

ibis

'97





WELCOME

to the wonderful, ever-changing world of Ibis Cycles. Way back in 1981, mountain bike hall o' famer Scot Nicol began building Ibis bikes. Real good bikes.

In those days, it was a brave new world of excitement, enthusiasm and experimentation. Know what? It still is.



16 years and a lot of perspiration later, Scot still owns the place. Ibis is still a little company with about 17 employees who work really hard to build the best bikes and cycling products in the world. We don't have any fancy offices or starvation-wage sweatshops. We do have a nice machine shop, a bunch of very cool bicycle building tools, and a big paint booth. Sonoma County is the next county north of Marin, and that's where we work, live and ride. We're not too corporate up here in the wilds of Sebastopol. In fact, we're not the least bit corporate. We don't have one of those fancy mission statements, but we do know what we stand for. All rise...

The Ibis Cycles Declaration of Independence

In Congress, July 4, 1996.

The unanimous Declaration of the seventeen united Employees of Ibis,

When in the Course of human events, it becomes necessary for one company to resist mediocrity in the bicycle industry, and to embrace the potential powers of Rotating Mass, one company will rise above all others. We hold these truths to be self-evident, that all bike companies are not created equal, that they are endowed by their Creator with certain unalienable features. We aren't about hype, we are about quality. We use only the finest ingredients and the best techniques. While we believe in art for art's sake, we can't say the same about change. We don't change things simply to call them new. At Ibis, change means improvement. You can count on us never being satisfied, and we encourage you to expect only excellence from our products and from us. We pledge to remain a lean and slightly twisted company, and you can rest assured that our warped sense of humor will never be abandoned.

What it all boils down to, is that we at Ibis are passionate about bikes. We love to ride them and we love to build them. To prove this, let facts be submitted to a candid world...

Signatures:
Saul, Doug, Chuck, Peter, [unclear], [unclear], Jon, Steve, Mamba, [unclear]

...and, we promise to start working on our penmanship...honest.

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Preview of Coming Attractions

The Ibis **BOW-TI** is a pivottless Titanium suspension bike with 5" of travel. It's light, it's supple and it's fast. We think you'll like it.

Keep up with the latest Ibis news, views and abuse on the web. You'll find lots of info on all things Ibis, as well as frequent updates on the antics of our 50 rider race team. Oh yeah, weird stuff too. Chuck sez "check it out." www.ibiscycles.com

Our customers asked for a steel road bike, our dealers demanded it and many Ibis employees and close friends were already riding it. The **SPANKY** has arrived.

Illustrations
by Bill Evans



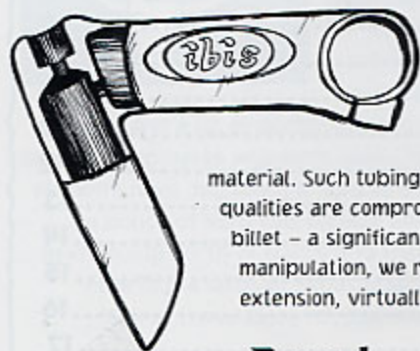
Here goes your last excuse for not owning an Ibis. The aluminum Ibis **ALIBI** won't deplete your checking account; at worst you might have to break open your piggy bank.

Erika Floric, our single speeder, budding WebMistress, general office **COFFEE** drinker and frame painter, has spent the past 10 years of her life turning masses of metal into art. In recognition of this act she will be introducing a very special paint scheme for 1497.



STEMS

Everyone Agrees. This is the finest handlebar stem made. It's the ultimate statement that you take your cycling seriously. Already famous for its classic styling, precise construction, elegant finish and solid yet compliant feel, the Ibis Ti stem cushions road shock with confidence. Several thoughtfully designed elements add up to a stem that is much more than the simple sum of its parts.

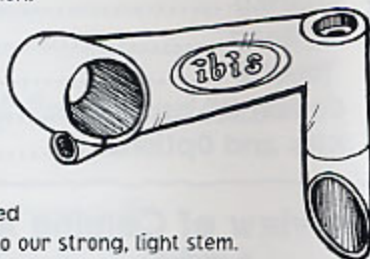


Quill

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 CNC machined from solid Ti6Al-4V billet – a significantly stronger alloy. 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.

Barrel

Our barrel has evolved from the testing of many different designs. Also CNC machined from Ti6Al-4V, it is 2.5 times as thick at its center as most barrels made just from titanium tubing, yet thinner at the ends. This design adds strength and stiffness as well as increased positive clamping of the handlebar. For the quilled version, an integral machined bolt recess is another key element to our strong, light stem. The Ti 6/4 through bolt fits like a piston. For the Ahead stem steerer clamp, we utilize the same elegant, radiused design of the handlebar clamp. Either way, it's a connection that maximizes strength.



Don't see the size you need?

Just tell us what you want. Custom stems to satisfy your special request are always available. We'll deliver the world's finest stem in a size built specially for you. Allow 2 to 4 weeks.

Mountain Stem Sizes (for 25.4 bars)

RISE	HEADSET SIZE	TYPE	FINISH	Length*
10"	1"	Quill	Raw	135mm
10"	1 1/2"	Quill	Raw	135mm
10"	1 1/2"	Ahead	Raw	120mm, 135mm & 150mm
0"	1"	Quill	Raw	135mm
0"	1 1/2"	Quill	Raw	135mm
0"	1 1/2"	Ahead	Raw	120mm, 135mm & 150mm
0"	1 1/2"	Ahead	Raw	100mm
-10"	1 1/2"	Ahead	Raw	100mm

Road Stem Sizes (for 26.0 bars)

RISE	HEADSET SIZE	FINISH	Length*
-17"	1"	Raw	40mm, 100mm, 110mm, 120mm & 130mm
-17"	1"	Polished	40mm, 100mm, 110mm, 120mm & 130mm
0"	1"	Polished	40mm, 100mm, 110mm, 120mm & 130mm

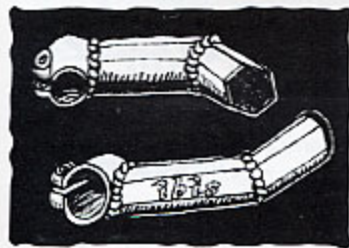
*Stem lengths are measured center to center, along the side of the stem.



GOODIES AND CLOTHING

New 1997 Rosies™ Bar Ends

Go ahead and Grab 'em, it's the only way you can appreciate the comfortable octagonal shape of our Ibis Rosies bar ends. Rosies feature concave facets on the lower side that allow your fingers to grip better, flat facets on top for increased palm comfort, and the oblong octagonal shape allows your hand to grip easily, even when fatigued. They're welded, heat treated, abrasive blasted and



anodized. The surface is rough enough for a positive grip in wet or dry conditions. The extension is extra roomy, so it doesn't eat at the inside of your thumb. Rosies look particularly attractive when attached to an Ibis Titanium Handlebar, particularly if the handlebar is bolted to an Ibis Titanium stem, which should really be bolted to a Szaazbo or Ti Mojo frame. \$40.00

Titanium Handelbar

The Ibis Titanium handlebar is a result of our close relationship with the Ancotech Titanium mitt. We stumbled on a technique which allows bulging the bar while maintaining a near-constant wall thickness. The result is a bombproof bar at just 145 grams, that requires no shims. Our bars are excellent at shock absorption, yet are not at all "noodly." The benefits to you are more control, less fatigue. The tube ends are plenty beefy so no reinforcements are needed. Just clamp on a pair of Rosies and you've got the ultimate control center.

Lunar Weight: 24 grams • Earth
Weight: 145 grams • 22" length
• 25.4 bar diameter • 3" bend. \$110



Love Unit™

Do you love your STI or Ergo levers but hate the way they behave when you pair them up with your V-brakes? Can you say "face plant"? Well never fear, the Love Unit will put a smile on your face and the fun back in your ride. How does it work? The Love Unit reduces the mechanical advantage at the lever and increases cable pull with two pulleys inside the unit. In other words it allows you to have a very strong brake with a proper progressive feel at the lever. Properly set up V-Brakes don't grab in the early part of the stroke, but when lever force is increased, the power increases dramatically and controllably. All the innards are stuffed away on the front of your bars in a stylish heart-shaped aluminum housing, hence the name. Crossers and Tandemists may begin rejoicing now. \$50.00



Big Shot Glasses

Most shot glasses hold only an ounce or so. Our holds a respectable 16 ounces, and it's made out of quartz composite (glass). It's even etched with our world famous logo. \$7



GEAX™ TIRES

We're going steady with some Italian dudes.

Ibis Cycles is proud to announce a new member to our twisted little family. The little tyke is called Geax – pronounced GEE-ax – our new mountain bike tire company. Geax is a partnership between Ibis and our good friends in Italy: Vittoria. You may not know too much about Vittoria, but they're the folks that make the best road tires in the world. Last year their tires won the Tour de France, the Worlds and the Olympics, and that's barely scratching the surface. Geax combines the strengths of Vittoria – the most advanced (or we could say "best") bicycle tire manufacturing facility in the world – with the design and engineering expertise of Ibis – a 16-year veteran of mountain bike building, racing, riding, sleeping, breathing, etc. Part of our R & D team is the 50-member Ibis race team, testing and racing the tires all over the world. We're combining Vittoria's 50 years of tire-building expertise, with some of Ibis' radical new concepts about tires that are used on dirt, and the result is Geax.

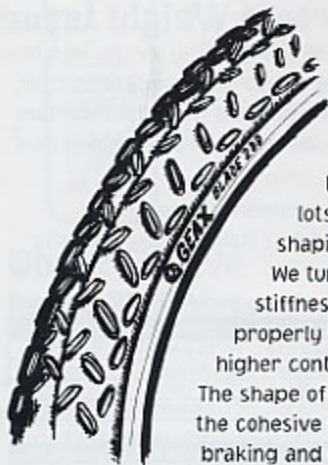
"I'll have the Italian."



The philosophy at Geax is identical to the philosophy at Ibis: build products, from only the finest ingredients, that perform better and weigh less than the other guys'. We look at tire design much like bicycle design, as an art that is steeped in tradition yet ripe for technological advancement. Change is only good if it is for the purpose of improvement, and not simply to call something new. Due to the superior engineering and construction techniques employed at both Ibis and Geax, change is frequent.

Alright already, Chuck, enough of the mumbo jumbo.

We cannot stress enough the importance of tire performance to the overall efficiency and pleasure you get during your bike ride. Tire design involves a huge number of variables, and our engineers and designers need to take these into account.



Finesse vs. Brute Force

Our goal is to produce tires for differing riding conditions that give you excellent traction, hence high efficiency. You can get good traction by the brute-force method – that is big, chunky (therefore heavy) knobs that grab

lots of dirt – or by our method, by attentive shaping and placement of each individual knob.

We tune and shape the knobs, giving a better stiffness to weight ratio. We align the knobs properly with the casing fabric, and the result is higher contact-patch stiffness for less energy loss. The shape of the knob is also designed to best utilize the cohesive strength of dirt; maximizing climbing, braking and cornering traction.



The Contact Patch

GEAX • P.O. Box 360 • Sebastopol, California 95473

Phone: 707.824.4031 • Fax: 707.824.8414 • e-mail: info@geax.com • Internet: www.geax.com

GEAX™ TIRES (CONTINUED)

Tuned Spring Rate

The pneumatic tire has been the de facto suspension on the bike for over 100 years. Tires are great at absorbing high-frequency/small-amplitude shock. But with the advent of the mountain bike, and in particular suspension, we needed to re-think how a tire deflects. Low-frequency/high-amplitude shock is what big ol' rocks are all about, and now we get a lot more pinch flats, even with suspension filtering out much of the shock. No one else has fine-tuned the spring rate of the tire like Geax. Spring rate tells how far a tire deflects under a certain load, and our proprietary casing lay-up deflects less than any other. We don't have to pump up our tires to traction-robbing, rock-hard pressures to avoid pinch flats. Our tuned casings give us fewer pinch flats and higher traction. **Torsional Stiffness:** An added bonus of our special casing lay-up is higher torsional rigidity at the tire contact patch, which yields a more precise-tracking tire. Many tires that have low torsional stability suffer from a disconcerting auto-steer, resulting in an uncertain feel to the front end of the bike.

Adhesion and Mechanical Links

Since you experience differing terrain on your mountain bike adventures, there are Geax tires for many different types of terrain. There are also two main types of traction one can expect from your tires: adhesion and mechanical linkage. When you're riding in a rockier or more hard-packed situation, your traction tends to come from adhesion with the hard surface. However, in softer conditions, mechanical links with the soil will be the overriding traction factor. For instance, a look at the Sedona will show you a lower, stiffer set of knobs that will deform less under the loads encountered during your hard-pack or rocky rides. The Blade, due to the shape of the knobs, will dig into the soil more, providing greater surface area to mechanically link with the cohesive strength of the soil.



The All-Important Weight Issue

Geax tires are among the lightest on the market. Our wire-bead Sedona tire typically weighs less than 600 grams, and those slick Kevlar® folders are under 500 grams. So, not only do you get incredible traction, high efficiency and great pinch-flat resistance, you're shaving quite a few grams off the most important area on the whole bike. Not a bad deal.

Well, that's just the beginning of your re-education process. To receive the unabridged story of Geax mountain tires, give our sales staff a ring for a free catalog. If you're overly anxious to know more, log on to our website at www.geax.com.

Prices and specification subject to change

GEAX FOLDABLE TIRES	HOOK 200	GRID 200	WARP 215	BLADE 185	BLADE 200	SEDONA 200	SEDONA 225
SIZE	26 x 2.00	26 x 2.00	26 x 2.15	26 x 1.85	26 x 2.00	26 x 2.00	26 x 2.25
BEAD	Kevlar	Kevlar	Kevlar	Kevlar	Kevlar	Kevlar	Kevlar
WEIGHT (GRAMS)	550	550	565	525	560	440	520
PRICE	\$47.45	\$47.45	\$47.45	\$54.45	\$54.45	\$54.45	\$54.45

GEAX RIGID TIRES	HOOK 200	GRID 200	WARP 215	BLADE 185	BLADE 200	SEDONA 200	SEDONA 225
SIZE	26 x 2.00	26 x 2.00	26 x 2.15	26 x 1.85	26 x 2.00	26 x 2.00	26 x 2.25
BEAD	Steel	Steel	Steel	Steel	Steel	Steel	Steel
WEIGHT (GRAMS)	640	640	655	615	640	590	630
PRICE	\$27.45	\$27.45	\$27.45	\$34.45	\$34.45	\$34.45	\$34.45

GOODIES AND CLOTHING



Hand Job Bottle Lever

After many months of intensive product testing we developed the coolest bottle opener.

Be the envy of your friends at the next cocktail party. **\$20.00**

Ti Lever

The titanium bottle opener is light enough to always be in your pocket for that very special occasion. **\$20.00**

Hand Job and Toe Jam Key Ring Thingy

These useless little guys are the ultimate way to show that you belong to the Ibis Secret Order. These handcrafted jewels are also great for those various body piercings. **\$5.00 each**



brazo-ons. You can keep .5 liters of your favorite beverage hot or cold, then pour it in style with the touch of a button. So if you're the type of person who still can't get enough coffee even though there's a Starbucks on every corner, here is the answer to your dreams. **\$50.00**

Hot Unit™

The Ibis Hot Unit is a stainless thermos with a very slick laser cut cage that you bolt right on to your bottle



Wet Unit™

Having problems using all of those hi-tech water dispensers? The Ibis Wet Unit has succeeded where all others failed. This is the first waterbottle to have the proper dispensing instructions written on the back. **\$4.00**



Baseball Caps

Assorted colors with casual styling that won't make you look like all the other bike dweebs. **\$15.00**

Short Sleeve Logo T-Shirt

Appropriate attire for any occasion. Ibis logo on the front side and a small "Made in Sebastopol" on the flip side. 100% heavyweight cotton, assorted colors. **\$15.00**



This jersey is "Hekka Euro." Li-Tech® fabric (55% cotton/45% polyester) and emblazoned with your sponsors' logos. Tasteful colors, silky feel and a lightweight fabric. Euro sizes 2-6 (by Giordana): **\$70.00**



Ibis™

Team Jersey

GOODIES AND CLOTHING

Ibis™ Team Cycling Shorts

Comfy fit and a high-tech pad, Ibis logo featured on the side. Euro sizes 3-5 (by Giordana) \$60.00



Ibis™ Team Jacket

Windproof, water-resistant Pavé fabric. Stretches in all the right places for a comfy fit and treated with Scotchguard®. Euro sizes 2-5 (by Giordana) \$90.00



Riding Vest

Looks great under your blue blazer, but works even better on those cold morning rides. Front is a Supplex® outer with a fleece inner and a mesh back with the unique feature of three roomy pockets! Sizes M, L, XL \$60.00



Durapel® Windbreaker

This Chuck Designed garment is windproof and water-resistant. Folds up small enough to fit into

your jersey pocket and formal enough for those late night cappuccino runs. Sizes M, L, XL \$60.00



Rad Riderhosen (AKA Knickers)

Made with durable "bull denim" fabric, casual, loose fit, adjustable waist straps. How cool can you be? Made for lounging more than riding, but hey, we're not gonna tell you what to do on the privacy of your own ride.

Sizes S, M, L \$60.00



Short Sleeve Cotton Jersey

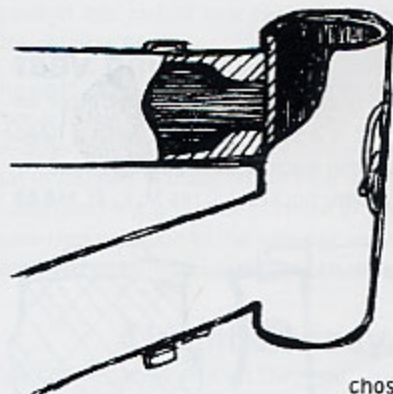
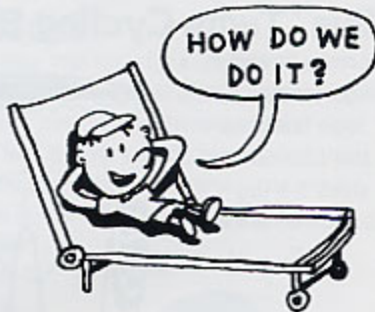
Tired of looking like a roadside advertisement? This garment-dyed heavy-weight cotton jersey keeps you looking good and it won't fend off your riding buddies since it doesn't get stanky like those synthetics. Long zipper, roomy pockets. Assorted colors. Sizes M, L, XL \$40.00



HOW DO WE DO IT, HOW DO WE DO IT?

How We Do What We Do

We've learned quite a few things in the last 16 years of heating metal and testing our creations. Some of our discoveries were by accident, tinkering around in the back of the shop, and on the other end of the spectrum, some were refined by sophisticated modeling on zooty computer hardware and software. Either way, we've done what we've done because like you, we are passionate about bicycles. Here are a few commonalities you'll notice throughout our bicycles.



Moron™ Tubing

Although the Moron name pokes fun at the other manufacturers' tubing names, the concept of Moron tubing is no joke. The Ibis philosophy is to put the material where you need it, ultimately giving you a bike that climbs and accelerates like no other, and at the same time is less fatiguing on those long hard rides. The tube dimensions for each model of bike and for each size of each model are carefully

chosen. The stresses and desired

characteristics of each tube are carefully analyzed, then we choose diameter, butt and transition length, and wall thickness. Our tubing is custom drawn for us, never purchased "off-the-shelf." And of course we always use the best materials – whether steel, titanium or aluminum.



Tune In, Turn On, Dropout

Seems like a little thing, but we've proven that dropout design can make a big difference in performance. Ours are based on a design originated by the Wright Brothers over 100 years ago (they were bicycle framebuilders), and popularized by Joe Breeze more recently.



NO ANIMALS WERE
HARMED IN THE MAKING
OF THIS PRODUCT.

Our dropouts dramatically increase the desired lateral rigidity and provide a more durable and solid connection with chainstays and seatstays. Wheel removal is easier too. All this, and a 3 oz. weight savings (in steel) over the traditional "tab" dropout.



HOW DO WE DO IT, HOW DO WE DO IT?

Paint



We have long been known for our unique and stunning paint finishes. In addition to the seven stock colors, we continue to offer custom paint colors on any of our models. Tell us what you like. A good paint job requires meticulous prep work, the use of excellent ingredients (we use DuPont Imron products) and skilled application. Our talent runs deep, and 1997 marks the 10-year anniversary of Erika Floric as Ibis painter extraordinaire. Her experience and ability is evident in every Ibis bike.

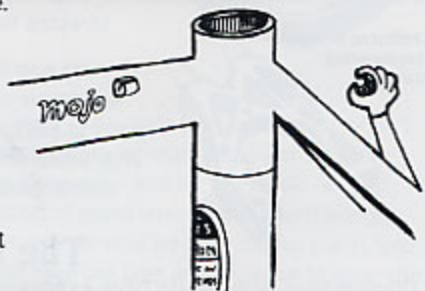


Welds

When you pick up an Ibis frame take a peek at the welds (try to do this before you've drooled on the paint job). Notice that the weld beads are very tight and consistent: no goobers (technical welding term), no craters and no undercutting. Precise mitering and fit insure a minimal heat-affected zone. And by making the welds this tight, you will receive the highest possible joint strength, which means a longer lasting, more reliable frame.

The Best Seat in the House

Check out the top of the seat tube. We've done something special here. The Ibis seat collar and seatpost clamp were developed to be extremely light in addition to being strong and reliable. Look closely and you'll see a clean weld below the top tube. This method takes more work, but it's the best way to provide strength at a critical spot on such a light frame.



Design by Experience

Ibis has developed its product line by actively engineering each model. In other words, we ride the daylights out of each prototype.

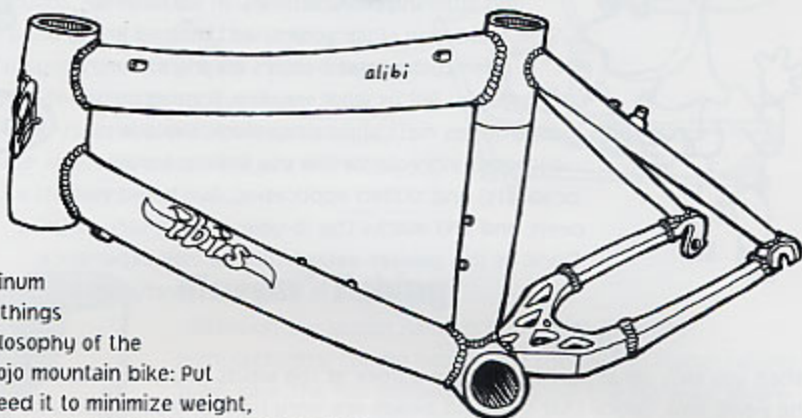
We listen closely to comments from our customers and from our racing teams across the country. We're also lucky to be associated with some of the best bicycle designers anywhere. Gary Helfrich - "Mr. Titanium" to you - and John "Sir Sweet Spot" Castellano are neighbors and partners in many of our projects. And we've also got a few other hot-shots that we can't tell you about. And lastly, the owner and overlord of Ibis actually rides the bikes he builds.

Scot Nicol has been riding a bike since he was a guppie and his involvement in every aspect of design and production of the line has made Ibis a feisty little leader in the bicycle industry.

ALIBI™

There are times when everybody needs an Alibi™ and there's none better than the new Ibis. It's light, it's durable, it's aluminum and the most affordable Ibis frame ever.

The Alibi was born from a desire to give as many riders as possible the chance to experience the legendary performance of an Ibis. We started from scratch by developing a frame with a new aluminum tubeset. One of the first things we did was apply the philosophy of the Moron tubing from our Mojo mountain bike: Put the material where you need it to minimize weight, maximize strength and increase comfort. So, we designed the frame to utilize the physical characteristics of the aluminum tubing by forming or butting all the tubes to the most desirable dimensions. Each tube on the Alibi is different, designed to handle the specific stresses to that specific part of the frame.



Chainstay Bridge:
Engineering
Marvel

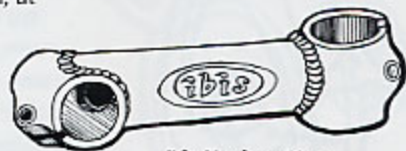


We also borrowed several concepts and features from our other more expensive models. The chainstay bridge and dropouts can be found on our popular Szaibo dual suspension bike. They contribute to a laterally rigid rear end, which when combined with the supple aluminum Moron tubeset, yields a comfortable and efficient ride you don't normally find with aluminum bikes.

The frame geometry is similar to the proven Mojo and

Titanium Mojo bikes, which have a renowned ability to handle just about any situation. Based on our own experience, the feedback from 50 racers on our national teams, as well as Ibis riders across the universe, we know that we've got the best handling bike you've *never* ridden.

We've also taken care of the structural details necessary for a quality aluminum frame. A custom-designed gusset can be found under the headtube/downtube intersection, at the point that receives the highest stresses. A sturdy, svelte, replaceable derailleur hanger and a reinforcing sleeve at the top of the seat tube eliminate problems found with simpler designs. So you see, at Ibis, affordability doesn't mean sacrificing quality.



Ibis Aluminum Stem

Standard colors:

Team Orange, Steel Blue

Frame: 3.5 lbs • \$750

You can ride away with one of two standard colors, or pay a little extra and choose from the whole paint spectrum, whether it's one of Erika's legendary long fades, or your own custom blend of color.

Mojo® is the heart and soul of Ibis™

Its design and construction evolves from 16 years of experience and passion. During that time we've ridden hundreds of bikes thousands of miles. Always in search of a better trail, and always in search of a better bike. Sure, we'll probably always be looking for that special trail, but after all these years we think we've got the bike part dialed. At least that's what we hear from Mojo riders around the world.

Mojo is carefully designed to respond calmly to your commands. When you want it to go, it loads up and springs forward, straight as an arrow. A smooth shift of body weight is all it takes to guide Mojo exactly where you want to go. Stand up and the solid rear end responds immediately. Stay in the saddle and Mojo's balanced geometry keeps you poised for action. It's light. It's tough. It's finished and it's painted with care, and it shows. The Ibis Mojo is the bike we built for ourselves.



Size Specific Geometry

When riders answer the question "How do you like your Ibis?," they often start by saying "Well, I don't know why, but my Ibis handles better than any other bike I've ever ridden." Well, we know why, and it's not magic. It's the very real combination of many unseen and painstakingly assembled frame details (see How We Do It, pages 6 & 7), and the fact that we take the time and expense to alter the geometry ever-so-slightly with each different size that we produce. It's impossible for one set of frame angles to serve all Ibis riders optimally, so each of our wide range of sizes is dialed in to provide the best possible ride characteristics for that particular size.



**DON'T SETTLE
FOR LESS!**

Size Specific Tubing

Something we haven't talked about too much so far, but another important element in producing that Sweet Ibis Ride is the fact that all Ibis tubesets are designed individually and specifically for each different bike size. That's not the easiest, quickest or cheapest way to do it, but it's the best way. The outer diameters of the tubes, the lengths of the various internal butts and transitions, all change just a teensy bit as the size of the bike and the rider changes. Not many people take the time to do that. We wouldn't do it any other way.

Standard colors: Team Orange, Copper Metallic, Red, Black Lilac, Dark Blue, Black, Ibis Racing Green
Frame: 3.4 lbs. • \$1,125

THE IBIS

ACTUALLY, THEY



Touche



Mojo



Stems



CHECK
THIS!



Szarbo



Alibi



Hakkalögi

MERCÍ



SPY CAM

WE JUST SNAPSHOTS...



Ti Mojo



Ti Road



Hand Job Bottle Lever



Bow-Ti



Spanky



Steel Blue
Sage Green
Black
Not-Judy Yellow
Copper Metallic
Dark Blue
Team Orange
Ibis Racing Green
Black Lilac
Red
Gang Green



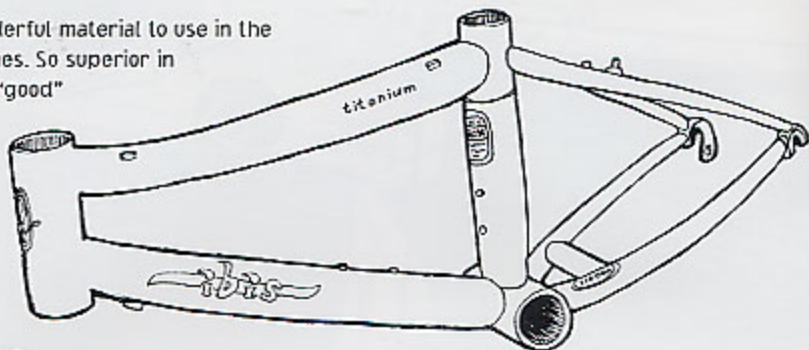
Cousin It



TI MOJO®

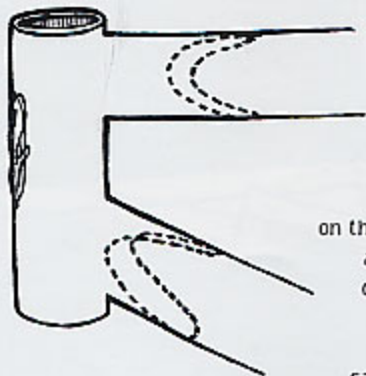
"I've never climbed more easily on an offroad machine..." *Winning*

Titanium is a wonderful material to use in the fabrication of bicycle frames. So superior in fact, that you can build a "good" light frame with non-buttet non-lapared off-the-shelf titanium tubing. But at Ibis, good is only a beginning. Our philosophy to "never be satisfied" prompted us to make some radical improvements



in our Titanium tubeset for 1997. We've taken it one step further with a new asymmetrically buttet set. This remarkable tubeset allows us to build a frame that is a pound lighter than straight gauge titanium frames of the same strength. A philosophy at Ibis is to "put the material where you need it." Our butting process yields light weight and high strength, key ingredients in the amazing ride of this bike. **"A powerful little company delivers a breakthrough in titanium."** *Mountain Bike*

The ovalized and tapered titanium chainstays have that classic look, but there's much more there than meets the eye. Why don't more people use them? Because they're expensive and they're difficult to produce! We use them anyway because they're the best. They're essential to the performance we want. Their shape and dimensions, combined with the solid connection to our custom machined dropouts, ensure a stout rear triangle, providing efficient power transfer to the drivetrain. **"The Ibis seemed to float over obstacles - a fantastic ride."** *Mountain Bike*



"...a singletracking fool's best friend." *Mountain Bike Action*

All the little details add up

on the Ti Mojo. The 6/4 Ti CNC machined dropouts save an ounce and add a tremendous amount of rear triangle and bottom bracket stiffness compared to a flat plate dropout. All cable stops, brake bosses and other "weld-ons" are custom machined for Ibis. We butt the bottom bracket shell for weight savings. In addition to the details you can see - like the clean, uniform welds - there are a lot of details you can't see: the precision alignment of the frame, the tight fit of the tubes before welding, and the incredible cleanliness we achieve in the weld areas, essential to a perfect titanium weld. It's the sum of all this attention to detail that makes the Ti Mojo incomparable, in the showroom or on the trail.

Finish: Hand Buffed
Frame: 2.4 lbs. • \$2,800

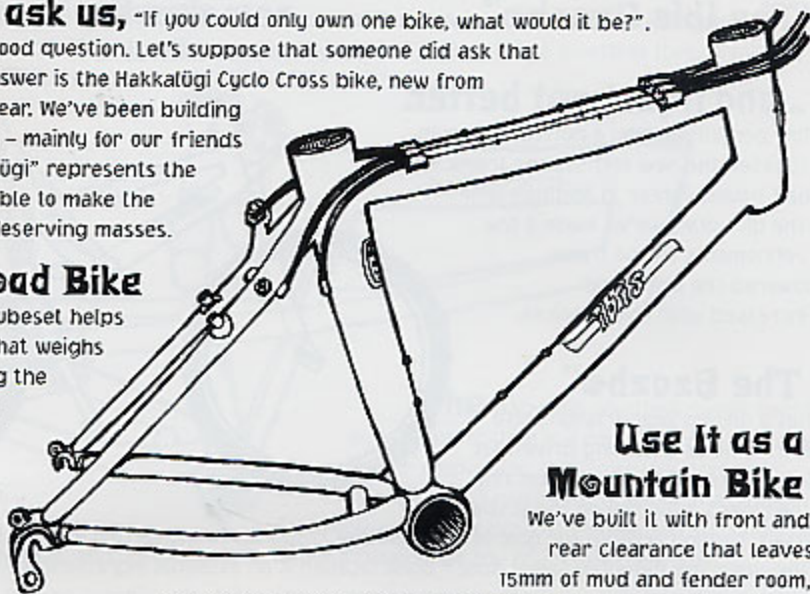
HAKKALÜGI™

People never ask us, "If you could only own one bike, what would it be?"

Too bad, because it's a good question. Let's suppose that someone did ask that question. The obvious answer is the Hakkalügi Cyclo Cross bike, new from Ibis for the 1997 model year. We've been building Cross bikes for 13 years - mainly for our friends and family - and the "Lügi" represents the first time we've been able to make the bikes available to the deserving masses.

Use It as a Road Bike

The lightweight Moron tubeset helps us build a CrMo frame that weighs under 4 pounds, rivaling the weight of many titanium frames. With its slightly relaxed geometry, the Lügi ride is all about comfort and predictable, responsive handling.



Use It as a Mountain Bike

We've built it with front and rear clearance that leaves 15mm of mud and fender room, even with 35C tires. It'll go anywhere your mountain bike will go.

Use it as a touring bike. The Hakkalügi comes with eyelets on the Ibis dropouts, and we'll put rack mounts on the seatstays if you like. The geometry of a touring bike is remarkably similar to the geometry of a cross bike, making this a great touring machine as well.

Here at the Ibis world headquarters we call these bikes "adventure bikes." There are numerous rides in our area that combine dirt and pavement. Some of our best, certainly most epic, rides are this way. We'll take off for a long ride and explore to our heart's content, no matter what the terrain. Get creative and check out your own neck of the woods for "adventure potential." Oh, by the way, the Hakkalügi makes an excellent Cyclo Cross bike.

The Love Unit™

If you're bummin about the non-compatibility of V-Brakes and your STI or Ergo shifting, bum no longer, grasshopper: The Ibis Love Unit is the tie that binds, the matchmaker you will be glad you met. The Love Unit converts the high mechanical advantage/low cable pull mechanism of the STI

or Ergo levers so that they work with the low mechanical advantage/high cable pull requirements of the V-Brakes. It's like magic. And when you're riding up and down in soggy boggy conditions, you want to be able to rely on your braking.



Standard color: Gang Green
Frame 3.4 lbs.
\$495 Frame & Fork

SZAZBO™

"The Ibis Szazbo™ was the first, and remains the best of the genre."

Mountain Bike Action (8/96)

...and it just got better.

Now benefiting from a butted aluminum tubeset, the new 1997 Szazbo frame is a half-pound lighter. In addition to the diet plan, we've made a few refinements on the frame, lowered the price, and increased your color choices.

The Szazbo™

has a Unified Rear Triangle, also referred to as a floating drivetrain.

This is a key element in minimizing the rider's influence on the suspension

itself, helping achieve our goal of a design that responds to the terrain and not to the movements of the rider. The patented Sweet Spot™ pivot location is an essential ingredient for providing a comfy ride with mega travel and excellent ground clearance, while virtually eliminating that nasty pogo effect. The single, beefy pivot is silently maintenance-free and designed to completely prevent any sideways flexing of the frame. Another benefit is that our design allows you to actually tune the suspension rate (hardness or softness) of the Szazbo by shifting your position on the bike. For maximum plushness when the trail gets rough, you'll find yourself in the saddle and enjoying a whopping 5" of rear travel. When it's time to get down to business and stand up on the pedals, your suspension will stiffen accordingly, directing maximum power into the drivetrain and greatly minimizing energy sapping bouncing and bobbing. At all times the Szazbo suspension will remain fully responsive to the terrain.



**IT TURNS A
SANDWICH
INTO A
BANQUET!**

"The Ibis Szazbo

**initiated a new era
in full suspension design."**

Mountain Biker (9/96)

Take a ride. You'll see there's no twisting or bending of the Szazbo's rear swingarm, and that translates into positive handling and reliable shifting. No linkages, bushings or other moving parts that might loosen up, squeak or groan. Engineer-types call this indestructible design a double-tetrahedron. We call it bitchin' and so will you.

Consumer Warning:

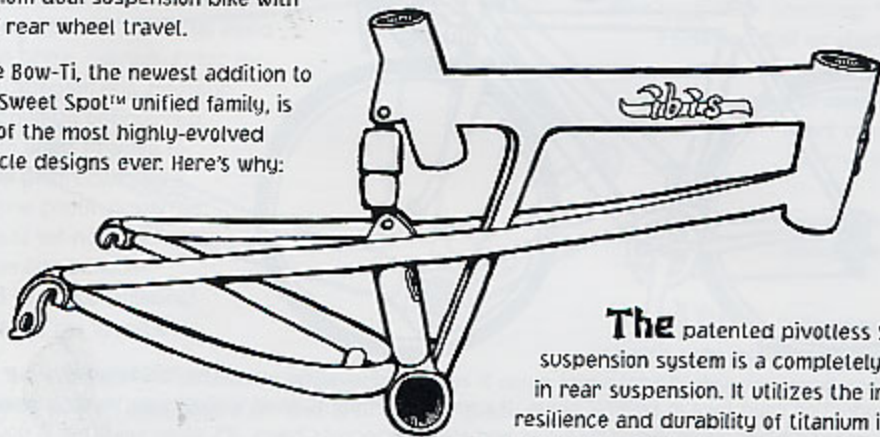
Prolonged use of a poorly designed dual suspension MTB may lead to reduced performance, mechanical failure or general distrust of the whole idea. In case of emergency, see the Ibis Szazbo dealer nearest you.

Standard colors: Black, Sage Green
Frame and rear shock: 5.9 lbs
\$1,525

BOW-TI™

Even we casual dressers at Ibis realize that certain special occasions require certain special accessories, like a Bow-Ti, an Ibis Titanium Bow-Ti that is. The Bow-Ti is a pivotless (yes, pivotless) titanium dual suspension bike with 5" of rear wheel travel.

The Bow-Ti, the newest addition to our Sweet Spot™ unified family, is one of the most highly-evolved bicycle designs ever. Here's why:



The patented pivotless Sweet Spot™ suspension system is a completely new concept in rear suspension. It utilizes the incredible resilience and durability of titanium in a highly-engineered and exhaustively-tested structure. No pivots means no maintenance, and lighter weight. About 5 pounds for the frame with rear shock.

Each tube is custom designed, including the oval "downtube" and long "Bow-stays," which run from the head tube to the dropouts. They are manufactured to our specifications by Ancotech, of Ti-3Al/2.5V. Although the Bow-Ti is incredibly compliant vertically, it has the same lateral stiffness and bottom bracket stability as our super stiff Titanium Mojo.

The frame "pivots" around the point where the downtube and the bow-stays cross. This virtual pivot is located at the Sweet Spot™, for the plushiest ride, 5" of travel, and due to effective force balancing, no bobbing when sitting, standing or sprinting.

Now For Some Techno Jumbo

The Bow-Ti distributes bump energy along the entire 30" swingarm formed by the bow-stays, allowing enormous travel even without a pivot. We refer to this phenomenon as uniform bending. This type of bending spreads the strain energy over the entire tube, keeping those pesky stresses to a minimum.

Why doesn't the sukka break? Think of the flexing members of the Bow-Ti as springs. As with any spring, if you keep the stress below a certain limit, the spring will not break. The tubes are made of low modulus (springy) titanium that allow lots of bending and energy absorption, which means less fatigue for the frame, and, of course, less fatigue for the rider.

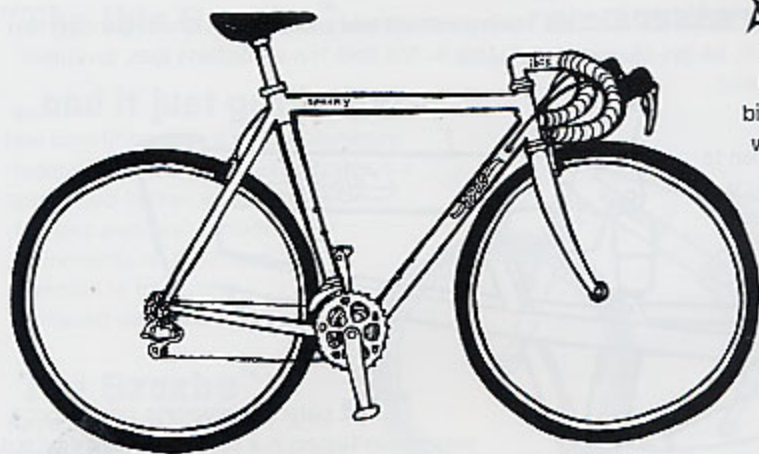


Finish: Hand Buffed
Frame: 5 lbs
\$3,975

With the Bow-Ti, Ibis has again raised the stakes in the suspension world. The current state of our art is simpler, yet more evolved than any other design. Make every ride a special occasion with the Ibis Bow-Ti.

Sweet Spot is a trademark of Up and Over Engineering.

SPANKY™



Although we're primarily known for our mountain bikes, we've also been making road bikes all along. We'd be fools if we didn't. Our Ibis world headquarters and megafactory is surrounded by hundreds of miles of some of the best road riding in the world. Along with our passion for the best mountain bikes and tandems, our road bikes are never too far away.

The Ibis Spanky is our first steel tube production road bike in several years. It combines a multitude of features we've developed for our Titanium road bikes, steel mountain bikes and steel Cyclocross bikes. It's often said that if you're smart, you'll learn from your mistakes. Spanky is proof that we've also learned from our triumphs. Build this pimpy fresh frame with a '47 Dura Ace group and you'll have it weighing in smack dab at 14 pounds.

The basic Ibis™ design philosophy is of course utilized in the Spanky: put the material where you need it. Short butts, short transitions between the thick and thin sections of the tubes, big wall thickness differentials between the center and the butts, Ibis dropouts, butted stays and a super light/strong seat collar are a few of the design features found on this "Spanky" rig. We use heat-treated Chrome Moly tubing that is drawn exactly to our specifications. No off-the-shelf tubes here. The result is a dream ride: an extremely stout frame when you are climbing or sprinting, yet very comfortable and compliant on those long rides over bone-jarring roads.



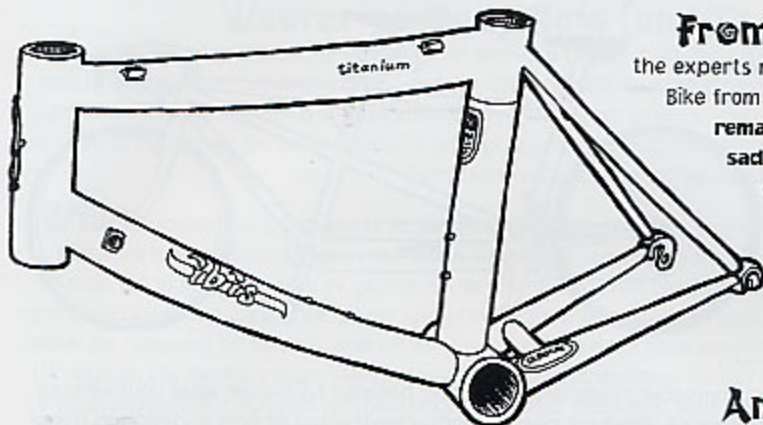
OK, we lied. The chainstays on Spanky are actually a specially drawn stainless, and the Ibis dropouts are investment cast stainless. Both chainstay and dropouts are polished then masked before the paint is applied. The result is a stunning and durable no-rust finish. Geometry on our road bikes has evolved through the years to represent our current philosophy: to build a responsive, comfortable bike that you can ride hour after hour, day after day. We have a wide variety of sizes available, from 48 through 60 cm.

Since we build and paint 'em in our Sebastopol megafactory you can choose custom paint options, get extra water bottle bosses, rack mounts, or whatever else your heart desires.

Warning: Standard color, Not-Judy Yellow, has been known to cause uncontrollable drooling.

Standard Color: Not-Judy Yellow
Frame: 3.8 lbs
\$445 Frame & Fork

TI ROAD™



From the first review,

the experts raved about the Titanium Road Bike from Ibis - *Sprinting*: "Excellent. It remained just as stable out of the saddle as in." *Climbing*: "The Ibis' climbing prowess was nothing short of phenomenal." *Cornering*: "...a bike that turns like a slot car." *Road Bike Action* (5/94)

And... "Where many titanium chassis may lack torsional rigidity from

tip to tail, the Ibis Ti is absolutely unwavering. Press it down into a long highspeed bend and the Ibis Ti responds as if on rails, with a perfect arc." *Bicycle Guide* (9/95)

"You would be hard-pressed to find a bike that flaunts as much acceleration and **stuck-on-flypaper** cornering as the Ibis does." *RBO* (5/94)

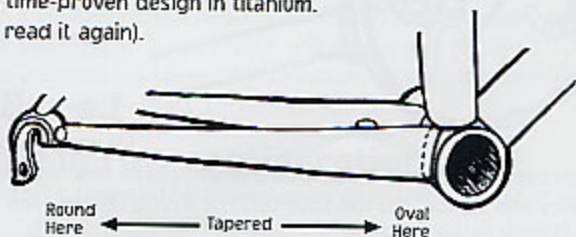
The Ibis Titanium road bike shares many of the same frame characteristics as the Ibis Titanium Mojo mountain bike:

1) Asymmetrical internal butting with 2:1 wall thickness differential in the tubes of the main triangle. Although the weight of the frame was not our primary consideration, even a size 58.5 cm frame weighs less than 3 pounds!

2) Tapered, oversize seatstays. Larger diameter tube at the brake bridge provides a stiffer foundation for a more positive response from the rear brake.

3) Tapered and ovalized chainstays. These exotic little suckers are a key ingredient to the ride of this bike. They keep your bottom bracket from wagging side-to-side, which means your energy is going directly to the drivetrain. The reason bike builders have been using this design for over 100 years is they know this is the stiffest, lightest, strongest way to design and produce the rear triangle of a bike. Ibis is the first company to accomplish this classic, time-proven design in titanium. Read the comment above on climbing (yeah, read it again).

4) Ibis dropouts complete the laterally rigid and extremely durable and responsive rear triangle. They also save more than an ounce, and the design ensures easy wheel removal and replacement.

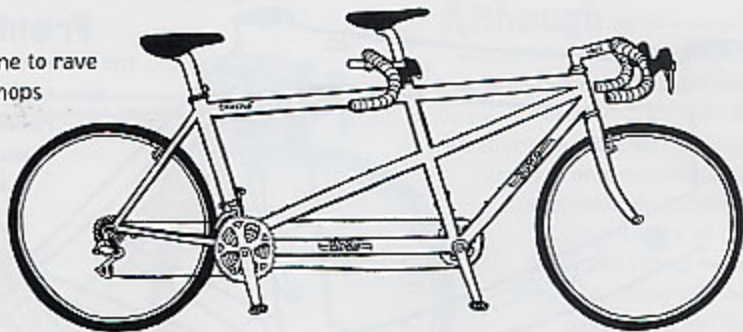


We're extremely proud of our Titanium road bike; it's truly a lifetime bike. It reflects our commitment to offer the very best, and we wouldn't change a thing. Whenever you're ready for the ride of your life, the Ibis Titanium road bike will be ready, willing and very able to provide it.

Finish: Hand Buffed
Frame: 2.8 lbs
\$2,800

Ten years ago,

Ibis burst on the tandem scene to rave reviews among magazines, shops and, most importantly, our customers. But what have we done for you lately, right? Hold on, 'cause this special anniversary year is going to be the best ever.



Our tandem design philosophy

is simple: build them strong, comfortable, responsive and light, because no matter what your tandem riding skill, you need high performance. Nowhere does a poorly-constructed or poorly-designed frame show up more than with a tandem. Unfortunately, many people choose to purchase garden-variety tandems at seductively low prices to see what they think of this whole "tandem thing." Bad move.

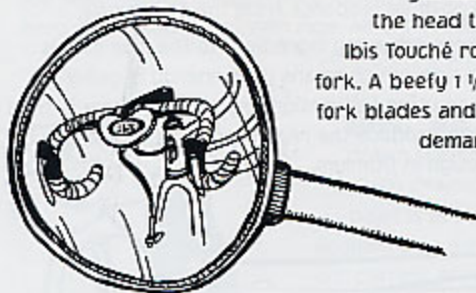
The Comfort Zone

Nothing beats the comfort and speed of 700C wheels. And since speed defines tandeming for many people, we figure if you add a dash of comfort, you'll enjoy riding this big bike all that much more.

Emergency situations – whether braking or steering – demand a performance-oriented bike, as does climbing hills in or out of the saddle. An Ibis tandem provides that performance, plus it's much less fatiguing to ride, making it a whole lot more fun.

New Ingredients

For 1997 we have further evolved our custom lube-set. We bulge 'em, taper 'em, butt 'em, squish 'em, bend 'em and swage 'em to get the appropriate shape for the loads each tube sees, from the head tube all the way back to the extra beefy chainstays. Our Ibis Touché road fork is an Ibis exclusive. For '97, we've redesigned the fork. A beefy 1 1/8" steerer is used, combined with our own custom drawn fork blades and cast fork tips, all designed for the high-performance demands of a 700C tandem. As always, we use oversize seat tubes and seatposts to keep stoker wag and captain seatpost wiggle to a minimum.



Love Unit™

STI and Ergo shifting is a godsend to aid the rigors of tandem captaining, as is the stopping power of the new V-Brakes. But until now you couldn't have your V-Brakes and STI too. The Ibis Love Unit™ is a nifty little device that lets you have it all. These compact babies allow riders to adapt V-Brakes to their STI or Ergo levers by changing the braking leverage and increasing modulation. They fit neatly on the handlebars and are a good catalyst for conversation. This is a major improvement in tandem braking.

Standard colors: Team Orange, Copper Metallic, Red, Black Lilac, Dark Blue, Black, Ibis Racing Green
Frame 4 lbs.

Frame, fork, stems: \$2,100 • Complete Bike: \$3,595

COUSIN IT™

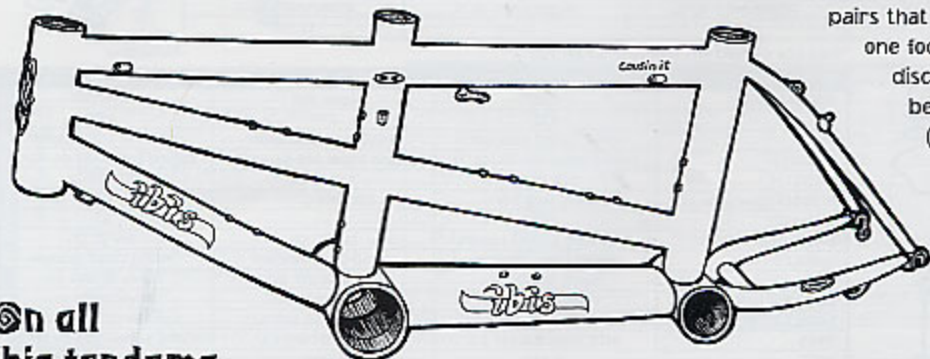
Wearer of Many Hats (and Toes)

Our flagship tandem is the versatile 26" wheeled Cousin It. At Ibis, we are longtime fans of 26" tandem wheels, and for good reason. They're stronger, lighter, stiffer and require a lot less maintenance than 700c wheels. You can use them on the road, for loaded touring and, of course, for mountain biking. Even tandem Cyclo-Cross if you desire.



When people like the experts at **Tandem Magazine** say "this is the best handling tandem that we've ever ridden. Ever!" you don't feel compelled to change too much in the way of geometry. So we haven't. Our road tandems are rigorously tested – meaning we go for lots of rides on the hard-core roads close to our Sonoma County home. We routinely hit 50 plus, and on our favorite rides have seen over 65 mph (No CHP for miles). Through all the twisty, rough, steep roads, the good Cousin stays steady as a rock, yet nimble enough to blow away all our buddies on their single gee-whiz machines. And we've ridden the Cousin It in the dirt all over the planet as well. Whether it's mountain bike racing or loaded off-road touring, bombing a trail in Moab or the Rockies, or heading out for a joy ride, the Cousin is built to handle it.

We have sizing to fit just about any combination of captain and stoker. Our exclusive large/small size will accommodate tandem pairs that have a one foot height discrepancy between them (see size chart).



On all Ibis tandems,

Ibis adjustable stoker stems are now standard equipment. Components have been wisely chosen, and there are a number of new features for 1997. Both the off trail Cousin It and Touché now feature STI shifting and V-Brakes, made possible by the included Ibis Love Unit. In addition, an XTR rear derailleur and cogset, World Class tandem hubs and Chris King headsets are now standard.

The Cousin It™ is available in two configurations:

Off Road Cousin It: Ready for the mountain trails. Mountain bike handlebars and stems, Grip Shift 800

shifting, XT brake levers with V-Brakes and with big ol' fat knobby tires.

Off Trail Cousin It: Comes with the Ibis Love Unit (page 3) attached to STI levers on one end and V-Brakes on the other. The rest of the group is XT/XTR based.

Standard colors: Team Orange, Copper Metallic, Red, Black Lilac, Dark Blue, Black, Ibis Racing Green
Frame 9 lbs.

Frame, fork, stems: \$2,100 • **Complete Bike:** \$3,595

KITS AND BUILD SPECS



FRAMES	RETAIL	NON STOCK PAINT	LONG FADE	CUSTOM PAINT
ALIBI™	\$750	\$155	\$300	Quote
MOJO®	1,125	155	300	Quote
TI MOJO®	2,800	N/A	N/A	Quote
SZAZBO™	1,525	300	360	Quote
BOW-TI™	3,500	N/A	N/A	Quote
SPARKY™ (Frame and Fork)	415	155	300	Quote
TI ROAD™	2,800	N/A	N/A	Quote
HAKKALUGI™ (Frame and Fork)	415	155	300	Quote
TOUCHE™	2,100	155	385	Quote
COUSIN IT™ (Mountain or Road)***	2,100	155	385	Quote

*Includes Fox Alps 4 rear shock. **Includes Cane Creek rear shock. ***Includes frame, fork, stems, eccentric, Toe Jam.

MOUNTAIN BIKE KITS	XTR	XT	LX
DRIVETRAIN	XTR	XT	LX
V-BRAKES	XTR	XT	LX
TIRES	WTB Velociraptor 2.1	WTB Velociraptor 2.1	WTB Velociraptor 2.1
SADDLE	SDG CompTi Kevlar	SDG CompTi Kevlar	SDG CompTi Kevlar
RIMS	Mavic M217 32"	Mavic M221 32"	Mavic M221 32"
WHEELBUILD/SPOKES	Wheelsmith 14/15	Wheelsmith 14/15	Wheelsmith 14/15
PRICE	\$1,675	\$1,045	\$710

ROAD BIKE KITS	DURA ACE 8 SPEED*	ULTEGRA 8 SPEED	RECORD 4 SPEED
DRIVETRAIN	Dura Ace	Ultegra	Record
BRAKES	Dura Ace	Ultegra	Record
TIRES	Conti GP (700x23)	Conti GP (700x23)	Conti GP (700x23)
SADDLE	Strada Ti	Strada Ti	Strada Ti
RIMS	Mavic Reflex 32	Mavic Reflex 32	Mavic Reflex 32
WHEELBUILD/SPOKES	Wheelsmith 14/15	Wheelsmith 14/15	Wheelsmith 14/15
PRICE	\$1,445	\$1,000	\$2,320

*Dura Ace 4 Speed kits available Spring 1997

TANDEM KITS	COUSIN IT™ MOUNTAIN	COUSIN IT™ ROAD	TOUCHE™
IBIS LOVE UNIT	D/A	Love Unit	Love Unit
R/D	XTR	XTR	XTR
F/D	105SC w/31.8 Adapter	105SC w/31.8 Adapter	105SC w/31.8 Adapter
CRANKSET	Sugino Impel 500 54/42/28	Sugino Impel 500 54/42/28	Sugino Impel 500 54/42/28
CASSETTE	XTR 12-32	XTR 12-32	XTR 12-32
HEADSET (Silver or Black)	Chris King 1 1/8"	Chris King 1 1/8"	Chris King 1 1/8"
V-BRAKES	XT	XT	XT
BRAKE/SHIFT LEVERS	Grip Shift 800/XT Levers	105 SC STI	105 SC STI
HUBSET	World Class Tandem	World Class Tandem	World Class Tandem
RIMS	Mavic M 217 36"	Mavic M 217 36"	Mavic M 217 40"
WHEELBUILD/SPOKES	Wheelsmith 14G	Wheelsmith 14G	Wheelsmith 14G
SADDLE Fr/R	San Marco SA 600/602	San Marco SA 600/602	San Marco SA 600/602
TIRES	WTB Velociraptor 2.1	IRC Metro Buro 1.5"	Conti Super Sport 700x28
PRICE	\$1,445	\$1,445	\$1,445

KIT UPGRADES	Grip Shift 800 w/ XT Levers	Chris King Headset	Ibis Titanium Handlebar
PRICE	No Upcharge	\$85*	\$85 each*

*Upgrade prices are only good with the purchase of an Ibis frame and frame kit.

FRAME	ALIBI™	SPARKY™	HAKKALUGI™	MOJO's	BOW-TI™	SZAZBO™	TI ROAD™	TANDEM
STEERER DIAMETER	1 1/8"	1"	1"	1 1/8"	1 1/8"	1 1/8"	1"	1 1/8"
BOTTOM BRACKET WIDTH	73	68	68	68	68	73	68	68
FRONT DERAILLEUR (1-Two Pull)	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8" T	1 1/8" T	1 1/8"	1 1/8"
SEATPOST	28.6	27.2	28.6	28.6	28.6	28.6	28.6	28.6



Who ordered the derailleur?

All kits include everything you need to build your Ibis except fork, stem and pedals.

Prices and specifications subject to change.

PRICES... SCHMICES... WE'VE GOT DEALS!



SIZE CHARTS

SIZE	XXS	XS	S	M	L	XL
A Seat Tube Length (center to top)	13.5"	15.5"	17"	18.5"	20"	21.5"
B Seat Tube Length	12"	14"	15.5"	17"	18.5"	20"
C Top Tube Length	20.75"	21.75"	22.25"	22.75"	23"	23.5"
D Chainstay Length	16.8"	16.8"	16.8"	16.8"	16.8"	16.8"
E Head Tube Angle	70.5°	71°	71°	71.5°	71.5°	71.5°
F Seat Tube Angle	74°	73°	73°	72°	72°	71.5°
Wheelbase	40.75"	41"	41.25"	41.5"	41.75"	42"
Standover Height (mid top tube)	25.75"	27.75"	29.5"	31"	32"	33.5"



*The Isis Aftib™ is available in sizes small, medium and large.

SIZE: Seat Tube Length (center to top)	48cm	51cm	52.5cm	54cm	55.5cm	57cm	58.5cm	60cm
A Seat Tube Length	45cm	48cm	49.5cm	51cm	52.5cm	54cm	55.5cm	57cm
C Top Tube Length	52.5cm	53.5cm	54cm	55.5cm	56.5cm	57cm	58cm	59cm
D Chainstay Length	41cm	41cm	41cm	41cm	41cm	41cm	41.5cm	42cm
E Head Tube Angle	72.5°	72.5°	73°	73°	73.5°	73.5°	74°	74.25°
F Seat Tube Angle	74.5°	74°	74°	73°	73°	73°	72.5°	72°
Wheelbase	97cm	97.5cm	98.4cm	99cm	99cm	99.5cm	100.5cm	101cm
Standover Height (mid top tube)	24.25"	30"	30.25"	30.75"	31.25"	31.75"	32.25"	33"



SIZE: Seat Tube Length (center to top)	52cm	54cm	56cm	58cm	60cm
A Seat Tube Length	50.5cm	52.5cm	54.5cm	56.5cm	58.5cm
C Top Tube Length	53cm	54cm	55cm	56cm	57cm
D Chainstay Length	43cm	43cm	43cm	43cm	43cm
E Head Tube Angle	72°	72°	72.5°	72.5°	72.5°
F Seat Tube Angle	73.5°	73°	73°	72°	72°
Wheelbase	100.5cm	101.5cm	102.5cm	103.25cm	104cm
Standover Height (mid top tube)	30.5"	31.25"	31.75"	32.5"	33.25"

SIZE	TOUCHÉ™				COUSIN IT™			
	S	M	L	L/S	S	M	L	L/S
A/G Seat Tube Length (center to top)	53/47cm	56/50cm	58/52cm	57/47cm	18.5"/16"	20"/18"	22"/20"	21"/16"
B/H Seat Tube Length	48/44.5cm	51/46.5cm	53/48.5cm	52/44.5cm	17"/14.75"	18.25"/16.5"	20.25"/18.5"	18.5"/14.75"
C Captain Top Tube Length	55cm	56.5cm	58cm	58cm	22"	22.75"	23.25"	23.25"
I Stoker Top Tube Length	71cm	71cm	71cm	71cm	28"	28"	28"	28"
E/F/J Head Tube Angle and Seat Tube Angles	73°	73°	73°	73°	73°	73°	73°	73°
D Chainstay Length	17.25"	17.25"	17.25"	17.25"	17.25"	17.25"	17.25"	17.25"
Wheelbase	68.3"	68.3"	69.5"	69.5"	68.3"	68.8"	69.5"	69.5"
Captain Standover Height (mid top tube)	30.8"	32"	32.8"	32.4"	29.5"	30.8"	32.8"	31.8"
Stoker Standover Height (mid top tube)	29"	29.5"	30.5"	29"	27.5"	29.5"	30.5"	28.25"
Captain Stem	0"x110mm	0"x120mm	0"x130mm	0"x130mm	0"x120mm	10"x135mm	10"x150mm	10"x150mm
Stoker Stem	Adjustable	Adjustable	Adjustable	Adjustable	Adjustable	Adjustable	Adjustable	Adjustable

*All tandem captain stems are 1 1/4", quilled for threaded steerers.

SIZE	S	M	L
Mojo® Equivalent/Standover	XS-S/27.25"	M-L/30"	XL/32.25"
Inseam	28"	30.5"	33"
F Seat Angle (effective)	75°	73.5°	72.5°
C Top Tube Length (effective)	21.5"	22"	22.5"
E Head Tube Angle	70.5°	71°	71.25°
D Chainstay Length	16.6"	16.6"	16.6"
Wheelbase	40.85"	41.8"	42.8"

Call for Bow-Ti™ Sizing Information.

All measurements are center to center unless noted.





P.O. Box 275
 Sebastopol, CA 95473
 707 824 5615
 707 824 5687 (Fax)
www.ibiscycles.com



p r e s e n t s

scot nicol

ibis founder and president, bike designer, suspension authority, racer and mountain bike hall of famer.



john castellano

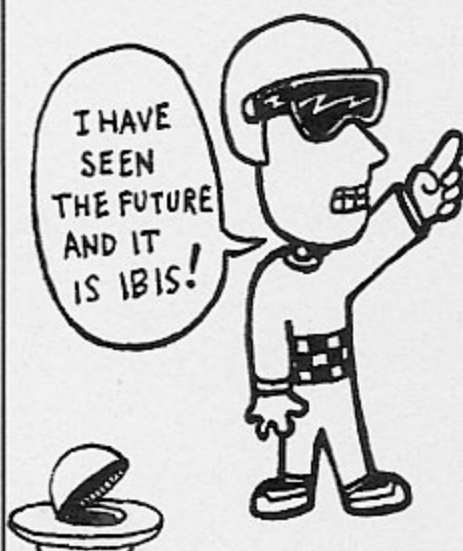
engineer, unified rear triangle innovator (the sweet spot) and offroad wheelchair designer.

7:00 P.M.
Thursday
March 27



M I L L V A L L E Y
CYCLESWORKS

369 MILLER AVENUE 415-388-6774



I HAVE
SEEN
THE FUTURE
AND IT
IS IBIS!



CAPTAIN MORON



YOUR FUTURE LOOKS VERY
BRIGHT... I SEE A BICYCLE...
WAIT! IT'S GETTING
CLEARER... IT'S AN IBIS!
MY, YOU ARE LUCKY,
AREN'T YOU!

YES!
I AM!