

# CLASSIC

Whether you're looking to travel, race, or just ride your tandem on weekend rides, a Rodriguez Custom Tandem is the perfect fit for you. At Rodriguez, every tandem is designed with custom geometry and is custom built for the riders at no extra charge. This means that we can build your Rodriguez custom frame for light duty weekend rides, or for heavy duty

loaded touring. You can choose between 26" wheels or 700c wheels. If you want extra braze-ons for water bottles, a custom kick stand mount, or anything else, just let us know. Every bike is built one at a time, so it's no problem. Parts may wear out, but the frame should be forever. Why not get it just the way you want it the first time?

## COMFORT FOR 2

At Rodriguez Bicycles, we have four decades of designing, building and riding tandems behind us. Most people don't realize that we're about the oldest tandem manufacturers still building our tandems in the U.S. This gives us a broad range of experience and enables us to create the perfect tandem for you. I've always said that when you buy a bike, you're also buying a relationship with the shop as well as the people who built your bike. This is especially true with tandems.

A great all around custom tandem for an incredible price! With the Rodriguez Classic tandem you'll have your choice of four different paint schemes or for just \$100 extra you can go with any single custom color you want. We have nine different styles of Rodriguez decals to choose from in 2014. That's a lot of fun choices for the two of you. If you've got something special in mind for a paint design, just email or call us about it and we'll be happy to quote it out for you.

Just visit the 'customer scrapbook' section of our web site [www.rodcycle.com](http://www.rodcycle.com) and you'll see why we have such a passion for our tandems and those who ride them.



## FRAME ONLY

# \$2,199



Rodriguez Classic  
\$4,699

|                    |                                     |
|--------------------|-------------------------------------|
| Frame/Fork         | Custom Rodriguez                    |
| Headset            | FSA Sealed Bearing                  |
| Brake Levers       | Tektro                              |
| Shift Levers       | Shimano Dura-Ace Bar-end            |
| Crank              | Sugino Tandem                       |
| Brakes             | Trillium Big Squeeze™               |
| Stoker Stem        | Rodriguez adjustable                |
| Front Derailleur   | Shimano Triple                      |
| Rear Derailleur    | Shimano Deore SGS                   |
| Bar Tape           | Black Cork                          |
| Tires              | Serfas Kevlar Belted                |
| Bottom Brackets    | Shimano Sealed                      |
| Spokes             | Stainless steel                     |
| <u>26" wheels</u>  | <u>Handbuilt with 3 yr warranty</u> |
| Rims               | Weinman ZAC19 36 hole               |
| Rear hub           | White Industries 36 hole            |
| Front hub          | White Industries 36 hole            |
| <u>700c Wheels</u> | <u>Handbuilt w/3- year warranty</u> |
| Rims               | Velocity 48 hole                    |
| Rear Hub           | White Industries 48 hole            |
| Front hub          | White Industries 48 hole            |
| Handle bars        | Compact Alloy Drop                  |
| Seat Posts         | Alloy 27.2                          |
| Cogs               | Hyperglide cassette 9x 11-32        |
| Seats              | WTB Speed V                         |

### Frame Upgrades:

- Custom Sizing- FREE
- Custom Paint - \$100 ~ \$600
- Travel Version - \$1,999
- Ovalized Tube Set - \$200  
(for an even more responsive ride)
- Braze-ons for Stoker control of drag brake - \$100

### Component Upgrades:

- Phil Wood Bottom Brackets - \$360
- Rear Disc Drag Brake - \$225
- Super Light Da Vinci Cranks - \$695
- Carbon Handle bars - \$250 per rider
- Shimano 9sp STI shifters - \$200
- Ultegra STI 10sp Shifters - \$500
- Avid disc brakes w/Ice Tech rotors - \$275

### Wheel Upgrades:

- Light spokes/nipples - \$90

### Accessory Options:

- Full Fenders Installed - \$65
- Tandem Dual Kickstand - \$60
- Thudbuster Suspension Stoker Seat Post - \$200

Feel free to talk with us about any upgrade you like. We're open to anything.

for more information and color photos visit us on the web

[www.rodcycle.com](http://www.rodcycle.com)

Parts specifications subject to change depending on availability

# HOW TO SHOP FOR A TANDEM

They say "you can't judge a book by its cover", but I dare say you can judge your ultimate level of satisfaction with your new tandem by the first experience you have with it on the sales floor. At Rodriguez, we believe the components on tandems are important, but we don't believe they are the most important part of the tandem. Often people shop and compare by components because that is what is most familiar to them. Often sales people compare and sell by components because that is what they know best.

The fit is the most critical component on a tandem. If it does not fit well, it will be uncomfortable to ride and it won't matter what kind of derailleur or tubing you have. When you are shopping for a tandem, be sure that the sales folks do more than have you stand over the bike or even worse, just ask you "how does this one feel?" Make sure that when you are ready to take a bike out for a test ride, it is set up as close to perfect as possible, and if not, at least know what modifications should be made for you.

Your tandem test ride will tell you a lot about how much a shop really cares. Sending two people out alone for their first time is like handing a couple the keys to a semi-truck because they know how to drive a car. Hopefully, someone from the shop will take you each out separately before they send you together. They might even go a step further and accompany you for the first half mile. This says that they care about you and they care about their tandems.

There is a steep learning curve when it comes to shifting gears on a tandem. Quite often a couple will not like the shifting, or they'll tell us it plain old did not work. This is often user error and is expected in the early stages of tandem riding. A good instructor can help get you past this stage very quickly as well as give you pointers for climbing, descending, starting, stopping, and communicating. If a shop gives this kind of care to a test ride, they'll probably give the same kind of care to the assembly.

Beware of purchasing a tandem that seems like "too good of a deal to be true". Often shops purchase a tandem

or two, but then realize they can't sell them. So they "blow them out" and it can be very tempting. What you may end up with is a poorly fit bike, that is poorly assembled, and a shop that does not have the tandem expertise to help you once you have signed the check.

Shop carefully for a tandem. The cheapest price is not always the best deal. It may take a few rides until you dial in the perfect fit. Be sure the shop you purchase your tandem from will work with you while you juggle seats and stems. Make sure there is a good warranty on the wheels. Compare your shopping experience along with comparing bikes. It might turn out to be the most important factor.

Don't take our word for it, hear what our customers have to say...



January 2011

Smiley, Scott and Everyone,

*It's taken a while to get a shot of our new bike because we always just want to ride it. But this fall we took it down to Calistoga and did some wine country rides with some friends. We are still thrilled with the bike.*

*Thank you for such a great experience.*

Scott M.