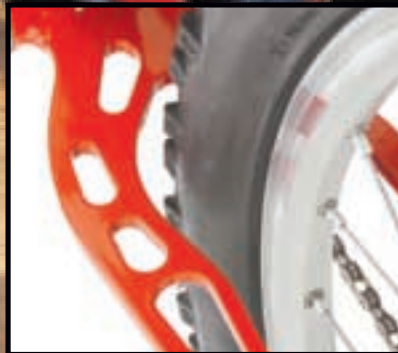


BUYING



SIZES: XS, S, M, L (tested), XL
WEIGHT: 27.1 lbs.; 4.4 lbs. frame only (L)
FRAME: TIG-welded double-buttet 6061 aluminum alloy mainframe and 6069 rear chainstays, Ibis Critically Damped

Elastomer (CDE) rear shock w/ 1.25 inches of travel
FORK: Manitou Mars Elite fork, 80mm travel
COMPONENT HIGHLIGHTS: 27-speed Shimano Deore XT drivetrain, 22/32/44 crankset, 11-32 9-speed cassette, hubset,



Ibis Ripley

\$1,975 (\$995 frame)

7 WORDS ABOUT THE RIDE

Tuneable.
Lightweight.
Guaranteed.
Elegant styling.
Forgiving. Soulful.

BUY IT IF

Pivotless rear suspension is a must-have technology.

FORGET IT IF

Active, highly tuneable long-travel suspension is what you're looking for.



PROFILE: Aluminum version of Ibis's titanium softtail, offering similar performance and weight at about half the cost.

BEST THING ABOUT THIS BIKE: It boldly goes where aluminum has never gone before. Other softtails rely on the inherent flex of titanium or steel, but the Ripley uses economical aluminum to provide 1.25 inches of rear-wheel travel. If "flexing aluminum" just sounds wrong to you, rest assured Ibis has meticulously done its homework. Extensive computer and real-world testing give the Ripley enough backbone to provide a lifetime warranty on the rear end (and a 10-year warranty on the rest of the bike).

WORST THING: Its limited travel. Only 1.25 inches of travel can't substitute for longer-travel, pivoting, linkage-type suspensions, especially on medium-to-large hits. But trail vibrations are muted, and the rear wheel tracks over stutters. The Ripley has a more-supple ride than any other pivotless rear suspender on the market, thanks to the well-tuned spring/shock.

BRAGGING RIGHTS: The Ripley is hard to beat in the world of pivotless rear suspension, in terms of performance per dollar. Its progressively tuneable shock and highly tweaked chainstays provide a superior balance of activity and efficiency (it's as laterally whippy as titanium in the Large and Extra Large sizes). Pivotless rear suspension boasts the benefits of minimal weight and almost zero pedaling feedback (a trait found in all pivot-laden designs)—albeit at the cost of reduced travel. The Ripley nails both these advantages without tacking on an exorbitant price tag.

PIVOTLESS REFINED: The two-stage action of the CDE rear shocks offers the benefit of light, undamped travel during its initial movement, and progressive, damped travel as it nears its 1.25-inch max. Many softtails lack rebound damping—the Ripley avoids this common pitfall.

INSIGHT FROM THE TESTER: "If pivotless rear suspension fits your needs, Ibis's Ripley offers the most bike for the buck"

Ibis Bicycles, 707/523-1919; www.ibisbicycles.com

REVIEWED BY: Andrew Juskaitis

CHAINRING KEY

5 = Exceptional	Ratings are based on performance, value, quality and innovation.
4 = Great	
3 = Good	
2 = Fair	
1 = Poor	

515 clipless pedals; Race Face Air Alloy Riser handlebar, Answer stem, WTB SST.K saddle, MotoRaptor 44/50 tires; WheelSmith-built Mavic 517 rims

PHOTOGRAPHY

BIKES: SIMON CUDBY
PRODUCTS: NRG/JASON GROUPE; JOHN PETERS