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Oh what a feeling! Here at Ibis, we're like one big happy family. The warmth, the support, the gentle encouragement. It's all here. But the best thing about working at Ibis is that there isn't room for egos. Which is why we don't believe in identifying and listing all the names of the employees. We're not a bunch of individuals, we're team players . . .

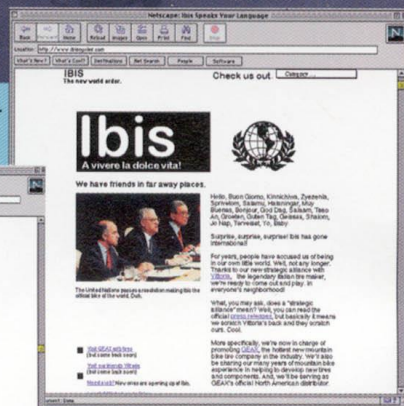
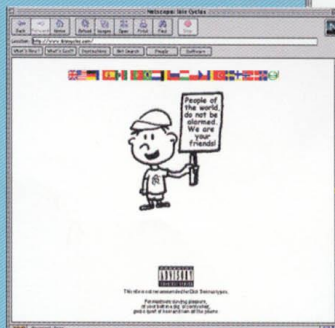
okay, you want the truth? You can't handle the truth. But we'll give it to ya anyway. We're not listing the employees because we can't remember all their names. In fact, remembering everyone's name got to be such a pain, we gave everyone a number. That's right, a number. A six digit number. Man, does it make life easier. We were gonna have the numbers tattooed onto the backs of their hands, but then OSHA stepped in and started whining about sterile tattoo needles and what not. And by the way, if you're wondering how we got everyone to jump that high, think 220V.



Not Photographed, employee #675889, #984727, #000002, #244378 and #875648. Now on America's least wanted, employee #839000

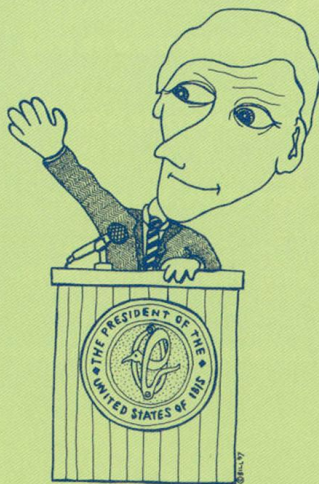


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A Message from the President

Welcome to the magical world of Ibis, where your happiness is our only concern. I'm Chuck Ibis and I'll be your guide. But before we go look at the sublime bikes and parts and accessories, I'd like to fill you in on what's been happening around here. First off, we've gone corporate! No, we haven't been bought out, and we haven't merged with anyone. But we have been doing a lot of mental imaging and managed to trick a European company into giving us money. We've also been trying out a few new "management techniques" (see photo caption at left), and by golly, things are going swimmingly, as they say at the country club. Not only are we able to offer you even better bikes for 1998, but some of them cost even less than last year.

Of course, change is nothing new to Ibis. We're big believers in change. We crave it like Elvis craved jelly donuts. But we're not this way for the sake of change alone. We're always on the lookout for improvement and innovation. Look at the Ibis BowTi! With its landmark introduction last year we set the industry on its ear by creating an entirely new breed of suspension bike. Come to think of it, we did it a couple of years before with the Szazbo™. And before that with the butted

tubesets on our titanium bikes. Seems to be a trend here. But what else would you expect from a bunch of free thinkers?

One thing that will never change is our passion for bikes. As I look out my office window here at the Ibis megafactory, in the shadow of the belching smokestacks, I notice our bicycle rack is filled with a variety of commuter bikes. I'd say there are about a dozen of them, which outnumbers the banged-up cars in our parking lot. Makes me kind of warm inside to know that our employees, whatever the heck their names are, are still firmly embracing that religion we call cycling. Or maybe we just don't pay them enough to fix their beaters.

The point is, Ibis has still got it going on. We're light on our feet, and we're still making bikes for riders, not for the industry analysts. You won't find any smoke and mirrors (except in the bathrooms), and no big facades. It's just a bunch of hardworking folks blending Old World craftsmanship with New World technology, and a passion for building and riding bicycles.

And now, on with the tour . . .

SCOT NICOL
Large and in Charge

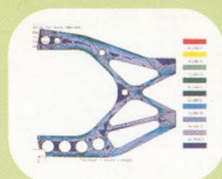
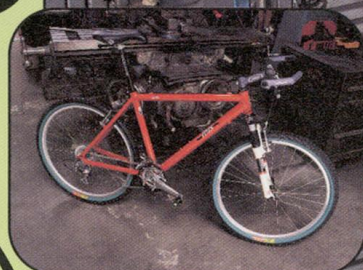
Someone really wise once

said that variety is the
spice of life. Might have

been Hugh Grant, or maybe
Eddie Murphy, but whoever
said it was right on. Which

is why we offer the Alibi™,
our first aluminum

hardtail. And the most
affordable Ibis ever.



Alibi Chainstay Bridge

The **Alibi™** is a high-performance, lightweight, bombproof bike that's rapidly becoming the bike of choice for Team Ibis. And for good reason. For about the same price as those McBikes from the mega factories, the Alibi delivers legendary Ibis performance in a marvy-looking package.

Rest assured, the Alibi isn't a quick Mojo® knockoff. It's a brand new design using our exclusive new Moron™ aluminum tubeset. In creating the tubeset, we used the Ibis philosophy of putting the material only where it's needed to minimize weight, maximize strength and enhance comfort. And judging by the many cards and letters (and one singing telegram) we've received, we've succeeded.

Each tube on the Alibi is formed and/or butted to a dimension that can handle the specific stresses to that specific part of the frame. We know you tend to ride your bike a little harder than most (we have ways), so we've beefed up the structural integrity even more by adding a custom-designed gusset under the headtube/downtube intersection, which is where the highest stresses occur. A sturdy, svelte,

replaceable derailleur hanger, and a reinforcing sleeve at the top of the seat tube eliminate problems found with simpler designs.

The Alibi's frame geometry is similar to the proven Mojo and Titanium Mojo bikes, which have a renowned ability to handle just about any situation. We also borrowed several concepts and features from our other more expensive models. The chainstay bridge and dropouts can be found on our popular Szazbo dual suspension bike. Together, they make a laterally rigid rear end, which when combined with the supple tubeset, yields a comfortable and efficient ride you don't normally find with aluminum bikes. So you see, at Ibis, affordability doesn't mean sacrificing quality.

The Alibi comes in two standard colors, or you can pay a little extra and get one of Erika's legendary long fades, or your own custom blend of color.

Take it from Hugh and Eddie, everyone needs a tight Alibi now and then.

The **Mojo®** is all about handling. It's quick, responsive, and predictable. Stomp on the pedals and feel every ounce of energy shoot straight to the rear wheel. Shift your body weight and feel the Mojo carve the perfect line. Stay seated for that long fire road climb and feel your new bike disappear underneath you.

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.

One of the reasons the Mojo outperforms other bikes is because of the time and effort we've put into adjusting the geometry to accommodate each different frame size. It's impossible for one set of frame angles to fit all riders, so

each of our wide range of sizes is dialed in ever-so-slightly to provide the best possible ride for that particular size. It takes more time and costs a little more, but it pays off big time when you're two hours into an epic ride.

Individual tubesets are also designed specifically for each different frame size. 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. Those giant bike factories would cringe at the extra time and expense this takes, but hey, it makes for a better bike. And anyone who knows anything about Ibis (especially our accountant) knows that performance always comes before profits.

Ride an Ibis Mojo. And experience a genuine legend.



Don't let its clean, simple look fool ya. The Ibis Mojo® is chock full of advanced design and engineering. It also has 17 years of passion and experience built into it. The result is what we consider to be the ultimate steel hardtail.

Lightweight. Durable. And a joy to look at.



In the Belly of the Beast

If we were living in bizzaro world and suddenly became bigger than Trek, Cannondale and GT combined, and had all the money in the world, you know what we'd do? We'd go riding! And while we were riding we'd be thinking of ways to make Ibis bikes and components even better. We're sick that way.

Like you, we're passionate about riding. No, make that obsessed. It's what we live for. And our work shows it. Whether you love or hate our unconventional approach to marketing you have to admit we make some mighty fine stuff.

Some of our discoveries have come by accident, while tinkering around in the back of the shop. Some were inspired by a night of C.A.D., Campfire Aided Design. Others were refined by sophisticated modeling on high-dollar computer hardware and software. We also pick the brains of 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.

No matter how a product is conceived, it has to undergo our Active Engineering Program. 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. And lastly, Scot Nicol, owner and overlord of Ibis, actually rides the bikes he builds. He's involved in every aspect of the design and production of all things Ibis, which has helped make Ibis a feisty little leader in the bicycle industry.

Trust Some Moron™

Why settle for a Genius or Logic™ tubeset when you could have a Moron™. Sure, the name's kinda goofy, but the tubing is the best in the business. Moron embodies the Ibis philosophy of putting the material where you need it. Tube dimensions are carefully chosen for each model of bike and for each size of each model. We analyze the stresses and desired characteristics of each

tube, then we choose diameter, butt and transition length, and wall thickness.

We don't go for that off-the-shelf tubing. Instead, we pay extra to have our tubesets custom drawn. That goes for whether we're using steel, titanium or aluminum. The extra care that goes into making our tubesets results in bikes that climb and accelerate like no other, and at the same time are less fatiguing on those long, hard rides.

An Intelligent Dropout

No, we're not talking about ourselves (we have lots of book learnin'), we're talking about the clever dropouts we use on our bikes. They're based on a design originated more than 100 years ago by old time bicycle framebuilders and fly guys the Wright Brothers. They were popularized by Joe Breeze more recently. And refined a little more by Ibis. Our dropouts dramatically increase 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.

The Art of Welding

Smooth. Flawless. Precise. Those are a few of the words commonly used to describe the welds on an Ibis frame or stem. And that makes us feel good.

Welding is very important to us, and we put a lot of heart into it. We strive to make weld beads very tight and consistent without goobers (technical welding term), craters or undercutting. The trick, in addition to hours and hours of practice, is precise mitering of the tubes. We spend a lot of extra time

getting the pieces to fit exactly together, but it ensures a minimal heat-affected zone. Of course, our welds do more than look pretty. By making the welds this tight we also receive the highest possible joint strength, which means a longer lasting, more reliable frame.

Take A Seat

Zoom in on the top of an Ibis seat tube and you'll see something special. You'll see a clean weld below the top tube. It's a key ingredient to a seat collar and seatpost clamp that we developed to be extremely light yet strong and reliable.

Once again, we're adding work for ourselves, but it's the best way to provide strength at a critical spot on a light frame.

*Thanks and apologies to the good folks at Ritchey and Columbus for letting us make fun of their Logic and Genius trademarks.





The Ibis Titanium Mojo®.

Bless its little head tube.

It really is a marvel of
modern technology.

Year after year, we've
refined the Ti-Mojo.

Putting more and more
innovation into what has

always been considered

the best of the breed.

So, we suppose that now

makes the Ti-Mojo the

bestest of the breed.

Or something like that.

You can make a hell of a bike out of non-buttet, non-tapered, off-the-shelf tubing, but at Ibis, good is only a beginning. So in keeping with the Ibis philosophy of putting the material where you need it, we designed a new asymmetrically buttet tubeset. Yep, buttet. This remarkable tubeset allows us to build a frame that is a pound lighter than straight gauge titanium frames of the same strength.

Our ovalized and tapered titanium chainstays look fairly conventional, but try and find them on other ti bikes. You'll have to do some serious looking, because most builders don't use them. Why? Because they're expensive and darn difficult to produce! We use them because they're the best. And you deserve the best. Their shape and dimensions, combined with the solid connection they make with our custom machined dropouts, ensure a stout rear triangle, and a super responsive drivetrain.

Speaking of dropouts, 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. And there are a lot of other little details that add up to a better ride. All cable stops, brake bosses and other "weld-ons" are custom machined for Ibis. We butt the bottom bracket shell for weight savings. And we pride ourselves on laying down some of the smoothest welds you'll ever set eyes on.

There are a lot of details you can't see. Frames are precision aligned, tubes are tweaked for a perfect fit before welding, and weld areas are kept impeccably clean, which is essential to a perfect titanium weld. The "raw" finish is completed by hand, and matches the finish of our titanium stems and handlebars.

It all makes for one of the lightest, best handling mountain bikes ever produced. Take it for a spin and you'll fall in love.

Mojo

Designed for cyclocross riding, the **Hakkalügi™** opens up all kinds of wonderful new possibilities. Go for a road ride and take that gravel shortcut. Go for a mountain bike ride and drop your friends on the way home from the trail. Hop curbs, race it in criteriums, ride it to work, wear it on your head. There's not much it can't do.

Thanks to our specially-designed Moron™ tubeset, which is a combination of Columbus Nivacrom, Metax and heat-treated Chrome Moly tubing drawn exactly to our specifications, the frame weighs under four pounds, rivaling the weight of many titanium frames. That comes in handy when you're powering your Lugi up a snarly hill, or carrying it across a raging stream. The Metax chainstays are made from Columbus' unique grade of stainless and finished with a buffed titanium look for an extra measure of functional cool. We use our own investment cast dropouts, which create an incredibly stiff bottom bracket. With its slightly relaxed geometry, the Lugi ride is comfy and

predictable. The Hakkalügi is so boss, we've noticed that a lot of new Lugi owners have been letting their road and mountain bikes grow cobwebs. Since the Hakkalügi is such a comfy cruiser, and actually lighter than most road bikes out there, more and more people are saying no to the Old School and the expense of owning two bikes. OOPS!

The Lugi has 15mm of mud and fender room, even with 35C tires, so it'll go just about anywhere your mountain bike will go. The geometry of a touring bike is remarkably similar to the geometry of a cross bike, making this a great touring machine as well. The Hakkalügi comes with eyelets on the lugs dropouts, and we'll put rack mounts on the seatstays if you like.

Test ride a Hakkalügi. It'll spike your endorphins, raise your consciousness, and lower your LDL levels. And it's versatile enough to replace, uh, complement yeah, that's it, complement, your road and mountain bike collection.

Maybe we didn't think this one through. The Hakkalügi is one of our all-time favorite bikes, but it's so freakin' versatile it does the job of two bikes. And that means folks need to buy only one bike from us instead of two. Not the kind of move Bill Gates would make, is it? Oh well, we might not get rich, but as long as we keep riding our Lügis, we'll always have our health.



Hakkalügi

Paint



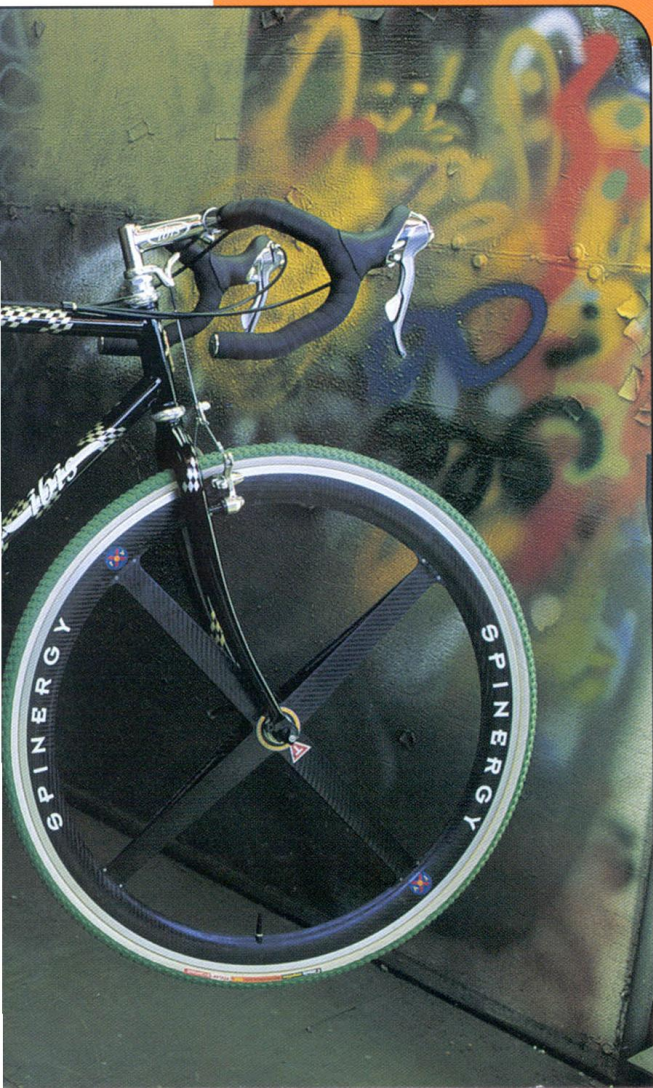
Finishing School

Ibis bikes are almost as fun to look at as they are to ride. And for good reason. We're mighty proud of the workmanship that goes into each Ibis. We figure, why just slap a coat of cheap paint on when you can do something a little special.

So, in addition to our seven stock colors, we also offer custom paint jobs on any of our models. Just tell us what you like. You'll get meticulous prep work, use of superior ingredients (such as DuPont Imron products) and ultra-skilled application by Erika Floric, Ibis painter extraordinaire.

Our 1998 paint colors are so unique, we couldn't find any ink equivalents. We were going to have

Erika spray a little sample of each color on the catalogs, but no, she had to go to Alaska on a kayak vacation. The nerve. So, we'll just describe them: the Alibi comes in Electraglide Blue and Eddy Orange; the Szaibo comes in Warm Beer Metallic, and Metallic Eggplant; the Spanky comes in Not Judy Yellow; the Hakkalugi comes in Gang Green; and the Mojo comes in Metallic Eggplant and Young Asparagus, which we were going to call "monkey vomit." Yeah, we have seen the monkey hurl. We're not proud of it. Well, come to think of it, we are kind of proud.



YOUNG ASPARAGUS



EDDY ORANGE



WARM BEER METALLIC



ELECTRAGLIDE BLUE



NOT JUDY YELLOW

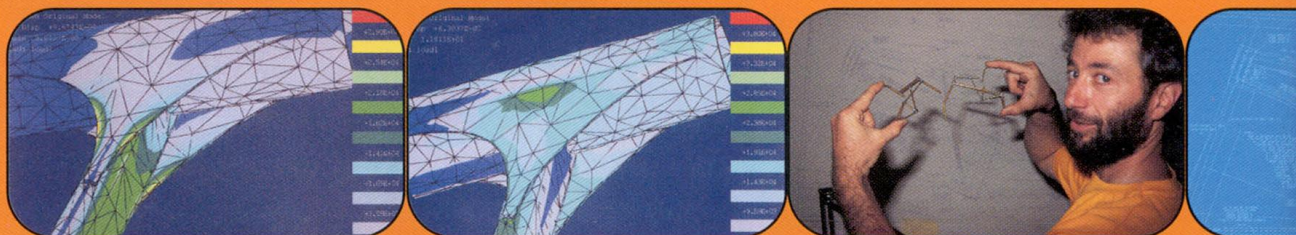


METALLIC EGGPLANT



GANG GREEN

John Castellano



A fondness for finite element analysis among other silly habits helps make JC a superstar in the suspension galaxy.

We almost didn't get this catalog done in time, and it's all John Castellano's fault. We've been spending so much time cruising around on our Castellano-designed, Ibis-built bikes, we barely had enough time to write the copy (and it shows, right?).

We kept figuring we'd take a day off from riding and do it then, but it never happened. The day-off-from-riding part.

No matter how brutal the trails were or how long we spent in the saddle, we always felt fresh enough to go out again the very next day. And it was all because of John's wondrous way with full suspension bikes.

Riding one of his designs is just too much fun.

John's big brain is well known to us. Several years ago, he introduced the ground-breaking Sweet Spot™ full suspension design, and Ibis was the first to bring it to market. While other designers were working on bikes that resembled the kids' game Mousetrap, John created a simple yet elegant solution that virtually eliminates bobbing and keeps the suspension active. With one brilliantly-placed pivot, the Ibis Szazbo did away with levers and linkages and bars and gears and rubber bands and little plastic mice. And it made riding so much more enjoyable.

About two years ago, John dropped by to see if we'd be interested in building a pivotless (yes, pivotless) dual suspension bike with 5" of rear wheel travel. Cool. Count us in.

A lot of "experts" didn't think it could be produced. Or, if it could be produced, it couldn't be effective. Oh, how wrong they were. We probably shouldn't be so hard on the skeptics. Nothing like the Ibis BowTi had ever been created before. But now that it's received rave reviews from the mags and hardcore riders from all over the world, we think we've shown that we can walk the walk. Or walk the talk. Or talk the walk. Or however the hell that saying goes. Like our Szazbo, the BowTi features a Sweet Spot™ unified design, but without a pivot. Instead, it relies on the inherent resilience and durability of titanium to provide a super cushy ride. No pivot means no maintenance, and lighter weight. At about 5 pounds for the frame with rear shock, the BowTi can be easily built up into a sub-24 pound full suspension bike.

The **BowTi**™ features a custom designed tubeset of Ti-3Al/2.5V manufactured to our specifications by Ancotech. The frame "pivots" around the point where the down tube and the bow-stays cross. Because this virtual pivot is located at the Sweet Spot you get 5" of plush travel without bobbing when sitting, standing or sprinting. And while the BowTi is incredibly compliant vertically, it has the same lateral stiffness and bottom bracket stability as our super stiff Titanium Mojo.

And it's durable too. Just like metal springs, or the leafsprings in your truck, the BowTi's flexing members will hold up ride after ride.

Technically speaking, the BowTi distributes bump energy along the entire 30" swingarm formed by the bow-stays. The tubes are made of low modulus (springy) titanium that allows lots of bending and energy absorption, which means less fatigue for the frame, and, of course, less fatigue for the rider. In dude speak, that means the BowTi is totally buff. In Ibis speak that means the BowTi is the most evolved full suspension bike on the planet. And you should be riding one.

And now we've reached the section of the copy where we're supposed to wrap everything up in a neat little bundle and plead with you to buy a BowTi, but damn if we can stay off our bikes that long. So consider it done. Later.



Sure, we heard the snickers. But for once in our lives, we elected to take the high road. And we ignored all those "experts" who doubted that we would ever deliver a pivotless (yes, pivotless) dual suspension bike with 5" of rear wheel travel. Of course, we can only be polite for so long, and it has been a whole year, so

Row. To

Szazbo



Color us cynical, but we're not too impressed with all this new found interest in making "free riding" bikes. We hate to break it to the giants of the industry, but smaller shops such as Ibis have been designing bikes for extreme trail riders for years. Take the Szazbo™ for instance. It's our latest go-anywhere-do-anything bike. You could call it a Freeride bike, but you'd be violating Cannondale's trademark*. And we wouldn't want that.

So, we'll stick to calling the Szazbo™ a mountain bike. And what a mountain bike it is. It's a full-suspension rig that's equally comfortable going up a hill as it is going down (which comes in handy since most of the riding we do starts and ends at the same elevation). It's low maintenance, built to ward off evil trails, and mighty damn fine to look at.

We might have been a little ahead of our time. When we first introduced the Szazbo a couple of years ago, a lot of folks said having five inches of rear travel was overkill. Now, every Tom, Dick and Harry bike maker is scrambling to come up with a design that can deliver some serious long-travel cushion. But none have topped the Szazbo.

The world's first production Sweet Spot™ bike, the Szazbo responds to the terrain and not to the movements of the rider. The suspension moves when you hit a bump, not when you pedal, pick your nose or scratch your snapper. No ugly pogo effect. No energy-sapping monkey motion. Just supa-smooth action, Jackson.

Remember, we designed the Szazbo to be an all-around riding machine. So our design allows you to actually tune the suspension rate (hardness or softness) by shifting your position on the bike. When the trail turns ugly, stay in the saddle and let the 5 inches of plush rear travel smooth the way. When you need to bust a move up and over a fallen tree, stand on the pedals and your suspension stiffens, sending all your energy into the drivetrain. No matter what kind of terrain you're riding the Szazbo suspension will remain fully responsive.

But travel isn't all that makes the Szazbo special. Our butted aluminum tubeset keeps the frame weight down and the longevity factor up. You'd rather spend your time riding on your bike instead of working on it, so we use a single, beefy pivot that doesn't squeak and never needs maintenance. It also minimizes any sideways flexing of the frame. 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 to loosen up, squeak, groan or take a dump on you when you're miles from home. Engineer-types call this indestructible design a double-tetrahedron. We call it worry free.

If you're looking for a bike you can ride anywhere, at any speed, in any direction, up or down, you might want to give the Szazbo a try. It's a go-anywhere-do-anything rig, or as we like to cleverly call it, a mountain bike.

*That's right, Freeride is a trademark of Cannondale Corporation.

Cockpit

Rosies™ Bar Ends

You might not have given a lot of thought to bar ends. We have. We tried to anticipate every conceivable concern you might have, like comfort, grip and style. Our Rosies Bar Ends feature a unique oblong octagonal shape that feels oh so good to grab, even when you're dead tired. Underneath, you'll find concave facets that allow your fingers to grip better. On top, there are flat facets to make your palms feel better. They're welded, heat treated, abrasive blasted and anodized, and have a semi-rough finish for a positive grip in wet or dry conditions. We made the extension extra roomy, so it won't eat at the inside of your thumb. While the Rosies look cool all by themselves, they look their best when attached to an Ibis Titanium Handlebar.

Ti Bar

Our Ti handlebar is the result of our close relationship with the Ancotech titanium mill. While playing around one day, we stumbled on a technique that allows us to bulge the bar while maintaining a near constant wall thickness. After high fives all around, we went to work producing a bombproof, 145-gram bar that doesn't require shims. The Ibis Ti Bar absorbs shock, but isn't at all "noodly". That means more control, less fatigue. The tube ends are plenty beefy so you won't need to use those funky reinforcements. Just clamp on a pair of Rosies, attach it to an Ibis stem and you've got the ultimate control center. Lunar Weight: 24 grams Earth Weight: 145 grams - 22" length - 25.4 bar diameter 3° bend.

Titanium Stems

Hold a Rolex watch in one hand and an Ibis titanium stem in the other. Now, look closely at the craftsmanship. Study the intricate detail work, the materials, the engineering. Granted, the Rolex pretty much blows our stem away. But take that exact same Rolex and strap it to your steerer tube and handlebars and bash over 17 miles of rocky trail. Now, which looks better?



Considered to be the finest stems ever made, our legendary titanium stems are solid, yet compliant, providing a subtle yet effective cushion against road and trail shock. Several thoughtfully designed elements are what make these stems much more than the simple sum of their parts.

Most titanium stems use Ti3Al-2.5V tubing for their quill material, which is neither strong enough nor stiff enough for hardcore riding. Ibis stem quills are CNC machined from solid Ti6Al-4V billet, a significantly stronger alloy. By precisely varying the wall thickness, we can radially stiffen the quill at the critical juncture of the stem extension, virtually eliminating quill deformation.

Our barrel has evolved from testing many different designs. Also CNC machined from Ti6Al-4V, it's 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. Our quill version uses an integral machined bolt recess, another key element to making a strong, light stem.

The Ti 6/4 through bolt fits like a piston. For the threadless stem steerer clamp, we use the same elegant, radiused design of the handlebar clamp. Either way, it's a connection that maximizes strength.

In addition to the many stock sizes we make, we also take custom orders. Just tell us what you want, and in 2 to 4 weeks we'll deliver the world's finest stem in a size built specially for you.





Stake out the Ibis world
headquarters and you'll
find that we like to go
both ways. You know,
we get pleasure from
making and riding
mountain bikes as well
as road bikes. And the
Spanky™ proves it.

We put just as much thought and effort into building the Spanky™, as we do our zooty full suspension mountain bikes. The result is a dreamy steel road bike that you can ride and race in comfort and style. Hour after hour. Day after day.

The Spanky shares many of the features we've developed for our Titanium road bike, steel mountain bike and steel cyclocross bike. That means putting the material where you need it. So, we've built the Spanky with 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 and strong seat collar.

We weren't happy with existing tubesets, so we teamed up with our friends at Columbus and created our own. It's a combination of Nivacrom, Metax, and heat-treated Chrome Moly

tubing that is drawn exactly to our specifications. The Metax chainstays are made from Columbus' unique grade of stainless. We use our own investment cast dropouts, which help create an incredibly stiff feel at the bottom bracket. The chainstay is polished, then masked before the paint is applied. The result is a stunning and durable no-rust finish. Oh, did we mention how light it is? A scant 19 pounds when built up with a '98 Dura Ace Group.

Available in a range of sizes from 48 through 60cm, the Spanky boasts an evolved geometry that helps filter out road noise without sacrificing speed and responsiveness. We build them right here in Sebastopol, so you can customize your Spanky with trick paint options, extra water bottle bosses, rack mounts, or whatever else your heart desires.

Discover the joys of a good Spanky. It'll add pleasure to your life.

What makes the **Ti-Road** so special? It's the soul that goes into every frame. That and a whole lot of technology. To start with, there's the asymmetrical internal butting with a 2:1 wall thickness differential in the tubes of the main triangle. While we designed the tubing with the ride in mind, it's darn light, too. A 58.5 cm frame weighs less than 3 pounds!

We also use tapered, oversize seatstays, and larger diameter tubing at the brake bridge, which provides a stiffer foundation and better response from the rear brake. The Ti-Road's chainstays are tapered and ovalized to keep your bottom bracket from wagging side-to-side, which means your energy is going

directly to the drivetrain. Bike builders have been using this design for over 100 years because it 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.

KGB dropouts add to lateral rigidity. They're ultra durable, save more than an ounce, and make removing and installing the wheel a breeze.

You only live once, so give in to the temptation. Treat yourself to an Ibis Titanium Road Bike.

The Ibis Titanium Road Bike has

incited so much lust, rumor has

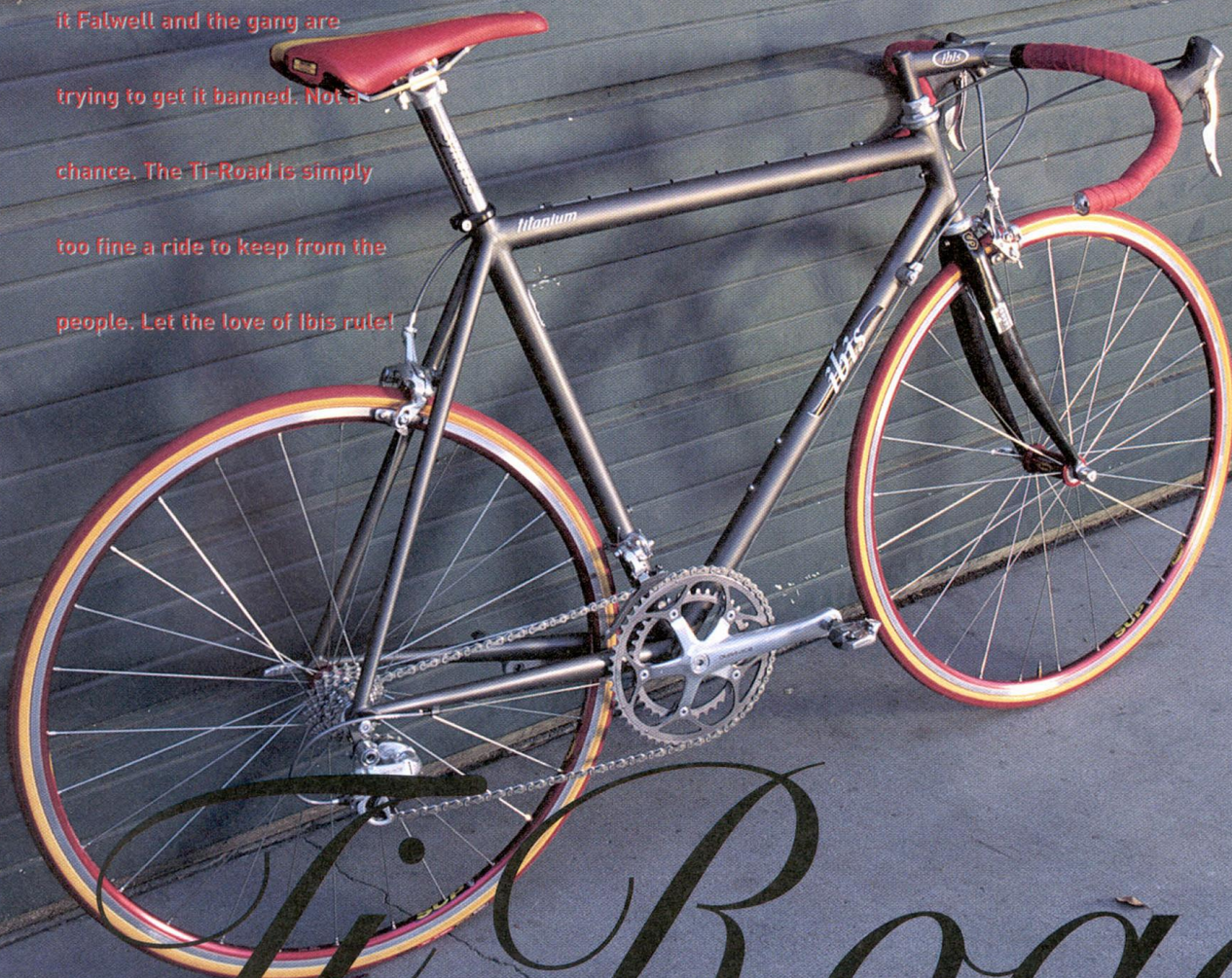
it Falwell and the gang are

trying to get it banned. Not a

chance. The Ti-Road is simply

too fine a ride to keep from the

people. Let the love of Ibis rule!



Ti-Road

Goodies



Ibis Team Wear

It looks good. It feels good. It is good. It's official Ibis Team Wear. We have short-sleeved jerseys for when it's hot, long-sleeves ones for when it's chilly, and jackets for when it's colder than Newt's heart. We also have shorts that are so comfy they almost convinced John Castellano to stop riding in jeans and don some Lycra (unfortunately, he ended up cutting out the chamois and using it to polish tubing, oh well). Made by Pearl Izumi.

Beverage Dispensers

Drink in style. Our **Wet Unit** water bottle comes complete with operating instructions. The **Hot Unit** is a stainless thermos with a very slick laser-cut cage that bolts right on to your bottle braze-ons. It holds half a liter of your favorite hot or cold beverage and pours at the press of a button.

The **Ibis Big Shot** glass holds a thirst-quenching 16 ounces. It's made from quartz composite and etched with our world famous logo.

Shade Devices

Not only do our Ibis ball caps look nifty, they also help prevent cancer by screening out harmful UV rays. Wear as directed.

Openers & Jewelry

You'll be the life of the party when you pull out your very own **Hand Job Bottle Lever**. Just be sure to keep an eye on it. The **Hand Job** and **Toe Jam** key rings show the world that you belong to the Ibis Secret Order. You can also hang em from your various body piercings.





If you want to get the absolute most from your Ibis, or any mountain bike for that matter, throw on a set of GEAX (say Jee-ax) tires. They are the best designed, best performing tires we've ever ridden. Ibis is the exclusive North and South American distributor for GEAX. In addition, we are heavily involved in their design, testing and manufacturing.

The way we see it, compared to things like bicycles and suspensions forks, today's tires don't have much technology in them. Imagine how much lighter and better handling those tires would be if you put some serious engineering into them. We did. And that's why there's GEAX. Our buddies John Castellano and Josh Deetz, two of the bike industry's sharpest fellas, design the tires.

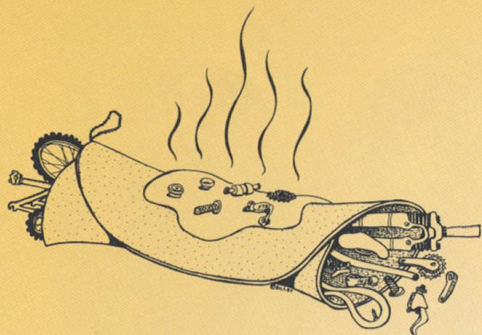
You can read all about them in our GEAX brochure (ask us for one), or look us up on the web at www.geax.com. Better yet, take our word for it. Visit your favorite dealer and buy some.



other rubber goods



GERX
PO Box 360
Sebastopol, CA 95473
tel: (707) 829-9031
fax: (707) 829-8419
info@geax.com



The Whole Enchilada

Drivetrain	Shimano XT - LX
Fork	Rock Shox Judy XC
Brake Levers	Avid Speed Dial
Brakeset	Shimano LX
Seatpost	Tifec
Saddle	WTB SST
Stem	Ibis Aluminum
Bars	Tifec
Hubs	Shimano LX
Rims	Mavic x221 32°
Tires	GEAX Hook 200 and Warp 215
Pedals	Wellgo 700

Complete Bikes

For the first time in a decade, Ibis is offering complete, assembled bikes. We've put together a competitive kit for you, and we are making it available on our Mojo, Szazbo and Alibi bicycles.

Custom Kits

Kit	XTR	XT	Cross	Dura Ace 9	Ultegra 9	Record 9
Drivetrain	XTR	XT	XT and 105	Dura Ace	Ultegra	Record
Brakes	XTR	XT	Ritchey	Dura Ace	Ultegra	Record
Cranks	XTR	XT	White Ind.	Dura Ace	Ultegra	Record
Tires	GEAX	GEAX	Vittoria	Vittoria	Vittoria	Vittoria
Rims	M217 32°	M217 32°	T217 32°	Mavic Reflex	Mavic Reflex	Mavic Reflex

Custom Kits

In addition to the complete bicycles, you may also choose a custom kit for your new Ibis mountain bike, cross bike or road bike. With our custom kits you can add a few choice options such as our Titanium handlebar, Titanium or Aluminum stem and our Rosies barends.

Build Spec's

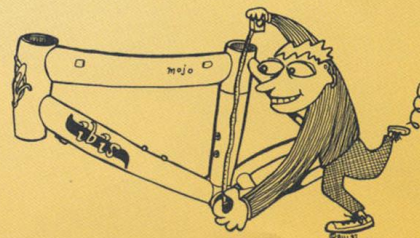
Bike	Alibi™	Spanky™	Hakkalugi™	Mojo's®	Bow Ti™	Szazbo™	Ti Road™
Steerer Diameter	1-1/8"	1"	1"	1-1/8"	1-1/8"	1-1/8"	1"
BB Width	73mm	68mm	68mm	68mm	68mm	73mm	68mm
Front derailleurs T=Top Pull	1-3/8"	1-1/8"	1-1/4"	1-1/4"	1-3/8"T	1-3/8"T	1-1/4"
Seatpost	28.6mm	27.2mm	28.6mm	28.6mm	28.6mm	28.6mm	28.6mm

Stems

	Mountain				Road	
Rise	10°	0°	-10°	-17°	-17°	0°
Headset Size	1-1/8"	1-1/8"	1-1/8"	1"	1"	1"
Type	Threadless	Threadless	Threadless	Quilled	Quilled	Quilled
Finish	Raw/Ano.	Raw	Raw	Polished	Raw	Raw
Material	Ti/Alum.	Ti	Ti	Ti	Ti	Ti
Length	120, 135, & 150mm	120, 135, & 150mm	100mm	90, 100, 110, 120, & 130mm	90, 100, 110, 120, & 130mm	90, 100, 110, 120, & 130mm

Size Specific Geometry

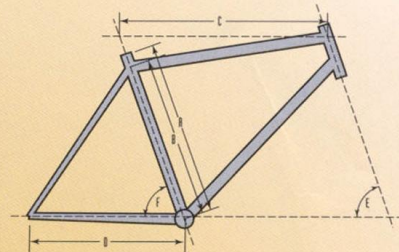
One of the reasons Ibis bikes feel and handle so well is because they fit so well. It's impossible for one set of frame angles to serve all riders optimally, so we take the extra time and expense to alter the geometry ever-so-slightly with each different size we produce.



IBIS MOUNTAIN GEOMETRY

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 Ibis Alibi™ is available in sizes small, medium and large.



IBIS SZAZBO™ GEOMETRY

SIZE	S			M			L		
Mojo® Equivalent/Standover	XS-S/27.25"			M-L/30.5"			XL/32.25"		
Inseam	28"	30.5"	33"	31.5"	34"	36.5"	34"	36.5"	39"
F Seat Angle (effective)	75	73.5	72.5	74	73	72.25	73.5	72.75	72.25
C Top Tube Length (effective)	21.5"	22"	22.5"	22.75"	23"	23.25"	23.75"	24"	24.25"
E Head Tube Angle		70.5			71			71.25	
D Chainstay Length		16.6"			16.6"			16.6"	
Wheelbase		40.9"			41.8"			42.8"	
Bottom Bracket Height		11.9"			12.1"			12.4"	
Head Tube Length		105mm			130mm			180mm	

IBIS BowTi™ GEOMETRY

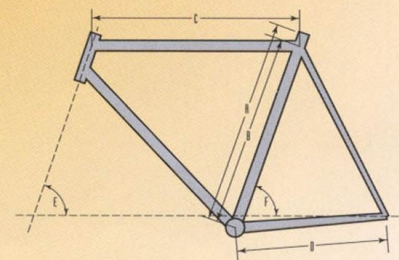
SIZE	S			M			L		
Mojo® Equivalent/Standover	S/29.75"			M-L/30.75"			L-XL/32"		
Inseam	30.25"	32.5"	34.75"	31.75"	34"	36.25"	33.25"	35.5"	37.75"
F Seat Angle (effective)	74	73.5	73	73.5	73	72.5	73	72.5	72
C Top Tube Length (effective)	22"	22.5"	22.5"	22.75"	23"	23.25"	23.5"	23.75"	24"
E Head Tube Angle		70.5			71			71	
D Chainstay Length		16.8"			16.8"			16.8"	
Wheelbase		41.3"			42"			42.7"	
Bottom Bracket Height		12.1"			12.1"			12.1"	
Head Tube Length		90mm			110mm			140mm	

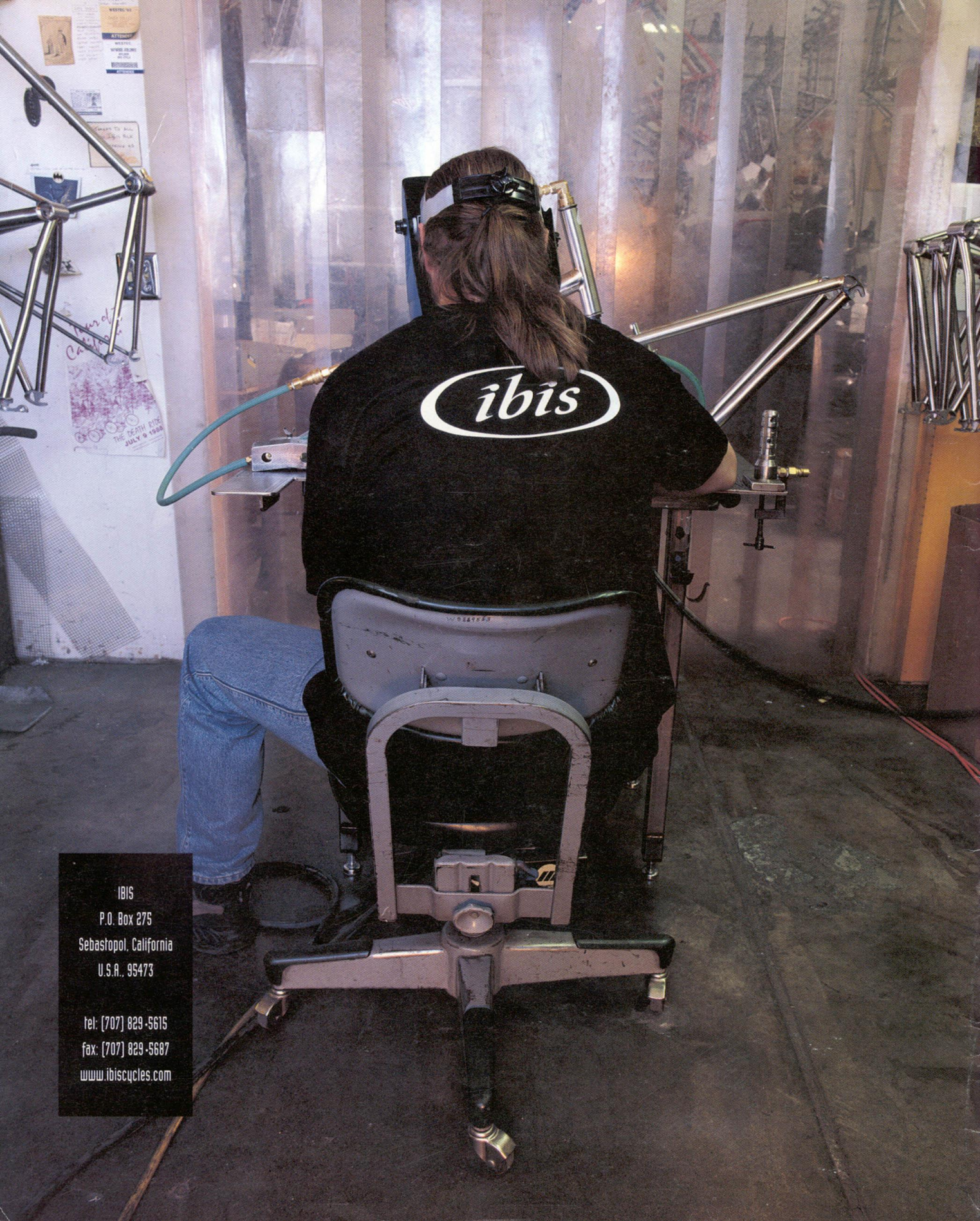
IBIS ROAD GEOMETRY

A Size: Seat Tube Length (center to top)	48cm	51cm	52.5cm	54cm	55.5cm	57cm	58.5cm	60cm
B 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	97.80cm	98.40cm	99cm	99cm	99.50cm	99.75cm	100cm
Standover Height (mid top tube)	29.25"	30"	30.25"	30.75"	31.25"	31.75"	32.25"	33"

IBIS HAKKALÜGI™ GEOMETRY

A Size: Seat Tube Length (center to top)	52cm	54cm	56cm	58cm	60cm
B Seat Tube Length	49.5cm	51.5cm	53.5cm	55.5cm	57.5cm
C Top Tube Length	53cm	55cm	57cm	58.5cm	60cm
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"





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