

IBIS

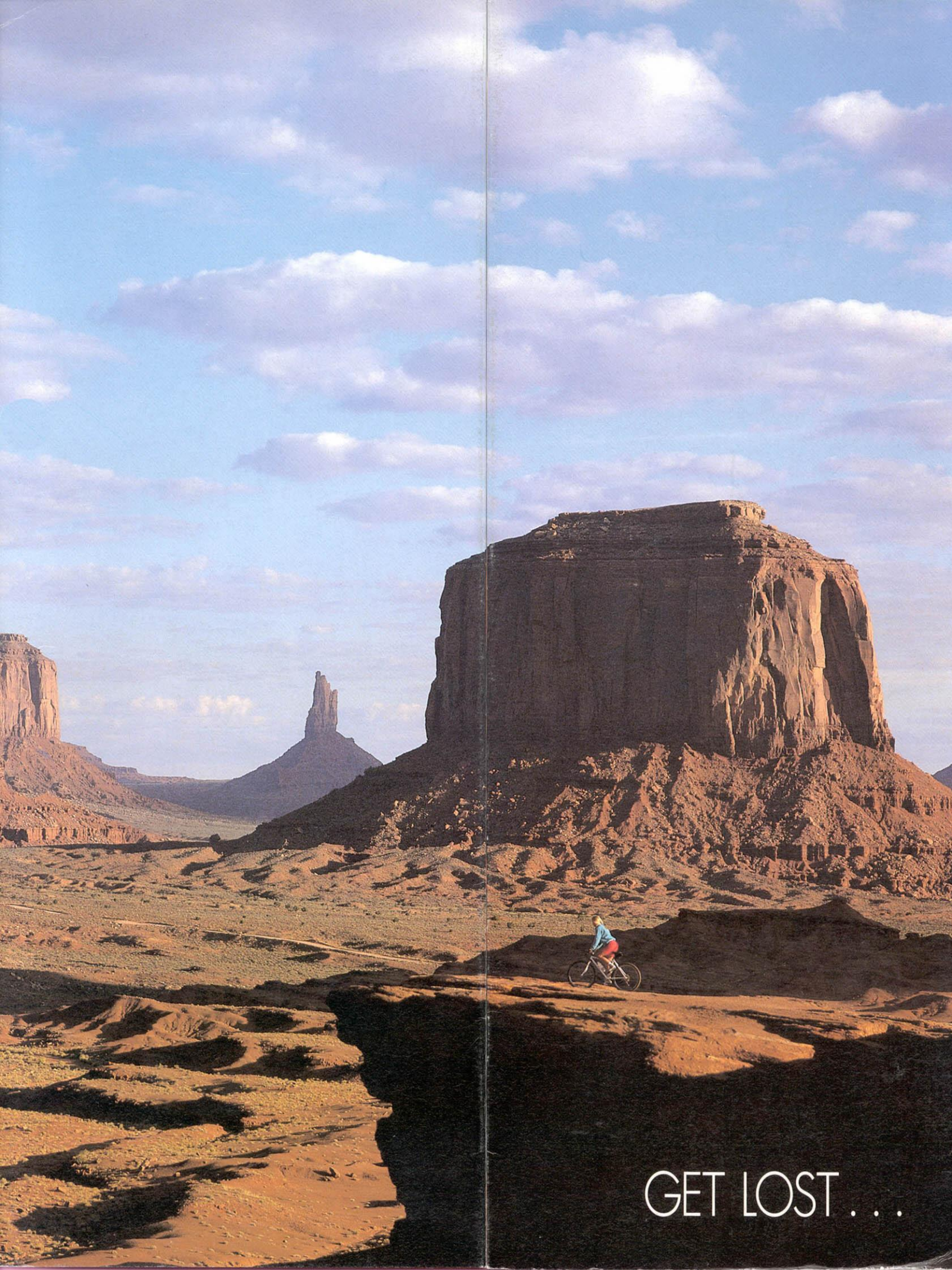
707-829-5615

IBIS CYCLES

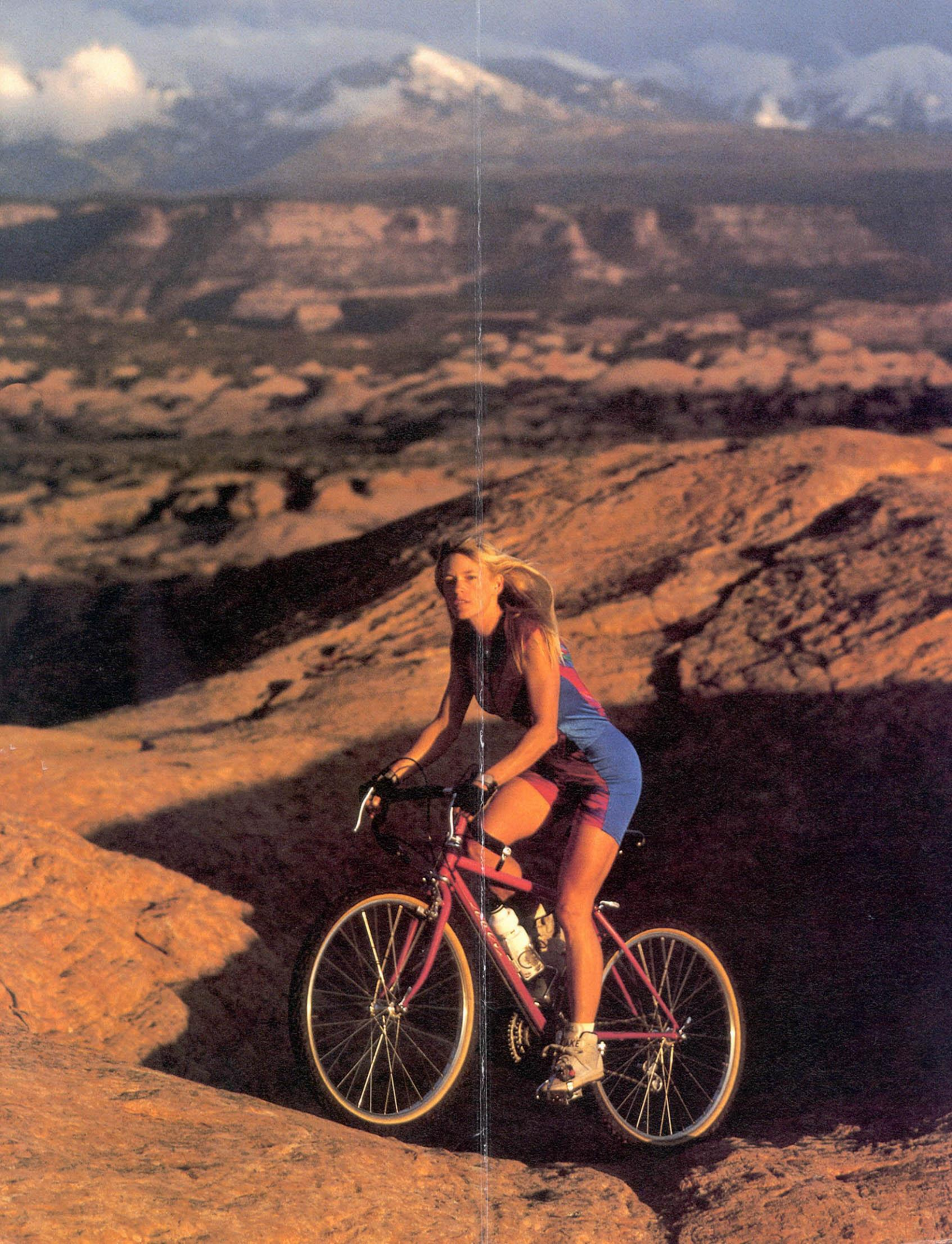
P.O. Box 275 • Sebastopol, California 95473

Brochure Design & Cover Photo: Communication Graphics, Sebastopol, CA
Location Photography: John Laptad, Park City, UT
Studio Photography: Maury Cohen, Santa Rosa, CA
Copy: Daryl Lickt, Sebastopol, CA

CYCLES



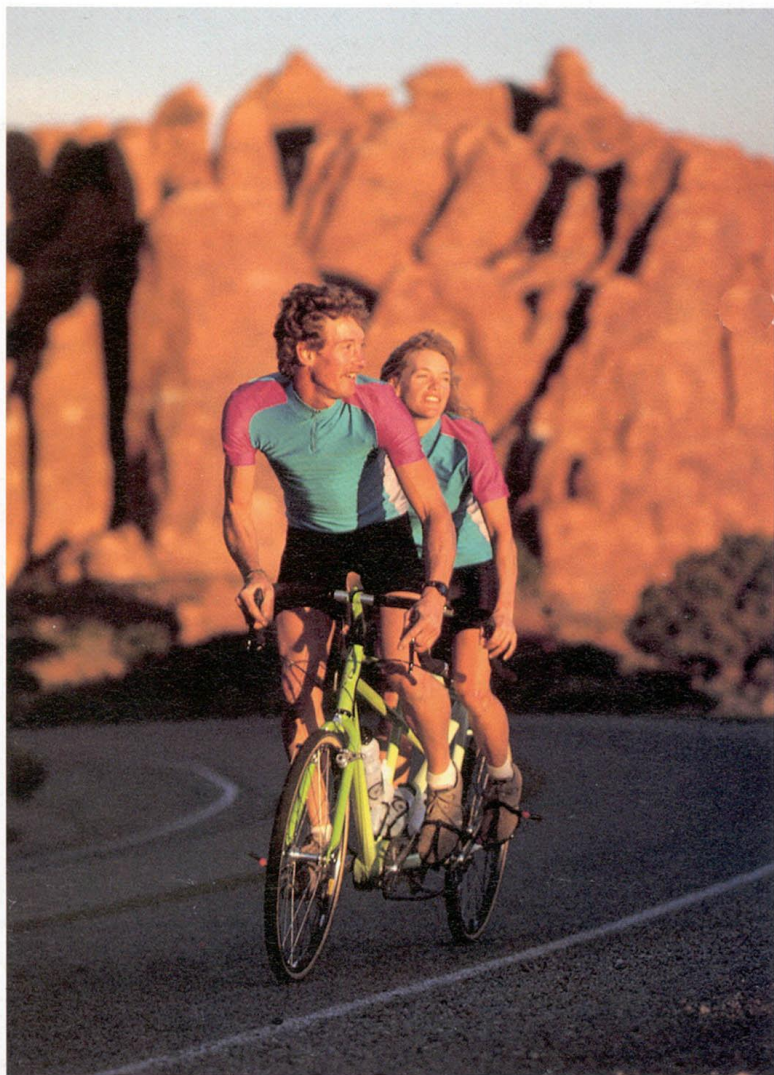
GET LOST...



IBIS CYCLES

The priority at IBIS is to build the bike that is best suited to the customer. IBIS specializes in fitting bicycles to people, not people to bicycles. Although we build a limited number of trials, road, tandem and cyclo-cross bicycles, the main focus at IBIS is to build personalized, custom mountain bikes. We make it the way you want it, striving throughout to balance the most important ingredients in a well made bicycle. DURABLE and LIGHT. Balancing these qualities involves selecting tubing with thickness, diameter and butting appropriate to the rider's weight and riding demands. Responsible framebuilding begins with the most important component — the rider. Beyond our frames, IBIS balances strength and weight by selecting and blending from a range of components, once again to best suit the rider's style and riding environment. CUSTOM FIT. Using your measurements, the bike is designed to be optimally suited to your body and riding preference. Our custom frame, fork and stem will work together to put you in the most comfortable and efficient riding position. PRECISE HANDLING. We build responsive bikes at IBIS. Our short chainstays and wheelbase, combined with upright frame angles, deliver a beautifully balanced machine for virtually any situation. Its responsiveness, quickness and stability have evolved from thousands of miles of testing, selecting from many different approaches to frame geometry. It is interesting to note that many manufacturers are developing their "radical" new bikes to specifications almost identical to the geometry we introduced almost 7 years ago. CONSTRUCTION. We have chosen a combination of TIG welding and brazing as the preferred method of assembly. The front triangle on our bikes are TIG'ed while the rear is brazed. The result is minimum weight and expense with superior strength and beauty.

Blending all of these qualities into one unit is more time consuming, but we wouldn't have it any other way.



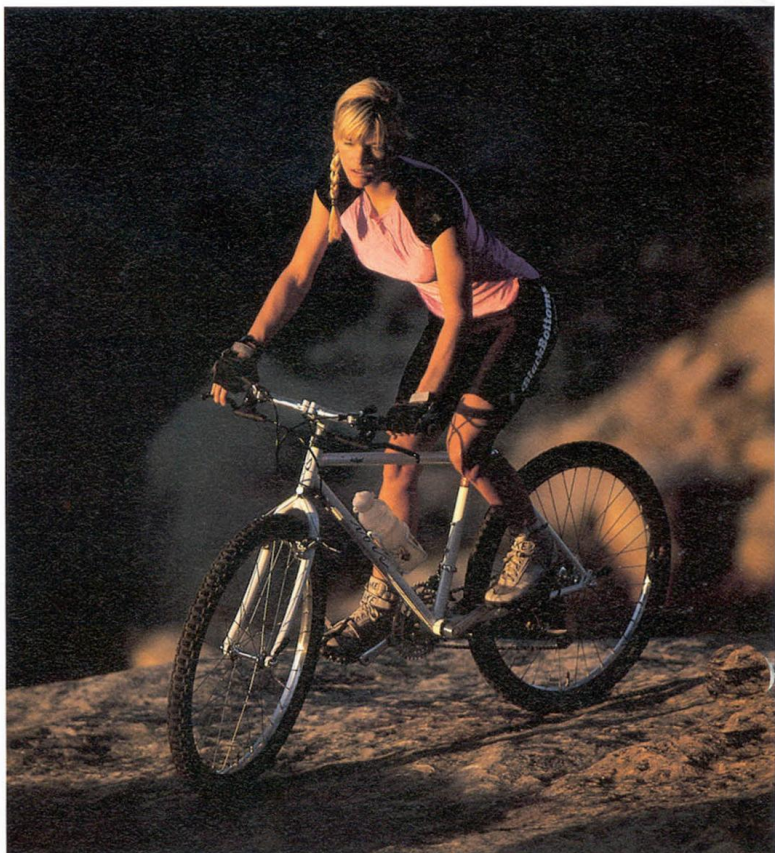
AVION

The IBIS Avion is the first production bike available from us. The root of the word Avion is from the Latin "to fly". We feel the name is an accurate representation of the bike's capabilities. The response to this bike the first year was fantastic. We sold out of the production far ahead of schedule. The geometry is based on that of the highly respected IBIS custom mountain bike. Included in the line is the 16" model. The design is derived from the many custom bikes we have built for small people. Our 16" bike has 26" wheels front and rear, a shorter top tube, steeper seat angle and special small stem, all designed to accommodate the smaller person. Geometry on the other sizes once again comes from our experience building custom bikes. In each size range we evaluated the dimensions of the customers and the bikes we built for them. That information was plugged into a formula similar to the custom and the result was the Avion. What we did works, if the response of our customers, dealers and the magazines is any indication. The components are among the finest available anywhere. Shimano Deore XT throughout, Tange double butted CrMo mountain bike tubing, our newly designed "fat fork", IBIS steel stem available in a variety of lengths, prestige handlebars, Araya super hard anodized RM-20 rims, and an Avocet gel saddle round out the quality components found on this machine.



DROP BARS

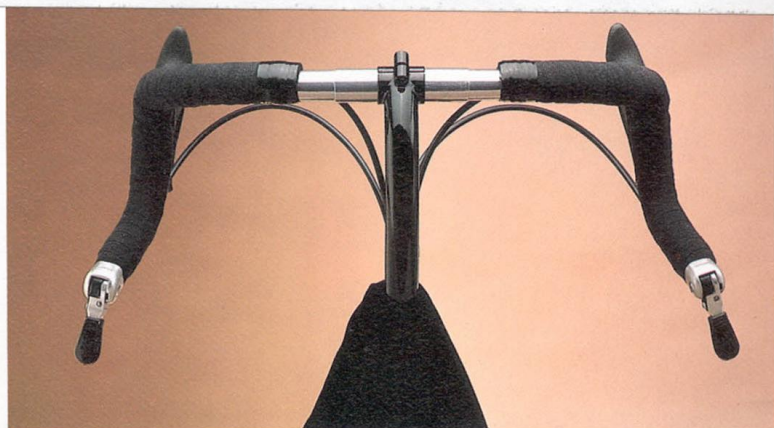
Products that have been very popular both on our custom bikes and as an aftermarket item include our drop bar set-ups for mountain bikes. Our custom manufactured model L.D. stem gets your drops where you need them for the most comfortable and efficient riding positions. Our L.D. stems are manufactured from 4130 tubing that's TIG welded into a functional yet pleasing configuration. Complementing the stem is the IBIS heat treated drop bar. The bar is bent 12.5° at the bottom for increased comfort and knee clearance. It is constructed of aluminum (10% thicker than ordinary drops) and heat treated after forming. This bar/stem combination yields a steering system that gives you the flexibility in body position needed for climbing yet allows ultimate control on fast, bumpy descents. If you spend a lot of time in the saddle, drops may be the answer for you. We believe the bar end shifter is the best system available. For 1988 there will be indexing bar end shifters available from both Suntour and Shimano.

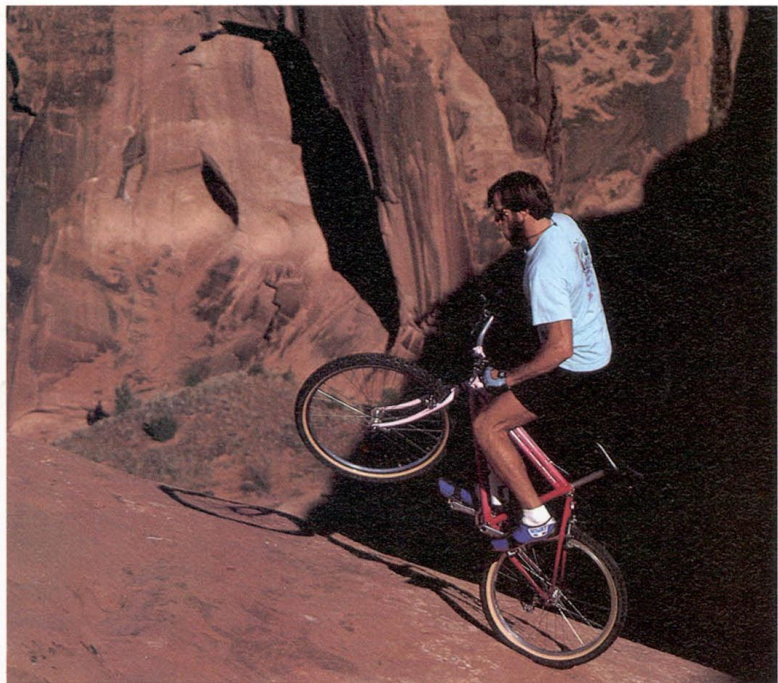


TANDEM

The latest passion of IBIS is Tandems. Conventional wisdom was thrown out the window when it came time to design the Tandem. Our approach is different, but it works. It works phenomenally well, in fact. The IBIS Tandem has 26" wheels. It also has an up tube, which runs from the front B.B. to the rear seat cluster. This allows us to increase the rear top tube length, increasing stoker comfort, and provides increased rigidity even with the longer rear. Some of the tubes are round, some are oval. It comes with upright and/or drop bars and an adjustable stem in the rear. The components are the best available. If there isn't an adequate component out there, we'll manufacture it. What makes our Tandems so great? Three things: versatility, comfort, and fun. Tandems are the most versatile Tandems made. They're equally at home in the dirt or on the street. Whether you're doing a camping tour of Europe (we've done it), impressing people with the amazing handling capabilities on dirt or slickrock (we've done that), towing 30 people up and down the hills on your local club ride (we've done that), or simply — and most importantly — riding with your partner, sporting ear to ear grins (we've done that — alot). The IBIS Tandem spells fun. If you haven't had the pleasure of the Tandem experience yet, you owe yourself a treat. To find out more about IBIS Tandems, contact us.

Uptube is a registered trademark of Rick Jorgensen. Tandems designed in conjunction with Rick Jorgensen of Tango Tandems.





TRIALS GEOMETRY

A few words about the geometry that has evolved on our trials bikes. Our first trials bike was built 5 years ago. 26" wheels, a high bottom bracket, short wheelbase and chainstays, and upright geometry were its features. It worked well. We then changed things around a bit and put a 24" rear wheel on it. It worked even better. Several incarnations later we felt pretty good about this bike. We did the Nationals on it. Then the hop came along and everything changed. The 26/24 configured model became the Mountain Trials. The 20" rear wheel came next, along with 24" in the front, and the Trials Pro was born. The 20" wheel is stronger, lighter, and provides better traction than larger wheels. It also stays out of the way in those extremely tight situations. The larger front wheel tracks better through the rough, also providing superior control when coming off large obstacles. The bottom bracket may seem low for a trials bike (12"), but the extremely short wheelbase makes the "effective" B.B. much higher. For '88 we are also offering a 20" front wheel. When you reach an advanced stage of trials expertise, you may opt for the small front wheel, but this is a matter of personal taste and completely up to the individual.

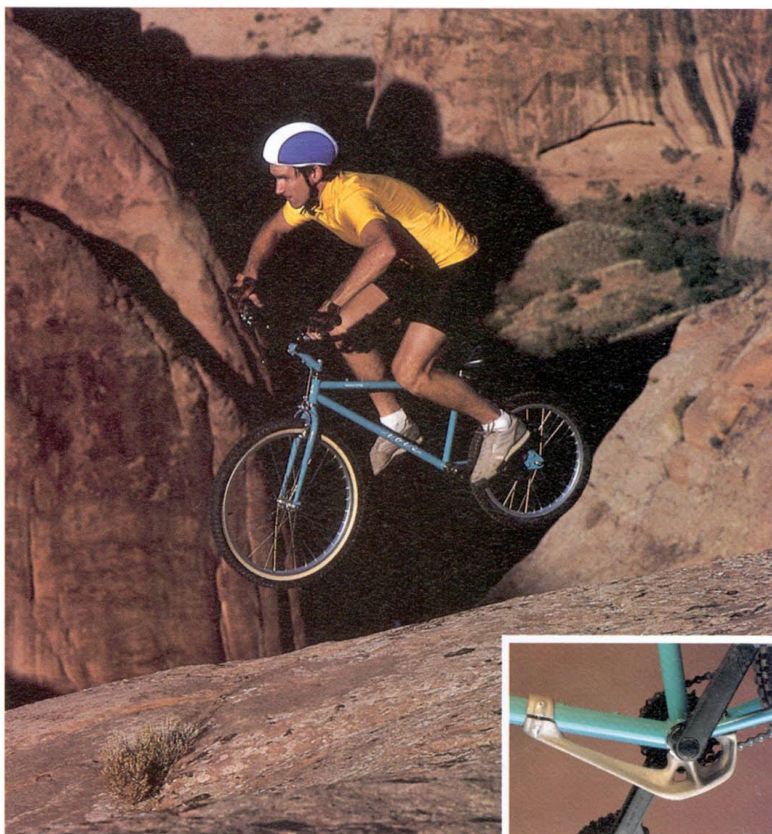


MOUNTAIN TRIALS

Although originally designed as a bike for trials competition, the Mountain Trials has become one of our favorite all around bikes. We've ridden this bike to three top ten finishes in the Pro Class at the NORBA Trials Nationals. We've ridden it in the rain forests of the Pacific Northwest (log hop central). We've hopped around in our front yard (the neighbors think we're weird). We've had the maximum dose of fun on the slickrock (any more fun would probably be illegal). And we've ridden it on long Mountain Bike rides, with a few log and rock long cuts thrown in just to make the other riders jealous.

The Mountain Trials is shorter and steeper than our other mountain bikes. The front wheel is 26", the rear, 24". The chainstays are short, the bottom bracket high. It comes in 2 sizes, large or small. The dropouts are horizontal, so you can run it as a single speed if you want to. The tubing is stronger than on our custom bikes. You tend to put this bike through the paces.

If you spend alot of time riding over rough terrain, or want to own one bike for all your trials and Mountain Bike fun, look no further.



Scot Nicol in flight on the Trials Comp. (Detail shows New Bash Plate.)

TRIALS COMP

The popular IBIS Trials Comp was introduced last year. It is a no nonsense competition trials bike at an entry level price. Last year it was available with a 24" front wheel. This year we are offering either 24" or 20". The geometry is similar to that found on the Trials Pro, our limited production custom trials bike. We didn't cut any corners when we made the Comp. Design features include a custom frame and fork, special trials stem and bar, full CrMo TIG welded construction, trials tires and cranks.

T-SHIRTS

The IBIS T-Shirt is a stunning 6 color design beautifully printed on a 100% cotton heavyweight T. The design is abstract, but the graphic representation of the IBIS in flight is easy to see. The design has been a popular seller for several years now. One look at the design will tell you why. T-Shirts are available in short or long sleeve. There's also a short sleeve Cycle Tee, which has 3 pockets on the rear of the shirt. Sizes are S, M, L, XL.

CUSTOM

The custom bikes we build provide the backbone for our company. IBIS started on a shoestring in 1980. People liked what they saw, liked what they bought. IBIS is now one of the most respected names in the bicycle business.

We produce about 250 custom bikes a year. Each bicycle we build is unique, an expression of the owner's needs and wants. In addition, each is an expression of our love for bicycling and demand for the best. Everyone who works at IBIS is an avid cyclist. Scot Nicol started IBIS because he wasn't satisfied with any of the Mt. Bikes currently available. (Of course in 1980 there were only about two manufacturers to choose from.) Scot started riding 26" bikes in the dirt in 1966, went through various bikes over the years until 1980 when he decided to build his first bike. It was a responsive bike built around his body dimensions. This basic premise hasn't changed to this day.

In an attempt to build the best possible bike for the money, IBIS has taken a unique approach to framebuilding. We realize that not everyone's body is exactly the same size, even though they may have the same height or inseam. Therefore we don't believe that everyone's bike should be identical. Rather than build each bike from scratch, which is inefficient, we construct in batches. We call this "flexible manufacturing". Our years of experience building custom, fitted bicycles provides us with the expertise to do this, to provide a truly custom product at a production price. All of the framebuilding tools we have built or bought are versatile, easily adaptable to a different size or dimension. For example, when we see that you may need a little bit longer top tube, or a heavier gauge downtube than someone who is your same height, we provide that.

The custom IBIS is a beautiful machine. Beauty to us is our TIG welded joints. They are stronger and less expensive to produce than a brazed joint. Beauty to us is our custom paint, providing the customer with countless options. Beauty is the package as a whole: the design, the building, the finished product. We build our bikes to be ridden and enjoyed.



PAINT

The final touch on the custom IBIS is the paint. We are well known for our wild and innovative schemes. There are a world of possibilities out there — let us help you with your ideas. We do long and short fades, splatters, spirals, patterns, stripes and much more. In addition to the myriad of styles that are produced at our facility, we have something new to offer. For 1988, we are honored to be working with Leni Fried, a Boston artist who is producing original art on our custom frames. Each is a unique (to say the least!) piece of art, signed by Leni. Any number of motifs are available. Whether it's bizarre plants, fall leaves, intricate patterns, anthropomorphized animals, or ???, Leni's art is certain to invoke a response. We guarantee the most interesting paint job on the block. Of course, you may also opt for the "standard" paint, which is your choice of any Imron color, with a glassy, clear coat applied over the decals.