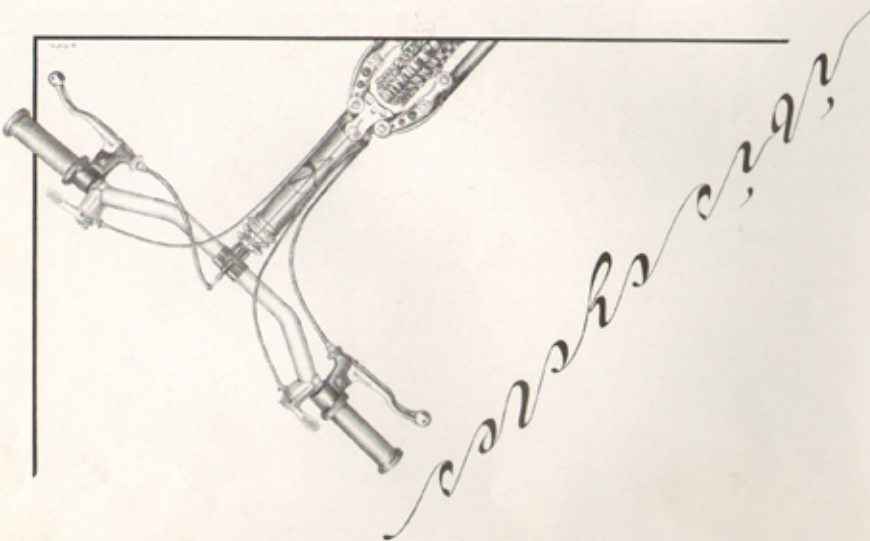




SPEEDMASTER BRAKES

While megawatts of creative energy has been shunted into making all-terrain bicycles go, precious little energy has been devoted to making them stop. Speedmaster brakes, developed by Scot Nicol and Charlie Cunningham, are the best exception to that oversight. A unique combination of aircraft aluminum brake arms and roller bearing mechanism produces a high mechanical advantage stopping system. The literally rim-crushing force exerted at the brake pads produces the kind of over-the-handlebar stopping power you are advised to be prepared for. But the real advantage of Speedmasters is in control. Both the amount of force applied to the rim and the amount of resistance in the brake levers is adjustable to the rider's personal preference. The rider feels the difference as forearm fatigue that doesn't happen. And when it's time to pull a wheel, the pads can be retracted simply and quickly. Speedmaster brakes — another reason why, when you're getting your all-terrain all together, you should do it with Ibis.



Scot Nicol, Ibis framebuilder, began making custom, all-terrain bicycles after studying under or working with several of the recognized pioneers of off-road bicycle manufacturing, including Charlie Cunningham in a formal apprenticeship. Scot turned on to fat-tire cycling eighteen years ago with a '49 Schwinn and has ridden a balloon since then. He has toured extensively in California and Oregon, biked, hiked and kayaked in Alaska and ridden in the South Pacific, New Zealand and Australia. Scot began competing in off-road racing four years ago — most recently winning the Central Coast Clunker Classic — and is consistently among the top 10 finishers. From his formative years of blasting around on clunkers in open space and walnut groves Scot completed more formal studies in "dirt," taking a B.S. in soils from U.C. Davis. A naturalist and environmental educator, Scot also serves on the Board of Directors of the Pacific Environmental Education Center in Mendocino, CA.

Ibis Cycles, P.O. Box 422, Walnut Creek, California 94596 (415) 939-8270



The perfect all-terrain bicycle hasn't been made yet. But it can be.

Granted there are some pretty fair contenders out there on the trails, dressing up display windows and decorating showroom floors. But all of them were assembled with a common flaw. They were all built without the most important component on a bicycle — you. Consequently, the color may be close, but not exactly what you wanted. Or you prefer braze-ons for a shoulder strap, a second — even a third water bottle that you just can't find on production bikes. Or you might like to stick with a modification of drop handlebars that have been so good to you over the years on your road bike.

You come to a custom framebuilder like Ibis for the overall quality implied, of course, but also for those little things that make a bike work for you. Ibis specializes in fitting bicycles to people, not people to bicycles. We make it like you want it — starting with the raw tubing — striving throughout to balance what we feel are six of the most important qualities in a well-made bicycle:



ibis cycles

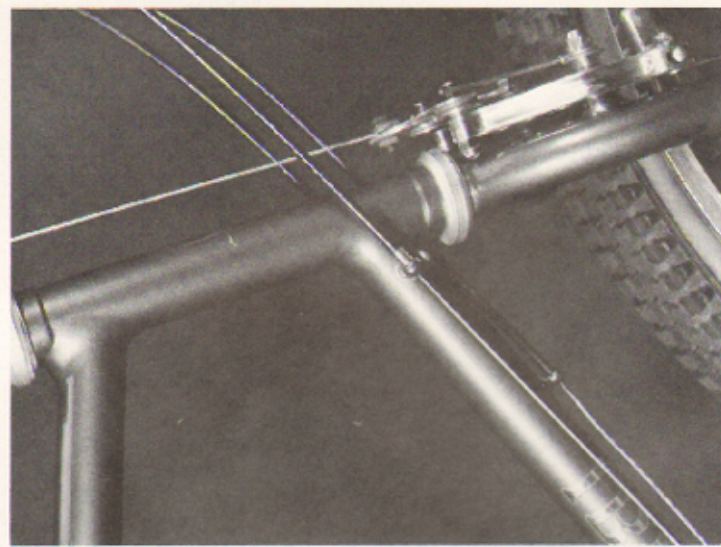


STABLE & RESPONSIVE

There are practical limits to just how steep a grade any all-terrain bicycle will handle, whether going up or down. The back wheel — even with the gnarliest of knobbies — skips and spins out or the rider simply finds pushing easier than pedaling. Most production all-terrain frames and many of the custom frame builders try to compensate for the rigors of off-road riding with a stretched-out wheelbase. The resulting frame, Ibis feels, is longer than necessary to confer stable, predictable secure-handling qualities. In addition, we believe that the added frame flex absorbs rider energy expended to drive bike and rider forward. Further, the shorter wheelbase of an Ibis improves handling and responsiveness even as it imparts greater power efficiency. And, when you're whipping down some forbidden snake of a fire road, that extra quickness can mean you get to go home with all your vital body parts.

FUNCTIONAL & BEAUTIFUL

Some all-terrain bike manufactures insist you can't have it both ways. It either works well or it looks nice. While efficient technology has a beauty of its own, the right colors in the right places can further enhance a mechanical work of art. We encourage nickel plating of our entire frames as a relatively inexpensive alternative to protect against the normal insults of off-road or urban riding and as complementing the chip-resisting qualities of our Imron paints. We also favor the subtle lustre of unfinished nickle on the chainstays as highlighting any of the range of radiant and durable Imron coatings. Functionally, the nickle on the chainstays prevents damage to the paint due to "chain slap." As an added touch, the clean lines of fillet brazing are an attractive method of fusing the oversized, chrome moly, air-frame tubing used throughout the frame. Beauty to some people, however, might mean the simplicity of a tig-welded joint for keeping costs down and durability up.



DURABLE & LIGHT

Balancing these qualities involves selecting tubing with a diameter and thickness appropriate to the rider's weight and riding style. Again, responsible framebuilding begins with the most important component: you. Beyond its frames, Ibis balances strength and weight by selecting and blending from a range of components once more to suit the rider's style and riding environment. Understand that components for all-terrain cycling are just beginning to happen. Predictably, component manufacturers have been a little anxious about what — if anything — to feed the parts-devouring all-terrain cycling phenomenon. Ibis is cautiously sampling each vendor's component menu and is prepared to suggest which parts will satisfy and which are more likely to just cause heartburn.

