauge ritanium downtube, an "oversize" design that confers unmatchable torsional rigidity. As a result, the bike is smooth and stable. Speed wobbles, a sign Geometry by Tom Kellogo of insufficient head tube stability, are completely banished, yet the natural

> Merlin MTS325 tubing is used in the large-diameter straight-gauge ch as well, also using S-Bend seatstays for improved vertical compliance. The result is better wheel control and a smoother overall ride. Whether powering through tight-radius turns, descending over broken payement, or embarking on a crosscountry tour, the RSR's appetite for performance is unmatched in its class.

	Merl	In RSR		
rane size (cm, ctr-top)	53	55	57	59
rame size (cm, ctr-ctr)	51.5	53.5	55.5	57.5
lead angle (degrees)	73.0	73.5	73.5	74.0
eat angle (degrees)	74.0	73.5	73.0	73.0
op tube (cm)	54.5	55.5	56.5	57.5
hainstay (ce)	40.6	41.0	41.0	41.0
theelbase (cm)*	98.0	98.0	98.5	99.0
tandover height (cm)	77.9	79.7	81.4	83.4
Sottom bracket drop (cm)	7.0	7,0	7.0	7.0
lead tube length (cm)	10.5	12.0	13.8	15.6
iteerer length (cm)	15.1	16.6	18.4	20.2
fork rake (on)	4.5	4.0	4.0	4.0
Francisco Colonia Communica	3.35	3.47	3.76	19.100

triath 1 on



nd shock-absorbing comfort arry them through the eling central leg of their pon to their arsenal: the scially designed with new es aimed at cutting split o the bone, the Triathle ced "rider-forward" geon

To complement this geometrical shift, the Triathlon's chainstays have been

cut shorter to maintain proper weight balance. Merlin's famed large-diamet

V-Bend chainstays endows the Triathlon with superior corneting ability and

better power transmission. And for straight-line tracking the Triathlon employ

new tri-specific front end geometry. In other respects, the new Triathlon frame

is pure Merlin, Available in both Extralight and Road styles, each Tri is built

Extralight Triathlon frames start at a mere 2.5 pounds, and every Merlin fram

with a size-specific mix of Merlin MTS 325 titanium tubing throughout

7/8-Inch 5-Bend chainstays 5-Bend seatstays with Merl Centermount brake bosses

Available in Road and Extralight styles

Choice of top-mount or cable routing

Merlin 6-4 titanium machin and engraved vertical drop

This rock-solid foundation would be useless if you couldn't get power to the ground. Thus, all CX frames use the same large diameter S-Bend chainstay design that carried the Merlin XLM to two World Championships. The CX borrows the XLM seatstays, too, but in a special configuration engineered for greater compliance. In short, the Merlin CX raises the art of the cyclocross frame to a new level. Whether used for racing, winter training, or as an allaround mount for everyday use, the Merlin CX will exceed your expe

cyclocross courses of New England. Borrowing as it does from both mountain

biking and road cycling, the CX delivers the lightness and agility needed for

Head angles are laid back to better cope with rocks, roots and other 'cross

course indignities. Bottom brackets are raised for peddling clearance and the

rear triangle employs Merlin's famous S-Bend chainstays and seatstays for suppl

compliance and generous tire clearance. But the key to the CX's true perfor-

mance is our MTS325 seamless tubing. All CX frames use a heavy-duty blend of Merlin's certified titanium in the front triangle for extra strength and rigidity.

Yer Extralight CX frames start at an exceptionally light 2,71pounds.

this most specialized of cycling sports.

A lightweight design of excep tional toughness and durabilit

the new Merlin Cyclocross

on Merlin to get them to the finish line fist. With the new Merlin Triathlon

	Merlin	Tria	thlon		
one stize (on, ctr-top)					59
ine size (on, ctr-ctr)	49.5	51.5	53.5	55.5	57.5
ed angle (degrees)	72.0	72.5	72.5	73.0	7310
st angle (degrees)	77.0	27.0	76.0	76.0	76.0
tube /cml	53.3	54,5	55.5	56.5	57.5
instay (cm)	40.5	40.0	40.5	40.5	40.5
relbase (cm)*	100.0	100.5	101.1	102.0	103.1
indover height (pm)	76.3	78.2	79.9	83.0	84.1
ttom bracket drop (cm)	7,3	7,3	7.3	7.0	7.0
nd tube length (cm)	9.3	11.1	12.9	15.1	17.0
erer length (cm)	13.9	15.7	17.5	19.7	21.6
rk rake (m)	4,5	4.5	415	4.5	4.5
frame weight (pounds)	2.52	2,57	2,70	2,73	2,97
d frame weight (pounds)	2.89	3.00	3.10	3,43	3.66

frame, our triathletes have never had it so fast,

SPE-CYCIOOSS CIALIY RIDES

fusxc sus



rame weight: 6.2-6.5 lbs. (includes rear swingarm)

Merlin 6-4 titanium dropouts

tion with an MTS 3.25 front triangle and 6.4 waterjet cut titanium

light ride. are no gimmicks here, just a race-proven design

and the answer is a resounding yes.

materials, deliver a bike that is field-serviceable, and built to last,

We set out to build the world's finest fully-suspended cross-country bike. With 3.25 inches of rear-travel and a ultra-rugged carbon fiber swingarm, the SXC combines all of the qualities of our XLM hardtail into a race-ready full-sus design. And it takes to the trail at under 25 nounds

This bike is built to last. It employs the proven full-suspension "swingarm arm and linkage" system. We've sourced an Easton-built carbon fiber rear-swingarm that has hundreds of NORBA and World Cup races under its belt, without a single failure. And we've incorporated low RPM aircraft ball bearings into the critical pivot areas thus ensuring years of maintenance-free riding. These features, in combina

parts in the seatube pivo area, assure you of a The SXC was conceived to be a world-beating full suspension design. There

that will stand up to every test of time and every type of trail.



is the best bike I have ever ridden. Period."

The XLM's world-championship-winning performance starts with a size specific blend of custom-made single-and double-butted MTS235 seamless itanium tubing. Its Centermount seatstays, design engineered to a beefy 7/8inch diameter, are center burted for rigidity and low weight, while its cantilever brake mounts resist twist and flex, creating a rock-solid foundation for exact

intain) boasts raw perfor

e-art. It has all the resilien

d strength of Merlin's leg-

proclaim: "The Merlin XLM

Updated frame geometry accommodates the longer travel requirements of the latest generation of suspension forks. At the rear, a lightweight 6-4 titanium vertical dropout design delivers fast, accurate wheel changes. Available in a full range of eight sizes from 12 to 21.5 inches, the Merlin XLM is a pure

			terlin	XLM				
ne size (in., exr-ctr)	12.0	13.5		16,25		18.75		
t single (degrees)*	70.5	7015	71.0	71.0	21,0	71.0	71.5	72.0
: angle /depress)+	74.0	73.5	73.5	73.5	73.0	72.5	77.5	72.0
inal top tube (In.)	20.5	21,00	21.75	22.38	23.00	23.63	24,25	25,00
nstay finil	16.75	16.75	16.75	16.75	16.75	16.75	16.75	16,875
lbase (in,)*	39.65	39.8	40.4	41.1	41.6	42.1	42.5	43.3
dover height (m.)	25.9	27.6	28,6	29.6	30,3	31.2	32.3	33.9
om bracket height (in.)	11.6	11.6	11.6	11.7	11.8	11.8	11.6	11.9
tube Tength //n.;	3,375	3,38	3,75	4,00	4,25	5.00	6.00	7,50
ren length //kil	5.00	5,00	5.50	5.75	6.00	6,75	7.75	9.25
se weight (pounds)	2.61	2.67	2,76	2.67	2.95	3.08	3.21	3,36

mountain



ly well. The Mountain's ountless NORBA vice

dmirably built, and brilntly executed, the Merlin

ight sizes: 12.0-21.5 in Frame weight: 3.12-3.99 lb (1.42-1.81 kg) 7/8-inch 5-Bend

/4-Inch S-Bend entermount seats Breaded and relieve ottom bracket shell Merlin 6-4 titanius verpucal dropouts

Each Mountain frame employs a custom-sized tubeset to minimize weight without compromising strength, rigidity or durability. In addition, all frames feature

Merlin's S-Bend chainstays for maximum efficiency and better tire and crank clearance. The S-Bends fully accommodate 2.5-inch knobbies, with extra space to avoid mud build-up. Despite the additional rigidity of the large-diameter chainstays, the rear triangle boasts superior compliance due to the speciallymade thinwall S-Bend seatstays. The result: better traction, precise wheel control, and improved performance in climbs and descents, regardless of terrain.

The unique seatstay design also contributes to more efficient braking, because the S-Bends bring the stay closer to the wheel. These practical details guarantee unbeatable performance, whether through a rock-strewn NORBA singletrack, across miles of uncharted wilderness, or simply plonking along local fireroads. With the Merlin Mountain, the bike is no longer the question. It is the answer

frame size rin., corver?	12.0	13.5	15:0	16.25	17.5	18.75	20.0	21.5
Head angle (degrees)*	70.5	70,5	71.0	71.0	71.0	71.0	71.5	72.0
Seat angle (degrees)*	74.0	73,5	73.5	73.5	73:0	72.5	72.5	.72.0
Nominal top tube (no.)	20.5	71.00	21.75	22.38	23,00	23.63	24,25	25.00
Chainstay (fn.)	16.75	16.75	16,75	16.75	16.75	16.75	16.75	16.875
Wheelbase (16,)*	39.65	39.6	40,4	41.1	41.6	42.1	42.5	43.3
Standover height ris, J	26.9	27.6	28.6	29.6	30.3	31.2	32.3	33.5
Bottom bracket height (/m.)	11.6	11.6	11.6	11.7	11.8	11.8	11.0	11.9
Heed tube Tength (fm.)	31375	3,38	3,75	4,00	4,25	5.00	6.00	7,50
Steener length (nc.)	5,00	5.00	5.50	5.75	6.00	6.75	7,75	9,25
Frame weight. (pounds)	3.12	3.18	3.25	3,36	3,46	3.58	3.70	3.99

taiga



ass. Crafted from a blend of lerlin MTS certified tital and and Grade 4 seamless tita

rest lies the taiga. This is the

abitat of the Taiga Merlin, the

test and rarest of all Merlin

In the Taiga, Merlin's championship-winning geometry is used in all sizes to

assure proper fit and balance. The Taiga's full-sloping top tubes are generously proportioned to center your weight within the wheelbase for high-speed stabil ity, while the suspension-adjusted headangles guarantee accurate steering response at any speed. Down below, Merlin's famous large-diameter 7/8-inch odate all standard and compact-drive cranksets, yet they

> Anchoring the rear triangle are Merlin's trademark vertical dropouts, machined from solid 6-4 titanium plate. They are, not surprisingly, the strongest available anywhere in the world. What is surprising about the Taiga, though, is its price. Simply put, pure Merlin performance has never been so affordable More important, the Taiga is a race-bred Merlin which will deliver value for

ner ren ra	190	
15.0	17.0	19.0
71.0	71.0	71.5
73.5	73.0	72.5
22.00	23.00	23,75
16.75	16.75	16.75
40.9	41,9	42.9
28.2	30.5	31.5
11.6	11.8	11.8
4.0	4.5	5,5
5.75	6.25	7.25
3.57	3,73	3.94
	15.0 71.0 73.5 22.00 16.75 40.9 28.2 11.6 4.0 5.75	71.0 71.0 71.0 73.5 73.0 22.00 23.00 16.75 16.75 40.9 41.9 28.2 30.5 11.6 11.8 4.0 4.5 5.75 6.25

rane weight: 3.4-3.8 lbs.

stended head tube design ynolds steel fork

> We've created a ready-to-ride masterpiece by combining Merlin quality framebuilding with the Shimano Nexus 7-speed drivetrain & internal rear hub gearing system.

of wheels and the gear system.

Merlin Intercity									
Frame size (in., ctr-ctr)	16.0	18.0	20.0						
Head angle (degrees)	70.5	71.0	71.5						
Seat angle (degrees)	73.5	73.0	72.0						
Nominal top tube (in.)	21,25	22.75	24.0						
Chainstay (In.)	17,5	17.5	17.5						
Wheelbase (In.)*	40.75	41.85	42,75						
Standover height (in.)	28.3	29.8	31.5						
Bottom bracket height (n.)	10.25	10.25	10.25						
Head tube Tength (In.)	6.0	7.0	8,5						
Steerer length (fm.)	7.5	8.5	10.0						
Frame weight (pounds, est.)	3,43	3.56	3,77						

Inspiration is drawn from two distinct but complementary frame styles. First,

and second, traditional mountain bike design. The result is a bike that is respon sive, rugged, stable and incredibly light all at the same time. It's the perfect city bike or second bike. It's a bike that does it all, with grace and simplicity. The extended head tube provides you with an upright riding position and a center of balance that puts you in complete control of the steering. In addition,

the time-tested upright cycles that are favorites of commuters all over Europe;

more stable and plush ride. And to assure appropriate clearance in the cockpit and to ease mounting and dismounting, we've sloped the top tube.

we've stretched out the chainstays to give the bike a longer wheeelbase and a

The Intercity is constructed of high-grade CP (commercially pure) titanium tubing throughout. Dropouts are horizontally mounted for easy maintenance

And attention to detail is evident throughout with additions such as fender hangers, rack mounts and a rear derailleur hanger for drivetrain systems. This bike is built to the exacting alignmen and construction specs that have become a Merlin trademark.

newsboy

threaded dropouts, and a lightweight seat cluster design style. In a world of look-alike race bikes, the Newsboy eloquently refutes the combined as in no other bike in the world.

rigid powerpath from the 1 1/8-inch head tube to the 6-4 titanium vertica

dropouts. The result is a flex-free platform for climbs, sprints and descent

These asymmetric S-Bends will swallow a 2.5-inch knobby with room to spa

In addition to terrific braking power administered by a WTB SpeedMaster

roller-Cam brake, other standard features include suspension-adjusted geom

15.0	17.0	19.0	
71.0	71.0	72.0	
73.5	73.0	72.5	
22.00	23.00	24.4	
16.75	16.75	16.7	
40.9	41.9	42,	
30.0	31.4	33.	
11.6	11.8	11.5	
3.75	4.25	6.0	
5.5	6.0	7.5	
3.72	3,95	4.2	
	71.0 73.5 22.00 16.75 40.9 30.0 11.6 3.75 5.5	71.0 71.0 71.0 73.5 73.0 72.00 73.5 73.0 72.00 73.00 73.00 73.00 74.9 74.9 74.9 74.9 74.9 74.9 74.9 74.9	

OUR MOUNTAIN LINE