can you say

SZAZBO

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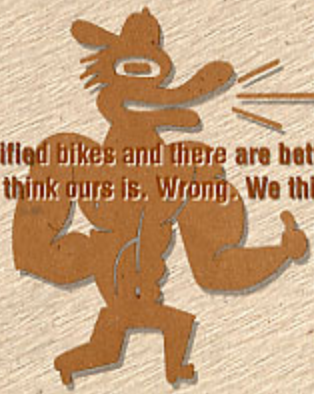
Before we designed the first prototype Szazbo (say zaz bō), there were two fundamental design goals that were defined. The bike had to be primarily a **cross country** bike, superior to a "rigid" bike in all types of riding; uphill and flat, as well as downhill. The other important consideration was that the suspension respond only to the input of the terrain, rather than rob precious power by responding to the input of the rider. Two simple but very important goals. Quite simply, we wanted to build a bike that enhanced the riding experience. OK, so what we really want is to build a bike that you'll take on a test ride, and when you get back, the first words out of your mouth will be "that bike is dope" or "awesome" or "cool" or "man, that was the hyper fresh doo-doo def dope ride" (depending on which decade you were born).

Quite simply, we wanted to build a bike that enhanced the riding experience.

"That bike is dope!"

Before a discussion of the Ibis Szazbo can begin, there is a fundamental concept to be understood about bicycle suspension. On the most basic level, the current breed of "bouncy bikes" can be broken into two categories: impact absorbers and actual suspension. To easily tell the difference between the two, sit on the bike. If the suspension doesn't move, you're sitting on an impact absorber. If you get sag, you're probably sitting on a suspension.

Impact absorbers do as they are described, "absorb impacts," but not much more. The suspension is topped out unless a force big enough to overcome the preload is applied. Therefore, no suspension is felt during the vast majority of your time in the saddle. This is bogus. Virtually all impact absorbers behave abhorrently when you remove enough preload to activate the suspension. Festering problems such as pedal kickback on bumps, increased chain tension and wear, and pedal induced actuation of the suspension rise to the occasion. They are not your friend. Just because you're riding a suspension doesn't necessarily mean it's good. A true suspension is almost always active, over any undulating terrain, be it uphill, downhill or flat. However, there are various inherent problems with previous bicycle suspension systems. The Szazbo is the first suspension bike that will dramatically improve the ride on the bumpy flats, improve the traction on the smooth or bumpy climbs, and give you a tremendous control advantage while descending. The following are some of the reasons why.



There are good unified bikes and there are better unified bikes. Guess which one we think ours is. Wrong. We think ours is the best.

The Szazbo is what we call a **Unified Rear Triangle** bike. By unified, we mean having a direct connection (called a chainstay-dub) between the dropout and bottom bracket-just like a rigid bike.

A unified design experiences no pedal kickback, no increased chain tension, requires no extra chain, and will not induce suspension activation due to chain forces. All of these are problems associated with non-unified designs.

If your chainstay lengthens as the suspension travels through its range, imagine the consequences. While you hold pressure on your pedal, your pedal will rotate backward toward you. This is what is known as pedal kickback or feedback. It is effectively raising your gear ratio, and increasing tension on the chain. Chains routinely get subjected to forces of over 500 pounds, sometimes upwards of 1000 pounds. Chains routinely break. Increasing the chain tension exacerbates this problem. Imagine you are climbing and experience a rut. If your effective gear ratio is increased as you try to climb out of this rut (because the suspension has just compressed), it becomes much harder to pedal out of the rut (bogus). Another chronic problem with non-unified bikes is ghost shifting. When you are sprinting, or often merely pedaling through a turn, the bike will often mis-shift, due to flex causing misalignment of the drivetrain.

Our unified rear triangle doesn't suffer these troublesome inconveniences. Unified is better.

So far, we've been touting the unified rear triangle design. But not all unified bikes are created equal. There are good unified bikes and there are better unified bikes. Guess which one we think our is? Wrong. We think ours is the best. That's because our pivot is located at the Sweet Spot.

Another design goal of the Szazbo was to **balance the forces** acting on the suspension. This is an important, and very complicated subject. Remember that we want the bike to respond to terrain input not rider input. To keep from activating the suspension in high gears or while standing, the fore/aft position of the pivot is crucial. To keep the suspension from activating while sitting or in low gears, the vertical position of the pivot is crucial. There is a point where all of these forces balance, and that point is the Sweet Spot.™

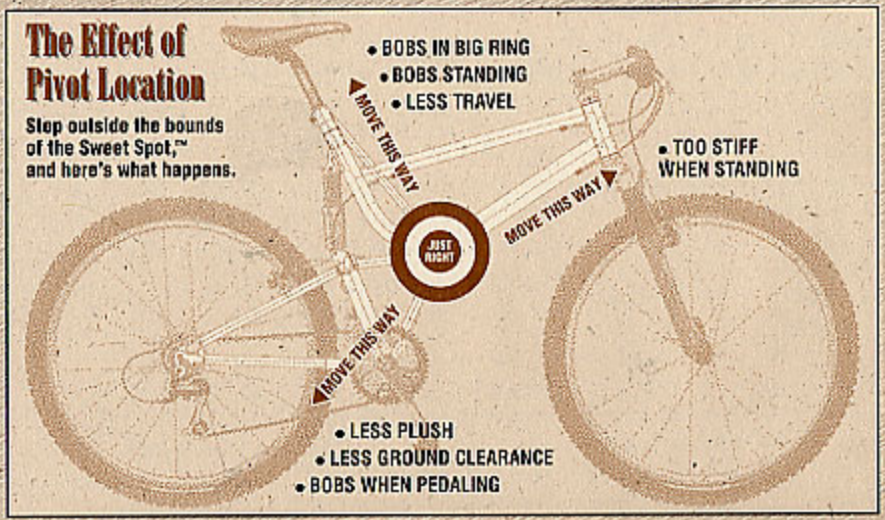
Take a look at the Sweet Spot™ bullseye. Go outside of the sweet range and see what happens. If the pivot is too far forward, the bike will behave like a rigid bike when you are standing. No standing suspension. Too low a pivot and it will squat in all gears and be less plush. Too far back and it will bob in the big ring, bob standing and have less travel and ground clearance. Only the Sweet Spot™ eliminates all of these problems.

The Szazbo gives you 4.75" of plush travel at the rear wheel.

Can you say "Barcalounger"?

The Effect of Pivot Location

Step outside the bounds of the Sweet Spot,™ and here's what happens.



Variable Rate Suspension

The plush ride might feel a little foreign at first. However, once you've spent some time on the Szazbo, going back to a rigid rear bike will feel very strange. The plushness should not be confused with low performance. Quite to the contrary. Soaking up every little bump makes the Szazbo less fatiguing and more efficient. For you that means you ride faster with more comfort. In bumpy turns, the Szazbo rear wheel hugs the ground, dramatically increasing traction. Uphill, you'll experience increased traction, and be climbing things you never could before. You'll be less fatigued on the climbs as well, because you don't need to use as much body english to get over all those bumps on climbs. And you'll love those downhills that you used to think were so rough. When it's time to get out of the saddle and hammer, almost all suspension bikes suffer energy robbing bob. Each time you turn the pedals, the suspension activates and moves through a portion of its motion. You feel it as a sluggish annoyance. Not true with the Szazbo. When you stand, the stiffness of the suspension increases dramatically. With the Szazbo the stiffness ratio standing vs. sitting is about 4.4:1. This automatic adjustment of the suspension makes a lot of sense. When the going gets rougher, it is your natural inclination to stand. As you pick up speed going downhill, the forces on the rear wheel increase, necessitating a stiffer suspension. And as you gradually change your weight from being on the saddle to being on the pedals, you gradually change the stiffness of the suspension. You can vary the stiffness, automatically, easily and intuitively, with a very simple mechanism, shifting your weight.

Another overlooked problem affecting many suspension bikes is the bobbing that occurs when the suspension excitation frequency (pedal strokes per second) matches the suspension resonance. Suspension resonance is something car and motorcycle designers pay a lot of attention to. Sag, resonance and vertical motion (travel) all come into play here. The Sweet Spot™ features balanced forces that result in no activation of the suspension due to cyclic interference (i.e. they don't bob).

	Sitting	Standing
Typical cadence	60-120 RPM	45-75 RPM
Pedal pulses per second	2-4 cps	1.5-2.5 cps
Suspension resonance	1.5 cps	3.0 cps

Soaking up every little bump makes the Szazbo less fatiguing and more efficient.

For you that means you ride faster with more comfort.

Now you understand that there are unified bikes

and there are Sweet Spot™ Bikes.

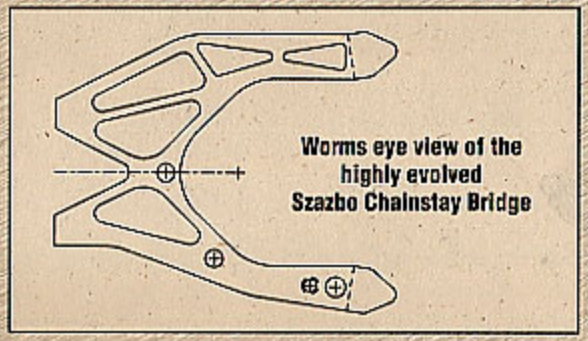
After studying the chart on the previous page, keep in mind that you don't want the pedal pulses per second to match the suspension resonance. The beauty of the Sweet Spot™ is that its low sitting ("Barcalounger") resonant frequency is below the pedaling excitation (1.5 vs. 2-4). Stand up, your cadence drops and the suspension resonance increases until it's above the excitation frequency (3.0 vs. 1.5-2.5). All non-unified bikes (and some unified bikes not featuring the Sweet Spot™) have much less difference in resonance between standing and sitting. This means that if set up soft, they will oscillate ("bob") when standing-or if set up stiff they will oscillate when sitting. Overdamping is the only Band-Aid. Locating the pivot at the Sweet Spot™ allows the resonance to be "tuned out," resulting in a cush suspension with high efficiency.

Now you understand that there are unified bikes and there are Sweet Spot™ bikes. Features unique to the Szazbo are many. The rear swingarm on the Szazbo is a highly evolved mechanical structure. It features: one pivot simplicity, user serviceable bearings (that you'll probably never need to replace), excellent torsional and lateral rigidity of the entire rear swingarm, conventional cantilever cable pull (yeahhh!), the coolest chainstay bridge in the world, and low overall gross tonnage (that means it's light).

The structure of the swingarm is a double tetrahedron. The two tetrahedrons are joined at the tube that holds the front derailleur (we used to call this the seat tube), and the whole schmere is held together with some very innovative CNC'd components. At the top of the structure you'll find the seatstay bridge/lower shock mount, which also incorporates three cable stops. The fully triangulated design ties the stays together rigidly for improved lateral and torsional swingarm stiffness and strength. The brake boss mounting is close to the shock mount, minimizing any potential flex. As mentioned, the Szazbo uses **normal brake cable routing.** The Szazbo stays completely active under braking, meaning that braking doesn't affect the action of the suspension.

One of the lessons we learned from building titanium bikes is the importance of dropout design. Paying attention to a few details yields dropouts that are much stiffer in lateral bending. The dropouts are ribbed, with a large surface area connection to the chainstays and seatstays. This eliminates "whippyness" in the rear end, which helps the rear wheel track well, particularly as your velocity increases.

Our Chainstay bridge incorporates many new and unique features. Once again, you'll find a liberal dose of triangles applied to this structure, which gives us improved stiffness and strength. We've done extensive computer modeling and stress analysis on this part. The results are that we've eliminated the high bending stress associated with conventional stays, and nearly doubled the lateral stiffness at the rear wheel - in the process. Other cool features are: the asymmetrical bridge puts the material where there's room, optimizing tire, mud and chainring clearance; we've eliminated the thinwall tubing under the chainrings that is easily gouged by chain suck; allowed room for a 52 t ring with a standard spindle; added mounts for fender and chain suck plate; and, of course, it looks cool.



Worms eye view of the highly evolved Szazbo Chainstay Bridge

So what is the BIG DIF?

There are so many unique features of the Ibis Szazbo, that it's easy to overlook some of the most important ones. Among the many firsts on the Szazbo is our revolutionary new BIG DIF system, which stands for Balance Integrated Geometry, Dialed In Fit. The most prominent feature you'll notice is the laid back seat tube on the main frame. It's different, but allows us to accurately position an incredibly wide range of people using only three bike sizes. Our geometry is derived from years of custom-building bikes (14 at last count). Our new system uses the wisdom gained in those 14 years, combined with some radical new ideas. There are three critical locations that determine how your bike fits. Where your butt is, where you hands are, and where your feets are. For the purposes of fit, it doesn't matter what the tubes do between these points. Although the Szazbo may look a little different, it's actually a very evolved design. As inseams lengthen, top tubes get longer and seat tube angles get slack, so that your center of mass stays in a proper position (balanced) relative to the

And, of course, it looks cool.

wheels. You don't want to get too far off the back or over the front of the bike. You don't want the wheelbase to get too long, or too disproportionate to the length of the chainstays. Chainstays need to stay as short as possible, but super long top tubes combined with short chainstays will make the bike steer like a long truck. In other words, there are a lot of things to consider when determining fit on a bike.

The laid back 64° seat tube on the Szazbo is offset forward of the BB. Raising the seat lengthens the cockpit, and slackens the effective seat angle. Lowering the seat shortens and steepens the geometry, just like it should. Thus, the geometry positions the rider for ideal balance and fit.

Here's how it works. Take a look at the sizing chart. It is helpful if you know your inseam measurement to do comparison calculations. If you're 5'10" with a 34" inseam, you fit smack dab in the middle of our medium size range. When you put the saddle to your normal ride height, you'll have a top tube length of 23" and a seat tube angle of 73°, right where they should be for a person of your size. But suppose you have an inseam of 31.5". You'll you see a seat angle of 73.9° and a top tube length of 22.7". A bit shorter and a bit steeper, as it should be. Let's check out the small and large sizes. You'll find that at the extremes,

We ride bikes because it's fun. And the bottom line is, the Szazbo is the funnest bike we've ever built.

you can fit a person with an inseam of only 28" and still have .75" of standover with the suspension fully topped out. This inseam often corresponds to a person in the 4'10"-5'0" range. She or he will see a 74.8° seat angle and a 21.6" top tube. If you're not height challenged, take a look at the other end of the spectrum, and you'll see that you NBA hopefuls can easily fit on a large Szazbo. We can even get those 39" inseam guys who are usually around 6'8"-6'10" tall. And the way we see it, if you're center material, you can probably afford to have us a build you a custom.

So there you go, a brief rundown on some of the features of the Szazbo. If you go away with nothing else, just remember the two basic design goals stated in the beginning, that the Szazbo is a cross country bike that outperforms a rigid bike in just about every situation, and that the suspension responds to terrain input rather than rider input.

Okay, so what does all of this mumbo jumbo translate into? You can tout features until you're blue in the face, but the truth is in the ride. Sure, you can go faster, climb better, jump higher and get better grades in school if you ride our bike. We ride bikes because it's fun. And the bottom line is, the Szazbo is the funnest bike we've ever built.

IBIS SZAZBO SIZING CHART, FEATURING BIG DIF

SIZE	S			M			L		
Mojo® Equivalent Standover	XS-S 27.25	< Big Dif >		M-L 30	< Big Dif >		XL 32.25	< Big Dif >	
Inseam	28	30.5	33	31.5	34	36.5	34	36.5	39
Seat Angle (effective)	75	73.5	72.5	74	73	72.25	73.5	72.75	72.25
TT Length (effective)	21.5	22	22.5	22.75	23	23.25	23.75	24	24.25
Stem Extension	100	100	120	135	135	135	135	150	150
Stem Angle	-10	0	10	0	0	10	0	0	10
Head Angle	70.5			71			71.25		
BB Height	11.87			12.12			12.37		
Cranks	170			175			180		
Wheelbase	40.85			41.8			42.8		
Chainstay	16.6			16.6			16.6		
Head Tube	4.125			5.125			7.0		

All standover heights measured mid top tube with suspension topped out

Swoop Spot™ is a trademark of Up and Over Engineering

IBIS SZAZBO PARTS MENU

	SST	XTR	XT	LX
Rear Derailleur	XTR	XTR	XT	LX
Front Derailleur	XTR	XTR	XT	LX
Headset	Chris King	Dia-Compe	Dia-Compe	Dia-Compe
Bottom Bracket	XT	XTR	XT	LX
Cranks	Cooks	XTR	XT	LX
Cantilevers	987	XTR	XT	LX
Shifters	Gripshift SRT 800	Gripshift SRT 800	Gripshift SRT 600	Gripshift SRT 600
Brakelevers	Ritchey Logic	Dia-Compe PC-8	Dia-Compe PC-8	Dia-Compe PC-8
Cogs	XTR	XTR	XT	LX
Handlebar	Ibis Titanium	Answer Taperlite	Answer Taperlite	Answer Taperlite
Seatpost	Synchros	ControlTech	ControlTech	ControlTech
Saddle	Ritchey Vector	Concor Ti	Concor Ti	Concor
Tires	Ritchey Z-Max	IRC Piranha	IRC Piranha	IRC Piranha
Rims	Mavic 217	Mavic 231	Mavic 231	Mavic 231
Hubs	White	XTR	XT	LX

All groups are available with Rapidfire shifters, King headsets, and Ibis Titanium bars.

Uncle Chuck answers his own questions about the Szazbo with a totally biased response.

Does the Szazbo suspension lock out when you stand up?

Not a chance mon ami. While there is a change in suspension stiffness between standing and sitting on the Szazbo, it is on purpose, and highly advantageous. It allows you to adjust the effective spring rate of the suspension on the fly, by a simple shift of your position on the bike. This "variable rate" accommodates your needs at different speeds, and it stays fully active whether sitting or standing. Remember that we're talking about almost 5" of travel here. Yet our bottom bracket moves less than two inches, about the same as a 3" travel linkage bike. These linkage bikes with limited travel experience bob (or overdamping) and will have too high a bottom bracket, or suffer from pedals in the dirt syndrome when the suspension is compressed. When you sit on the Szazbo suspension, you get 50% more travel and double the plushness (AKA compliance), yet virtually no bob while standing. Hammer away my friend.

What about that change in saddle height?

This is one of the first questions that people usually have about the Szazbo. It was my first question too. The best thing to do is to go out, ride the bike a bit, and see if you even notice it. Since you're consciously looking for it at first you may notice it, but I assure you, after a short time on the bike you won't feel it. Magazine tests have reported the same. When you are in a situation where much of the suspension travel is getting used (rough terrain), I find that you are already weighting and unweighting the saddle – using body english over obstacles, standing a bit, sitting a bit – already changing your leg extension. I don't think it's much of an issue, and once you ride the bike, you won't either.

Isn't that single pivot more prone to wear?

No way José. The prototype Sweet Spot™ bikes have logged countless miles of rough single track over the last few years, and we have never had a problem with bearings. Consider this: the Unified rear triangle puts no chain force on the pivot; the pivot is directly on the load line from the rear contact patch to the head tube (resulting in less twisting force) and the Szazbo bearing spacing (width) is double that of most bikes. These combine to give you lower bearing forces, resulting in less flex, less slop, less wear and higher efficiency. The ultra rigid swingarm (in torsion and lateral bending) gives the Szazbo the best wheel alignment of any suspension bike, which is a critical performance issue on almost all terrain. And think about this: Motorcycles and many cars (like Porsche 911s) use only one pivot for their rear suspension. Like cars and motorcycles, the Szazbo's pivot will be maintenance free.

Here are some other goodies we make at Ibis.

The **Ibis Titanium Stem.** Available in a size for you. Raw or polished. Mountain or Road. It's the best stem in the world.

The **Ibis Titanium Handlebar.** 146 grams and ultra strong. Bulged so you don't need to use shims. Thick enough on the ends for strong bar end support. Made in USA of the finest 3/2.5 Ancotech titanium.

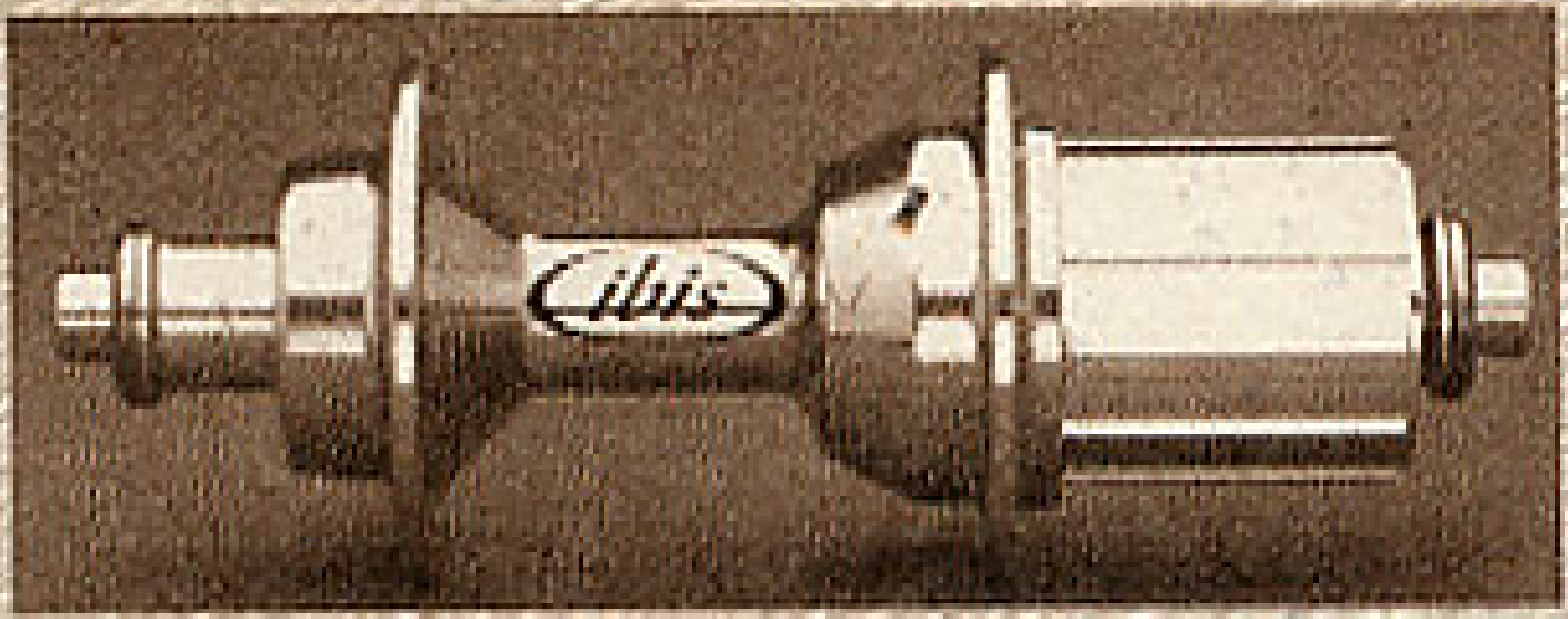
And of course, the **Mojo**™. Available in Titanium (pictured) or with our Tange Prestige Moon Tubeset. The highly evolved designs of both of these bikes yield the strongest and lightest frameset available anywhere.

The **Ibis Hohmahen Hub.** Bombproof and responsibly light. Alloy or steel rasseite body. Threaded for disc brake if you want. We can't even destroy them with our mountain tarderus.

The **Ibis Cousin II.** The other side of Ibis. Super hot tandem for on road, off road or both. We call 'em big rigs. They're big fun.

Here's one of our **Cool New Shirts**, it speaks for itself. Modeled by Rocket, our head frame builder and resident social critic.

More **Cool T-Shirts**, cool people also really work at Ibis. That's Steve the purchasing secret agent and Valveen Isner, Erika the painter wondering, "Where's my stepgun? What am I doing here?" but modeling a nice wool hat; and Matt the shipping stagnate, who thinks he can beat Chuck at hoops.



The **Ibis Hobnaben Hub**. Bombproof and responsibly light. Alloy or steel cassette body. Threaded for disc brake if you want. We can't even destroy them with our mountain tandems.

1995 Mojo Specifications

GEOMETRY	X/Small	Small	Medium	Large	X/Large	XX/Lg.
Center to Center	12	15.5	17	18.5	20	23
Center to Top	13.5	17	18.5	20	21.5	24.5
Head Tube Angle	70°	71°	71.5°	71.5°	71.5°	71.5°
Seat Tube Angle	74°	73°	72.5°	72°	71.5°	71°
Top Tube Length	20.75	22.25	22.75	23	23.5	24.5
Chainstay Length	16.8	16.8	16.8	16.8	16.8	17.5
Head Tube Length	3.3	3.8	4.3	5.5	6.6	10
Stem-steel Ahead Length and Rise	100mm -10 °	120mm 10°	135mm 10°	150mm 10°	150mm 10°	150mm 10°
Standover Height	25.75	29.5	31	32	33.5	35.5

IMPORTANT NOTES:

1) Above frame geometry applies to both steel and titanium Mojos. Titanium Mojos are available stock in all sizes except 23" XX/Large.
2) All measurements are in inches unless otherwise specified.
3) For standover height, measure rider in sock feet from crotch to floor. This is a much more accurate fit indicator than frame size, since there are no "standards" for frame size or design.
4) Two water bottle mounts are standard on every Ibis mountain frame.
5) If steel Ibis stem is ordered with frame, stem sizes may be interchanged at no extra charge.
6) Seven color choices: Black, Red, Blue, Green, Orange, Tan and Slate Gray Metallic.

MOJO BUILD SPECIFICATIONS:

Headtube: 1 1/8" Seat Tube: 28.6mm
Bottom Bracket Width: 68mm Front Derailleur Clamp: 1 1/4"

SPINDLE LENGTH RECOMMENDATIONS:

CRANKS	STANDARD	COMPACT
XTR	113mm	n/a
XT	107mm	107mm
LX	107mm	107mm
Cooks	122mm	112mm
Grafton	122mm	112mm
Kooka	122-124mm	122mm
Syncros	117mm	n/a
Topline	135mm	125mm
White	112mm	112mm

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Ibis Tandems

BIG FUN BIG RIGS FROM IBIS

An Intro To Fun

Welcome to the world of Ibis high-performance tandems. We're glad you're considering an Ibis, whether you're new to the fun world of tandems or whether you're an experienced tandemist looking to upgrade to one of our proven machines. Owning a tandem is a revealing statement about ourselves. We tend to be outgoing, fun-loving explorers, and we derive a unique pleasure from sharing those experiences with others.

Tandems by nature are about togetherness. You can ride with your best friend, your kids, or a bunch of other tandem enthusiasts. Go to a tandem rally, try out a tour, invent your own adventures and enjoy the response you get as you cruise down the boulevard.

Ibis started as a little mountain bike company over a decade ago. We're bigger now, but still small enough to offer our customers those personal touches. All of our bikes are hand built by us in our Sebastopol location, designed, welded, painted and finished here, by dedicated crew of hopeless bicycle fanatics. It's common knowledge in the bicycle industry that Ibis quality craftsmanship and attention to detail are second to none, from the initial design of the frame to the final application of clear coats on one of our stunning paint jobs.

Our Back Yard

Test your mettle where we test our metal. Our factory is located in beautiful Sonoma County, California, one of the finest cycling destinations in the world. Thousands of road cyclists—including many tandemists—descend on the beautiful roads between the wine country and the coast each season. Our admiration of these roads isn't limited to the spectacular scenery alone.

We ride these roads for the same reasons that dozens of Pros come here to ride each year—*challenge!* Whether you want to test your body or your machine, Sonoma County is an ideal place to do it. Nasty bumpy paved roads, 60+ MPH descents, tight twisting turns, and plenty of dirt roads await you. Okay, we admit it, not all the roads are torture, you can find those idyllic country lanes as well. The point is, our tandems are routinely tested in a demanding environment and we know they can take whatever you want to dish out.

When you visit Sonoma County, give us a call. We'd love to show you the birthplace of some of the world's finest tandems. First the Ibis factory and then some of those beautiful roads we've just mentioned.

A Note From Our Prez

How did I get hooked on tandems, you ask? Before my wife Ginny and I took off on a month long tour of Europe in 1987, we decided that it would be a blast to do it on a tandem. I researched the subject of tandem building for several months, finally enlisting the knowledge of Rick Jorgensen of Tango Tandems, a renowned leader in the field of tandem design. Ibis provided the building expertise, while Rick contributed geometry and engineering. The result was the 26"-wheeled Ibis Uptube™ # 1, still in our possession, still ridden many miles every month.

Euro Tour '87 was a great success. We climbed many passes in the Alps of Switzerland, France and Italy, ate great food, met wonderful people in all these countries, and spent a week pacing the boys around the mountain stages in the Tour de France. The culmination was the climb up l'Alpe d'Huez only an hour before the peloton. Half a million fans from all over Europe, frenzied from the anticipation of the Tour arrival swooned all over the bright tandem as we rode by. This was undoubtedly one of the high points of my life.

As you might imagine, this trip got us hooked. We've cruised all over the western US., done a great Mountain Bike tour in Baja California, and ridden countless miles on the beautiful roads and trails in our Sonoma County home, all on the same bike. In all honesty though, I admit that 'ol Uptube #1 has taken a back seat to two shiny new Titanium Tandems, one a 26"-wheeled Uptube if we're going to really put the bike through the paces cornering, climbing and sprinting, and the other a 700C direct lateral beauty tipping the scales at 30 pounds (!) for those super-light, super-fast and super-comfortable rides.

What impresses me about the tandems we build is their amazing versatility. Look at all the adventures we had on 'ol Uptube #1! Why don't you join us? Find out for yourself what people mean when they talk about the "Sweet Ibis Ride."

—Scot Nicol

The Ibis Design

"Wonderfully familiar right from the start." —Bicycle Guide
The best designs are the ones that feel comfortable right away. At Ibis we provide our stokers with acres of room to roam around and enjoy the view from the back. Ample bar adjustability is easy with our adjustable stoker stems. Suspension seatposts are available for our stoker as well. Our comfy captains cockpit is easily changeable with one of dozens of stem substitutions that are available at no additional charge.
"Get ready for the ride of your life" —Bicycling
The evolved frame designs found on every Ibis balance the needs of performance, comfort and stability. Take an Ibis on an easy cruise—you'll be amazed at how effortless it is to pilot. Or ride it hard—it won't bite back. In fact, it'll be begging for more. We think you will too.
"The Ibis packed roughly the same crowd impact as a 1960 Buick Electra." —Bicycle Guide
Once you get an Ibis tandem, you'll quickly find that all your "new friends" will want to ride it. No problem. Our oversize seatposts and adjustable stoker stems easily accommodate stokers from 5' to over 6' tall. And with the simple addition of a child adapter, it'll be a pleasure to bring the whole family along on your rides.

The Ibis Touché

A pure road tandem. This is the tandem for those of you who enjoy gobbling up the road miles on the wide-open highway and never looking back. The large diameter 700C wheel offers an extremely comfortable ride, easily rolling over those pesky bumps and potholes. Combine the Ibis flair for building an incredibly maneuverable and stable tandem with intelligent component choices and it adds up to a performance package of exceptional quality and unequaled value.
Each Ibis Touché is completely handcrafted. Every detail is given individual attention:

- A custom blend of tubing designed by Ibis to provide the ultimate combination of lightweight, stiffness and lively response.

- The quality of the Ibis welds is unsurpassed. They look so perfect and uniform that people often ask us if a machine welded the bike. Such quality is a trademark of Ibis construction.
- Breeze-In dropouts make wheel changes a snap, save considerable weight and add significant stiffness to the rear end of the bike—not to mention their knockout appearance.
- We offer more standard colors than anyone else. And if by chance you still don't see the color you want, for a slight upcharge you can have us paint your big rig any way you want.

The Ibis Touché—the only road tandem you'll ever need to own.

The Ibis Cousin It

Our love affair with tandems began with the Cousin It—our high-performance 26"-wheel road machine. Essentially two tandems for the price of one, this multi-talented bike will challenge and conquer any road *or* trail, anywhere on the globe. We chose 26" wheels for the Cousin It because they are:

Fast: Ever wonder why time trial bikes use 26" wheels? They're faster. A continual stream of new 26" tandem road tires make the Cousin It even more enticing than before.

Durable and Light: Our 36-hole, 26" wheels are lighter, stronger and stiffer than a 700C tandem wheel.

Versatile: Although the Cousin It is designed for road use, it's a bonus that all you've got to do is switch the tires, and that rugged dirt road or trail is suddenly at your mercy.

Easily Serviceable: It's unlikely you'll have a problem with our bulletproof 26" wheels, but if you do, they can be found anywhere on the planet.

The Cousin It receives the same meticulous attention to detail as the Touché, and is available with an equally extensive selection of componentry and paint options. Sweating all aspects in design and fabrication gives you a machine that you can be proud to own and ride for years and years to come.

Remember, when you purchase a Cousin It tandem you're not only buying a high performance road tandem, but a high quality mountain tandem as well. Here's what *Bicycling Magazine* had to say: "The Ibis Cousin It is

engineered better and with more ingenuity than some cars." And though it is usually spotted screaming down paved roads, *Mountain Bike Action* said simply that the Ibis Cousin It was the "...best off-road tandem made."

Special Features

The optional **Hope Disc Brake** scrubs speed on big descents without overheating your rims.

Breeze-In Dropouts are lighter and stiffer than others with comparable strength. And wheel changes are a *breeze*.

The Ibis Touché Titanium

Ibis Titanium tandems, the Crown Jewels of our line, represents the culmination of our decade of building bikes. The custom drawn tubing we use is at least 25% stronger that CrMo with only about 60% of the density. This means it's super strong and very light. Add to this the incredible structural longevity of Titanium, and you've got a tandem frame that provides the most desirable characteristics of a high-performance bike that will last virtually forever. What this means is that you get a lighter bike yet with greater longevity than any steel tandem. And compared to frames made of Aluminum—which is gaining popularity as a tandem frame material—Titanium has far greater strength, superior fatigue life, and incomparable comfort, without any weight penalty. Our direct lateral frames weigh about seven pounds. The Touché pictured above weighs a scant 30 pounds. Ibis Tandems use our exclusive tapered seat and chainstays, plus a blend of custom drawn main frame tubes. Shapes and sizes depend on the application, so there is not a "standard" specification. At Ibis we also produce large quantities of Titanium stems and Titanium mountain bikes.

Let us combine our knowledge and experience of both working with Titanium and working with tandems to create a masterpiece for you.

Uptubes & Custom Tandems

If your riding priorities lean toward the rugged and demanding, the Ibis Titanium Uptube™ tandem is the perfect marriage of material and design. The custom built Uptube™ gives a reassuring, torsionally stiff ride, essential in the corners and during quick maneuvers. The Titanium material softens the ride of the Uptube™, yielding what many consider the ultimate performance tandem. Combine the enhanced ride characteristics of this rig with its miniscule weight (frame weight 7–9 pounds, depending on size, tubing requirements), and you have the highest performance

tandem that money can buy. And now for the icing on the cake. We are happy to custom make Titanium Tandems for you. Custom tandems are available in either a direct lateral design like the Cousin It or Touché Tandems, or with the incomparable Uptube™ design. Geometry on either is custom, created for you once we receive your body measurements. We will build it as light, as stiff or as strong as you like, and we will make sure that your investment fits like a glove.

IBIS TANDEM SPECIFICATIONS

GEOMETRY	Touché Small	Touché Medium	Touché Large	Cousin It Small	Cousin It Medium	Cousin It Large	Cousin It Lg/Sm	Cousin It Xlarge
Size (see note below)	53/47	58/52	63/57	17/15	19/17	20.5/19	20.5/18	22/20
Head and Seat Tube Angle	73	73	73	73	73	73	73	73
Front Standover (midtube)	30.5	32.0	33.4	29.5	31.5	32.5	33.5	34.0
Rear Standover (midtube)	29.0	30.5	32.0	27.5	29.5	30.5	30.0	32.0
Front Top Tube Length (cm/in)	55/21.6	57/22.4	59.5/23.4	57/22.5	57/22.5	57/22.5	57/22.5	59/23.25
Rear Top Tube Length (cm/in)	71/28	71/28	76/30	71/28	71/28	71/28	71/28	76/30
Mtn Stem (angle x length in mm)	n/a	n/a	n/a	10 x 130	10 x 130	10 x 150	10 x 150	10 x 150
Road Stem (angle x length in mm)	0 x 110	0 x 130	0 x130	30 x 90	30 x 115	10 x 130	10 x 130	10 x 150
Fixed Stoker Stem (cm/in)	14.6/5.75	14.6/5.75	10.8/4.25	14.6/5.75	14.6/5.75	10.8/4.25	10.8/4.25	10.8/4.25
Adjustable Stoker Stem Range	1.5"–7"	1.5"–7"	1.5"–7"	1.5"–7"	1.5"–7"	1.5"–7"	1.5"–7"	1.5"–7"
Recommended Captain Height	5'4"–5'8"	5'8"–6'1"	6'0"–6'5"	5'4"–5'8"	5'8"–6'1"	5'11"–6'3"	5'11"–6'3"	6'0"–6'5"
Recommended Captain Inseam	30"–33"	33"–34.5"	34.5"–36"	30"–33"	33"–34.5"	34"–36"	34"–36"	35"–37"
Recommended Stoker Height	5'-5'6"	5'4"-6'0"	5'8"–6'3"	5'–5'6"	5'4"–6'0"	5'8"–6'3"	5'1"–5'6"	5'8"–6'4"
Recommended Stoker Inseam	28"–32"	31"–34"	33"–36"	28"–32"	31"–34"	32"–36"	29"–32"	33"–36"

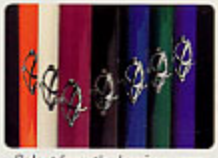
Cousin It sizing is in inches, measured center-to-center. Touché measured in cm, center-to-top – Measure inseam crotch to floor – Eight water bottles (seven on smalls) are standard on every Ibis tandem – **Paint:** The seven standard colors are Purple, Dark Green, Orange, Black, Ivory, Dark Blue and Berry metallic. Optionally, any Ibis may be ordered in any Imron color or with a stunning long fade paint with your choice of fade colors. Other custom paint also available. Tell us what you want, and we'll create it for you – **Adjustable Stoker Stems** are optional on Cousin It and Touché – **Specifications** are subject to change.

COMPONENTS	Touché/Cousin It Road	Touché/Cousin It Deluxe Road	Cousin It Mountain
Front & Rear Rim Brakes	Dia-Compe 987	XTR	Shimano XT Cantilever
Rear Hub Brake	Hope Disc or Arai drum (optional)	Hope Disc or Arai drum (optional)	Hope Disc or Arai drum (optional)
Brake Levers	Dia-Compe 287	Ultegra STI	Shimano XT
Shift Levers (Road)	Ultegra 7-Speed Bar End	Ultegra STI	Shimano XT Thumb
Front Derailleur	XT	XTR	XT
Rear Derailleur	XT	XTR	XT
Chain	Sedis	Sedis	Hyperglide
Timing Chain	Sedis	Sedis	Hyperglide
Front Bars	Specialized Road	Scott Lite Flite	Tioga Mountaineer Master
Rear Bars	Specialized Road	Scott Lite Flite	Tioga Mountaineer Master
Rear Hub	Sansin Sealed Double Thread (40-hole on Touché)	Hugi Threaded (40-hole on Touché)	Shimano XT (Sansin or Hugi optional)
Front Hub	Sansin Sealed Bearing	Hugi	Shimano Deore XT
Freehub Cogs	Suntour Powerflo 3.0 freewheel	XTR 12/32	XT Cassette
Rims	Mavic 261 on Cousin It Mavic Mod 3 40° on Touché	Mavic 261 on Cousin It Mavic Mod 3 40° on Touché	Mavic 261
Spokes	Wheelsmith	Wheelsmith Double Butted	Stainless
Crankset	Specialized	Top Line	Shimano Deore XT
Chainrings	32/44/54	44/56	32/44/54
Saddles	Specialized Prolong	Prolong Titanium	Vetta Gel
Tires	Fat Boy on Cousin It Armadillo on Touché	Ritchey Cross Bite on Cousin It Armadillo on Touché	Specialized More Extreme 2.5 and Pro Control
Pedals	SR SP-100	SR SP-100	Shimano Deore XT Comp
Headset (1 1/8" Steerer)	Specialized Alloy	Chris King	Tioga Avenger

All tandems come with pump painted to match, toe clips and toe straps.
Due to supply uncertainties, Ibis may at times substitute parts of equal or greater quality and value.

GROUP OPTIONS

Hope Disc Brake Kit (requires double thread hub on Mt. Cousin It)
Ibis/Hugi hub (Cousin It only)
Arai Drum Brake Kit (requires double thread hub on Mt. Cousin It)
Hugi double thread hub (Touché or Cousin It: 40- or 36-hole)
8-speed shift kit (includes shifters, Hugi hub, XTR cassette cogs)
Womens saddle(s) available on all bikes
Chris King headsets available with any group.



Select from the luscious array of Ibis standard colors

ibis

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Design by Sealink Communications – Direct Digital Photography by Jim Heric Photography, using the Megavision Filmless™ Photography System. For further information call: 707.584.4779.

1995 Tandem Specs / 26"

SIZING FOR *COUSIN-IT* AND *FORTÉ*

DIMENSION	SMALL	MEDIUM	LARGE	LG / SM
SIZE- c/top (in)	18/16	20/18	22/20	21/17
CAPTAIN TT (in/cm)	22/55.9	22.75/57.8	23.25/59	23/58.4
STOKER TT (in/cm)	28/71	28/71	28/71	28/71
COUSIN-IT STEM (mm)	10° x 135	10° x 135	10° x 150	10° x 150
FORTE STEM (mm)	30° x 100	30° x 115	30° x 115	30° x 115
STOKER STEM (mm)	20° x 150	20° x 150	20° x 110	20° x 150
HT and ST ANGLES	73°	73°	73°	73°
FRONT STANDOVER	29.5"	31.5"	32.5"	32"
REAR STANDOVER	27.5"	29.5"	30.5"	28.5"

ALL TANDEM CAPTAIN STEMS ARE QUILLED FOR STANDARD THREADED STEERERS.

COMPONENTS FOR *COUSIN-IT* AND *FORTÉ*

COMPONENT	*COUSIN-IT (Mt.)*	*FORTÉ (Road)*
Brakes	DiaCompe 987	DiaCompe 987
Brake Levers	Ritchey	DiaCompe 287
Shift Levers	Grip Shift SRT 800	Ultegra 8 speed Bar End
Front Derailleur	XTR	XTR
Rear Derailleur	XTR	XTR
Drivechain	Union 915	Union 915
Timing Chain	Union 815	Union 815
Front Bar	Answer Taperlite	Scott LiteFlite
Rear Bar	Answer Taperlite	Scott LiteFlite
Front Hub	Hugi (36 hole)	Hugi (36 hole)
Rear Hub	Hugi (36 hole)	Hugi (36 hole)
Freehub Cogs	XTR 12/32	XTR 12/32
Rims	Mavic 261 (36 hole)	Mavic 261 (36 hole)
Crankset	Specialized 32/44/54	Specialized 32/44/54
Front Saddle	Specialized ProLong	Specialized ProLong
Rear Saddle	Specialized Woman's	Specialized Woman's
Tires	Z-Max 2.35 and 2.1	Fat Boy
Pedals	Low Fat w/clips and straps	SR w/clips and straps
Headset	LX cartridge	LX cartridge
Bottom Bracket	Shimano XT cartridge	Shimano XT cartridge
Dummies	n/a	DiaCompe Blaze
Bar Tape / Grips	Specialized	Torelli Cork
Skewers	Union Advanced Systems	Union Advanced Systems

As usual, everything is subject to change, so check in with us once-in-a-while to eliminate those aggravating surprises.

ibis

1995 Tandem Specs / 700c

SIZING FOR *EASYSTREET* AND *TOUCHÉ*

DIMENSION	SMALL	MEDIUM	LARGE	EXTRA
SIZE- c/top (cm)	53/47	55/50	58/52	63/57
CAPTAIN TT (cm/in)	55/21.6	56/22.0	57/22.4	59.5/23.4
STOKER TT (cm/in)	71/28	71/28	71/28	71/28
CAPTAIN STEM (mm)	0° x 110	0° x 120	0° x 130	0° x 130
STOKER STEM (mm)	20° x 150	20° x 150	20° x 110	20° x 110
HT and ST ANGLES	73°	73°	73°	73 °
FRONT STANDOVER	30.5"	31"	32"	33.4"
REAR STANDOVER	29"	29.5"	30.5"	32"

IMPORTANT NOTES: ***EASYSTREET*** **IS AVAILABLE IN TWO SIZES; MEDIUM AND LARGE. ALL TANDEM CAPTAIN STEMS ARE QUILLED FOR STANDARD THREADED STEERERS.**

COMPONENTS FOR *EASYSTREET* AND *TOUCHÉ*

COMPONENT	*EASYSTREET*	*TOUCHÉ*
Brakes	Shimano LX	DiaCompe 987
Brake Levers	DiaCompe 287	DiaCompe 287
Shift Levers	Ultegra 8-speed Bar End	Ultegra 8-speed Bar End
Front Derailleur	LX	XTR
Rear Derailleur	LX	XTR
Drivechain	Union 915	Union 915
Timing Chain	Union 815	Union 815
Front Bars	Trek	Scott LiteFlite
Rear Bars	Trek	Scott LiteFlite
Front Hub	Hugi (40 hole)	Hugi (40 hole)
Rear Hub	Hugi (40 hole)	Hugi (40 hole)
Freehub Cogs	LX 8 speed / 11/28	XTR 12/32
Rims	Mavic Mod 3 (40 hole)	Mavic Mod 3 (40 hole)
Crankset	Specialized Tandem	Specialized Tandem
Front Saddle	Specialized ProLong	Specialized ProLong
Rear Saddle	Specialized Woman's	Specialized Woman's
Tires	Ritchey Road Force	Ritchey Road Force
Pedals	SR with clips and straps	SR with clips and straps
Headset	LX cartridge	LX cartridge
Bottom Bracket	LX cartridge	Shimano XT cartridge
Dummies	DiaCompe Blaze	DiaCompe Blaze
Bar Tape / Grips	Torelli	Torelli Cork
Skewers	Trek	Union Advanced Systems

Yep, subject to change.

ibis TITANIUM STEMS

THE NEW IBIS RAW STEM

The latest offering from the world of Ibis Titanium Stems is the new Raw stem. Built to the same exacting standards as the original high polish, the Raw stem features identical component pieces, but without the elbow-grease-intensive high polish. The weight is the same, the strength is the same, the performance is the same, but the cost is significantly less. The finish matches that of many Titanium bikes, including of course the incomparable Ibis Titanium Mojo and Ibis Titanium Road. Try one on for size.

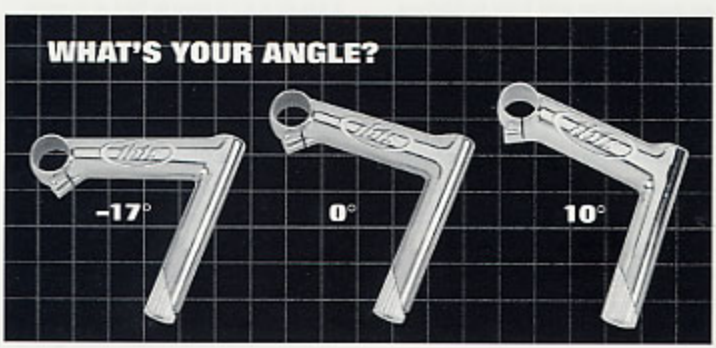
THE RAW IBIS TITANIUM STEMS

And Yes, We Do Custom Sizing

In addition to stock sizes listed, we'll build the Ibis Titanium Stem in the dimensions of your choice. Custom runs are done every two weeks, so there is never a long wait.

What Does It All Add Up To?

Not much, if you've got your gram scale handy. Weight with standard titanium wedge bolt: 12cm Mountain, 216gm; 12cm Road, 203gm 12cm AheadSet™, 120gm.



THE ORIGINAL STEM

Type	Rise	Steerer OD	Extension (c to c)
Road	-17°	1"	100/110/120/130/140
Road	0°	1"	90/100/110/120/130
Mtn	10°	1"	120/135/150
Mtn	10°	1.125"	120/135/150
Mtn	0°	1"	120/135/150
Mtn	0°	1.125"	120/135/150
Mtn	0°	1" Ahead	120/135/150
Mtn	0°	1.125 Ahead	120/135/150

THE RAW STEM

Type	Rise	Steerer OD	Extension (c to c)
Road	-17°	1"	100/110/120/130
Mtn	10°	1"	135
Mtn	0°	1"	135

Handlebar clamp size: 25.4mm mountain, 26.0mm road.

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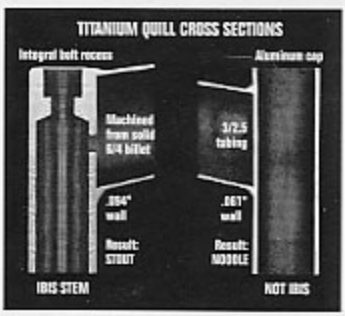
ibis TITANIUM STEMS

THE ORIGINAL IBIS TITANIUM STEMS

A Look Unlike Any Other Stem

Its functional beauty and fine craftsmanship are meant for those who appreciate the very best. Several unique features incorporated into the Ibis Titanium Stem distinguish it from other titanium stems on the market.



Ti 6Al-4V Quill Machined from Billet

Most titanium stems use Ti3Al-2.5V tubing for their quill material. Such tubing is neither strong nor stiff enough to be adequate—both qualities are compromised. Ibis stem quills are machined from solid Ti 6Al-4V billet—a significantly stronger alloy. And there's more. Through our process of precise wall thickness manipulation, we radially stiffen the quill at the critical juncture of the stem extension, virtually eliminating quill deformation which can lead to premature yield of the stem. Finally, the integral machined bolt recess is another key to a strong, light stem. Our extensive laboratory and real-world destructive testing have helped evolve these advanced designs to their present state.

CNC Machined Stem Barrel

Once again we forego the temptation to use an easier-to-manufacture and less expensive component. Our barrel has evolved from the testing of many different designs. Made from Ti 6Al-4V, it is 2.5 times as thick at its center as a barrel made from tubing, yet thinner at the ends. Adding strength where it counts becomes an integral part of the design.

We Make Them Ourselves

It's common for components to be manufactured by a third party. At Ibis we provide you with the finest stem possible by making our own. We design, build, test, and most importantly, we ride them. It's one rider to another—no middleman involved.

CHECK OUT ALL THE COOL STUFF!

P.O. BOX 275
SEBASTOPOL, CA 95473
707 829 5615
707 829 5681 (FAX)

ibis™

"Sweet Spot" by Up and Over Engineering

SZAZBO

This puppy is designed for everyday riding; uphill, downhill, or whatever you want to throw its way. It features the Sweet Spot™ unified rear triangle design with 5" of travel. It's plush and stiff at the same time. It's durable and light, and it doesn't bob when you stand and hammer. If you're looking for a high performance cross country machine that doesn't ever beat you up or give you any nasty surprises, the Szazbo is it.

Ibis titanium bikes are the most advanced titanium bikes on the planet. They feature internally double-butted titanium tubes developed by Ibis. The frame weighs only 2.8 pounds, and the tapered and oval chainstays combined with our KGB dropouts give it the stiffest rear triangle of any Ti bike. We make 'em right here in our little factory, with geometry evolved from our years of custom building. No other bike offers you as much durability, performance and comfort.

TITANIUM FROM IBIS

COUSIN IT
MOUNTAIN TANDEM

This is our classic 26" wheel mountain tandem, featuring a fully-butted custom Ibis tandem tubeset. Did you know that because tandems are so much fun, some countries have decided to outlaw them? You've got to try it to believe it.

TI MOJO

Do some surfing and see color pix of all these on our web site.

Learn more about our bikes and all the latest Ibis news that's fit to print at **http://www.ibiscycles.com**

Contact us by the normal means if you want to have some info sent to you.

See our bikes and stuff at the finest retailers. If they don't have our stuff then they're not the finest retailers.

MOJO

You might not notice at first glance, but the Ibis Mojo is the most evolved steel bicycle available. The long list of features starts under the glossy paint and perfect welds. The Mojo has a sub 4 pound frame that's extremely durable, and balanced geometry evolved from our 15 years of building. This is the exact bike our race team uses to race and win. You too can get out there and ride the best steel bike on the market.

ROAD TANDEMS

There are 3 different Ibis road tandems to choose from. The entry level EasyStreet and the classy Touché (pictured). Both feature the smooth ride of 700C wheels. For the more aggressive teams, our Forté has super sporty and durable 26" wheels. Any of them are capable of transporting you down the boulevard at mach speeds. You'll be amazed.

START HERE

The Ibis Hot Unit

The Hot Unit conveniently links two of the great passions of modern Homo sapiens: caffeine and bicycling. The cage mounts on your bike's water bottle braze-ons, and holds the included stainless, insulated vacuum bottle (formerly known as a "Thermos"). It also carries standard water bottles. Holds half a liter of your favorite beverage, keeps it hot or cold, and is easier to program than a VCR. **$50**

Titanium Bottle Opener

If you need a serious industrial quality opener, this is it. Strong enough to survive the most hard core frat parties, year after year. CNC machined out of super strong 6/4 Ti. **$20**

Welcome to the little itty bitty Ibis Cycles shameless propaganda piece. We've decided to highlight a few of our most treasured items, and give you a few teasers featuring the rest of our goodies.

History Lesson Alert: Fast forward if you're easily bored.

Ibis has been building and racing mountain bikes since 1981, which in our youthful industry is considered Paleolithic time. From the modest beginnings of a one-man shop building bikes individually, we've grown into an internationally renowned builder of unparalleled quality bicycles and accessories. (Can you hear us thumping our chests?) End of history lesson.

We build bikes and accessories in steel, titanium and aluminum. Our bikes include mountain bikes, suspension bikes, road bikes, and tandems. Over the years, we've learned to accessorize. We can help you look good and to feel good.

Clothing runs the gamut, from actual cycling garb to some extremely fashionable casual wear. For feelin' good, you can use our products to open malted beverages, and we also have products that were created expressly for the purpose of transporting and dispensing caffeine. Oh yeah, we also make some components – like titanium bars and titanium stems and aluminum bar ends, all of which are the highest quality, most innovative on the market.

The Ibis is a graceful bird. We like the association with light and flying, so we wanted to name it after one of our airborne friends. Plus, we liked the association with the ancient Egyptians, who we hear took their mummified Ibises with them to the grave. We figure all those dead Egyptians can't be wrong.

You can find our products at the coolest, most enlightened retailers around. If you don't have one of those, give us a call and we'll make sure you get pointed in the right direction, whether you get 'em via our own nerd friendly web page, or via one of our many sophisticated retailers who have mastered the use of the telephone and UPS.

Scot Nicol, President

...or the Big Cheese?

Build Your Own Ibis Cockpit

The excellent Ibis Titanium Stem
Lots of mountain and road sizes, quilled or Ahead, raw or polished, with custom sizes quickly available. Acknowledged by us as the finest Ti Stem ever designed. From **$245** raw **to $450** custom sized and polished.

The Ibis Rosies Bar Ends
Made from extruded, welded, heat treated aluminum. Ergo shape, grippy surface treatment and super comfy. Bead blasted, anodized, then laser etched. **$59**

Ibis Titanium Handlebars
Light, very strong: designed right. No shims, cuz they're bulged (like they should be): designed right. No stoopid bar end reinforcements needed: designed right.
Lunar weight: 24.3 grams. Earth weight: figure it out! **$110**

Ibis Big Shot Glass

Compare our shot glass to any other. Ours holds a satisfying 16 oz, compared to 1 oz for the other guys. Since theirs hold less, which is not more, then it's not better. Our shot glass is made from a high strength quartz composite material with a yield strength of 1.1 msi, a whopping 200 msi in stiffness (Young's modulus). It weighs in at only 391g, and is .32 cubits in height (C.I. scale). **$9 each, 6 for $40**

Hand Job Bottle Lever

Pretty much blows away all the other openers out there as far as style and function go. Looks great in the drawer next to your Campy corkscrew. Also works as a necklace, lobe stretching earring, or a cat scratcher. As with every Ibis beer bottle opener, it's been extensively tested by our panel of professionals. Top off your collection with one of these investment cast beauties. **$20**

Sniff...hmmm...is that Brie?

Toe Jam Key Chain Thingy and Hand Job Key Chain Thingy

These functionless devices are equally useless as earrings or necklace adornments. We recommend one for each of your pierced nipples. **$5 per**

IBIS CLOTHING SAMPLER

Ibis Logo T-Shirt

100% heavyweight cotton. Our best seller. L or XL. **$15** Short Sleeve, **$20** Long Sleeve

Lizard T-Shirt

100% heavyweight cotton. Our best seller. L or XL. **$15** Short Sleeve

Moron T-Shirt

100% cotton. Our best seller. L or XL. **$15** Short Sleeve, **$20** Long Sleeve

Scorcher T-Shirt

Uncle Fester riding a Scorcher. 100% heavyweight cotton. Our best seller. L or XL. **$15** Short Sleeve

Knickers

Brushed cotton "Bull Denim" fabric, comes with an instructional yodeling video. Olive. S (30-32), M (32-34), L (34-36). **$60** (just kidding about the video)

Team Jersey

As worn by actual racers. Li-Tech fabric, made by Italians on caffeine at Giordana. S, M, L, XL. **$70** Short Sleeve, **$90** Wooltech Long Sleeve or Gamex Jacket.

Riding Vest

For people who really ride. Supplex front with thin insulating layer, a mesh back with pockets! Sage. S, M, L. **$60**

4 Letter Word Shirt

Classic styling like dad used to wear, but done in 100% cotton. 2 front pockets and a real metal zipper. Garment dyed mustard or burgundy. S, M, L. **$35**

Windbreaker

Durapel fabric keeps the rain and wind out, and the 2.5 oz. weight scrunches up real small. S, M, L. **$60**

Bearing Belt

Impress everyone. Real bearings to cinch this sucker down. **$24**

Hat

Goes on your head, keeps your brains contained. Cranberry or Sage. **$10**

LIZARD T-SHIRT

MORON T-SHIRT

SEMI-OFFICAL ORDER FORM

Name _____

Address _____

City, State, Zip _____

Phone _____ Fax _____

Other geeky ways to get in touch with you (e-mail, etc.) _____

QTY	SIZE	DESCRIPTION OF WHAT YOU GOTTA HAVE	$ EACH	TOTAL

Order Total = Shipping			
Under $20	$5	**Sub-Total** (you hafta add all the numbers)	
$20-$100	$10	**CA Resident 7.5% Sales Tax** (stop whining)	
Over $100	$15	**Shipping** (get amount from info at left)	
		Total (yeah, but it's worth it)	

We know you want it, but how you gonna pay for it?

❑ Yes, I am hopelessly in debt. Charge my ❑ Visa Card ❑ MasterCard

Card # _____ Exp. Date _____

❑ I haven't balanced my checkbook lately, but here's my check.

❑ I'm a complete moron. Enclosed please find what's left of the cash that I sent through the mail.

❑ I'm not a complete moron. Really. Here's my money order.

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