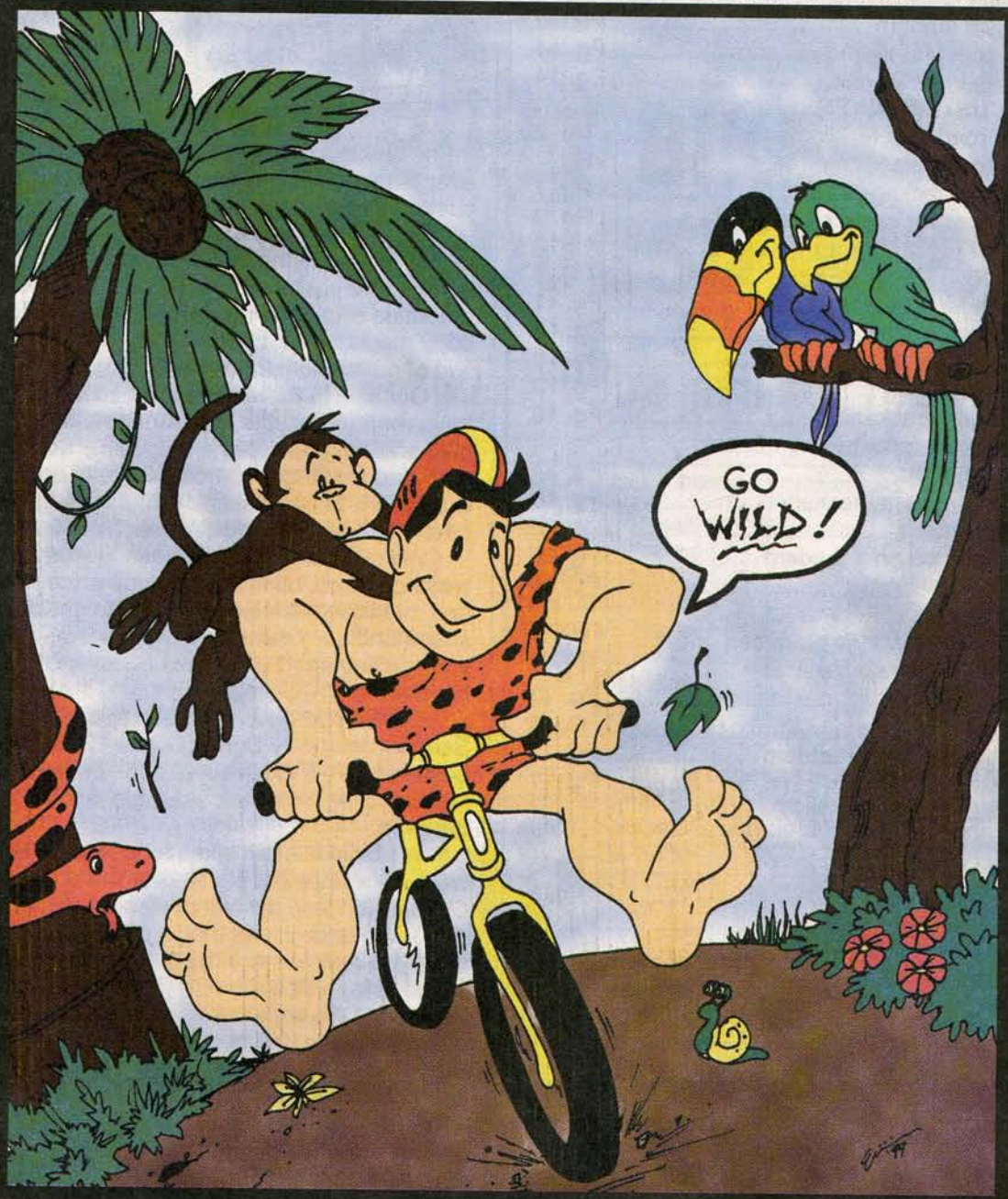
1999 RODRIGUEZ PRODUCT CATALOG

RODRIGUEZ ADVENTURES IN CYCLING FOR 1999!

RODRIGUEZ BICYCLES



MADE IN SEATTLE SINCE 1973

RODRIGUEZ BICYCLES, TANDEMS & ACCESSORIES

R+E Cycles
5627 University Way NE
Seattle WA, 98105
206-527-4822 • fax 206-527-8931
e-mail RodTandem@aol.com
http://www.rodcycle.com

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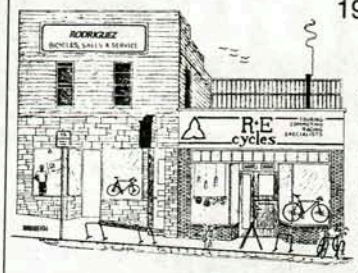
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ABOUT OUR SHOP



R+E Cycles began as a repair shop in the early 1970's. Our founder, Angel Rodriguez, took a keen interest in the frame as the main component of the bicycle. He immediately ran off to France to study frame-building under the tutelage of the now deceased Alex Singer, perhaps the best frame builder of his time. These skills have evolved over time, making RODRIGUEZ one of the best custom frame shops of all time.

Our frames are built around the philosophy that customization is the major component of your bicycle. We will tailor your bicycle, whether it is a mountain bike, tandem or road machine, to fit your body measurements as well as your riding style. No two of our custom frames are alike.

Our staff is as varied as our customer base. We have road racers, die hard tandem riders, mountain bike addicts, triathletes and tourists. Some of us ride hard and set world records, others of us ride for fun. But we are all enthusiastic about cycling and helping others to enjoy the sport as much as we do.

We build bicycles for weekend warriors, fair weather riders, blind stokers, one armed biathletes and middle-aged folks who want to get back in shape and be comfortable while riding. Whatever your cycling needs, contact us and we'll make it happen.

Our bicycle shop has been in the same area of Seattle (University District) since 1973. From the beginning, R+E Cycles has been on a mission to make cycling more fun, available, and accepted in our area.

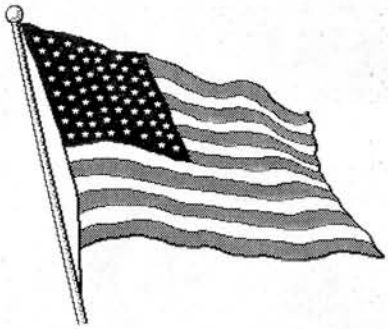
We build custom bikes for people in the Northwest, as well as people all over the U.S. and Canada (once in a while even outside those borders). We understand that in purchasing a custom bike, you may want or need things that are not included in this catalogue, and we will work over the phone, fax, e-mail, and yes, even the postal service to provide you with what you need. If what you need or want is not in this catalogue, just contact us and we'll talk.



Sparks fly in the Rodriguez frame shop!

RODRIGUEZ BICYCLES

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RODRIGUEZ!
MADE IN SEATTLE
FOR EVERYONE
EVERYWHERE!!

R+E CYCLES 25 CELEBRATION

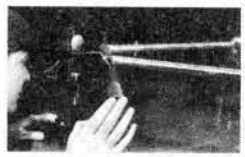
HAND BUILT BIKES AT MASS PRODUCED PRICES!

For a quarter of a century, we have been building some of the finest hand-built custom bikes in the world. In 1996, we added a hand-built production model to our line-up, the Stellar. Now, in 1999 we are offering 7 models of hand-built production bicycles at extremely competitive prices. Here are a few words about how we've been able to do it:

KEEP YOUR EYE ON THE MONEY!

A comparison of costs associated with getting your bike to you.

Mass Produced Bike	***Rodriguez Hand-built Bike***
Produced (overseas) $	Produced by us $
Packed $	Sold to you $
Shipped to US $	
Sold to US distributor $	
Sold to US retailer $	
Shipped to retailer $	
Assembled $	
Sold to you $	



Was your bicycle mass produced over seas, packed into a box, sold to a distributor, shipped to the U.S., sold to a retailer, assembled from a box, and then sold to you? Or was your bicycle hand-built right here in the city of Seattle by people you know on a first name basis?

The words 'hand-built' in manufacturing a bicycle mean that a human, as opposed to a machine, cut, welded, and painted that bicycle. 'Hand-built' stands for higher attention to detail, much more limited production, tighter tolerances during alignment, the ability to customize things about one specific bicycle during production, and the comfort of knowing that your bicycle is special. In the past, the words 'hand-built' were usually accompanied by a significantly higher price. At R+E Cycles, we can hand build your bicycle for the same price that you would pay for a mass produced bicycle!

A hand-built production bike at the price of a bike in a box? Most people are aware that a large company with a mass produced product can buy in huge quantities and receive price breaks, or move their manufacturing from country to country looking for better labor rates. So how does a small manufacturer like R+E Cycles produce a hand-built production bicycle, and sell it for the same retail price as the mass production bike? A lot of customers ask that question. Other shop owners and bike manufacturers are often curious too. They sometimes think it's too good to be true.

The answer is pretty simple. When you purchase something from us that we manufactured, you are buying factory direct. That might sound like a buzz word of the 90's, but when you come in to our store, you can walk down the stairs to meet and talk to the folks that will design, build and paint your bike. When you purchase a Rodriguez bicycle, it is produced, and then sold to you. We don't have any "middle men", sales reps, shipping fees, import taxes or overseas expenses. And we also eliminate the price of the box!

If you are thinking of spending around a thousand dollars for your next bike we invite you to tour our facility and meet the builders. You can have a face to face discussion with them about your "steed".



7' tall custom bicycle customer Chris Shean (left), and Rodriguez frame-builder Matt Houle.

206-527-4822 • RodTandem@aol.com • http://www.rodcycle.com

THE 1999 RODRIGUEZ STELLAR



We think that most people will agree that the world is designed for right handed people. However, it's primarily the lefties that are the most aware of this.

In a similar manner, bicycle manufacturers design bikes for men. It is tough for the average female to find a bicycle that is designed to provide her with a perfectly comfortable fit. That is why RODRIGUEZ designs and builds the STELLAR, a unique model of bicycle, tailored exclusively to fit women. Womens' bodies are proportioned differently than mens' and this bike is designed to fit womens' proportions. Our 15 years of tracking women's measurements, gave us the data to design the perfect bike to fit women.

You'll find that the STELLAR allows you to sit a little more upright making your shoulders, arms, back, neck and hands more comfortable. The rider position is designed in such a manner that even the seat is comfortable!! These bikes are produced in 4 sizes 46, 49,51, and 54 cm, to fit people from approx. 4'11' to 5'9". The top tube is the same size or shorter than the seat tube (depending on the size of the bike) which is something you won't find on standard bicycles.

The frame is designed around a pair of equal size wheels that are slightly smaller than is found on traditional men's racing bikes. These wheels are lighter and make climbing hills a lot easier. We use a slither shorter crank arm making STELLARS easier to pedal. A triple chainring makes hill climbing a breeze. The geometry is "sport touring", making this bike perfect for day riding, century riding, supported tours or basic everyday riding.

The entire bike has been designed, built and assembled by hand at our shop in Seattle, USA. The frame carries a lifetime warranty and we include a 3 year warranty on its hand built wheels. It's painted a deep "Night Sky Purple".

You'll love it whether you're right or left handed!



The long distance test ride:

"What happens if I don't like it after I ride it?"
We can discuss what you did not like about it and see if an easy solution can be found (stem change, minor adjustment at your local shop etc...). If the problem is one that can't be completely solved easily, you may box up the bike & ship the bike back to us, and only be charged for the shipping to and from your location.

Campagnolo
OR
SHIMANO
EQUIPPED

Other ideas for Stellars:

•To date, we've had several women choose custom paint for their Stellars (+$185~sky's the limit) We have an on site paint facility, so we can paint any bike, any color or any design.

•Several women have had us install the new Speedplay "Frog" easy release cleat system



Estelle Gray, women's world record holder, owner of R+E Cycles, designer of the Stellar

SPEC SHEET FOR 1999 RODRIGUEZ STELLAR

	Shimano	*Campangolo V eloce 9sp*
Frame	Double butted Cro-moly	Double butted Cro-moly
Fork	Cro-moly	Cro-moly
Rear Derailleur	Shimano RSX	Veloce
Front Derailleur	Shimano RX100	Veloce
Crank set	Alloy triple	Veloce triple
Brakes	Alloy double pivot	Veloce double pivot
Brake Levers	RSX STI	Veloce Ergo
Handle bar	Alloy 39cm	TTT Synthesis
Stem	System 3	TTT Synthesis
Shifters	RSX STI	Veloce Ergo
Bar Tape	White Cork Ribbon	White Cork Ribbon
Tires	Panaracer Technova	Panaracer Technova
Bottom Bracket	Shimano sealed cartridge	Veloce sealed
Rims	Sun Metal Alloy	Mavic CPX12 Aero
Wheels	Hand-built (3-year warranty)	
Spokes	DT Stainless steel	DT Stainless steel
Hubs	Shimano Cassette	Veloce 9-speed
Seat Post	27.2 Alloy	27.2 Alloy
Seat	Women's gel	Serfas Women's
	$1099.99	***$1499.99***

FAQs & FACTS

Something every bike guru should know

BIG WHEELS=F ASTWHEELS??

Mountain bike technology has introduced the bike world to a lot of new ideas. One of them being the acceptance of smaller (26" or 650c) wheels. This size is becoming common on smaller bikes because it allows the top tube to be very short without the pedal overlapping the front wheel. In the last few years, we have been building more and more road bikes and tandems with 26 inch (often referred to as 650) wheels.

A 26 inch wheel is about 2 inches smaller in diameter than the common size 700c wheel. On smaller bikes, that 2 inches sometimes allows us to build the bicycle to the perfect size for the customer without sacrificing performance. However, 26 inch wheels are not only used on small bikes. I am 6 feet tall and I ride both a racing bike and a tandem with 26 inch wheels. It is also the choice of triathletes who's main concern is about "going fast".

Often, a customer will ask for the larger size wheels, even if the smaller wheels would allow us to build the bicycle to a more optimum geometry. It seems that some people believe that larger wheels = faster wheels. They think that because 700c wheels are the 'standard' for road bikes, 'they must be better'. I think their logic goes something like this: "Mountain bikes are slower than road bikes, and mountain bikes have smaller wheels. Therefore, 'smaller' wheels equal 'slower' bikes, at least on the road."

Using that same logic, we can assume that a monster truck is faster than a Porsche, or a School bus is capable of higher speed than a Jaguar e-type. Do these assumptions sound ridiculous to you? If not, I've got a swamp I'd like to sell you.

The engine in the monster truck is more powerful than the Porsche's engine. The wheels are certainly larger (2 to 3 times larger). What makes the Porsche faster than a monster truck? For one thing the Porsche is lighter. It is designed with more responsive handling. But most of all, it has gears that will accelerate the car to higher speeds even with the smaller wheels. Can the same be true with a bicycle? The answer is yes. Road bicycles, regardless of their wheel size, are designed lighter, more responsive, and they are geared for the road.

A road bike, or tandem bike with 26 inch wheels is geared to travel at the same speed as a bike with 700c wheels. The answer lies in gear inches. 'Gear inches' is a means of measuring the relative number of inches travelled forward per crank revolution. The higher the 'gear inches' the more distance travelled per crank revolution. A road racing bicycle in its fastest gear, is usually geared to about 110 'gear inches'. This is true no matter what size the wheels are. My road bicycle has 26 inch wheels, and my top gear is 112 inches. If I have a 112 inch gear, and I'm pedaling at a cadence of 90 revolutions per minute, I will be travelling forward at about 30 miles per hour no matter how big my wheels are....same cadence, same effort, same calories burned, same panting and wheezing, no more or no less fun.



Below are a few standard gearing patterns that are used for 700c and 26 inch road wheels.

Gear inches	*Front Gears*	*Rear Gears*	*Highest*	*Lowest*
700c wheel	52/39	12-24	116 inches	43 inches
26 inch wheel	54/40	11-23	122 inches	43 inches

To calculate your gear inches, you'll need to measure your wheel diameter from the ground to the top of the tire in inches. Then you can use this formula:

Front chain ring ÷ cog X wheel diameter gear inches

m.p.h. = (gear inch X cadence) ÷ 336

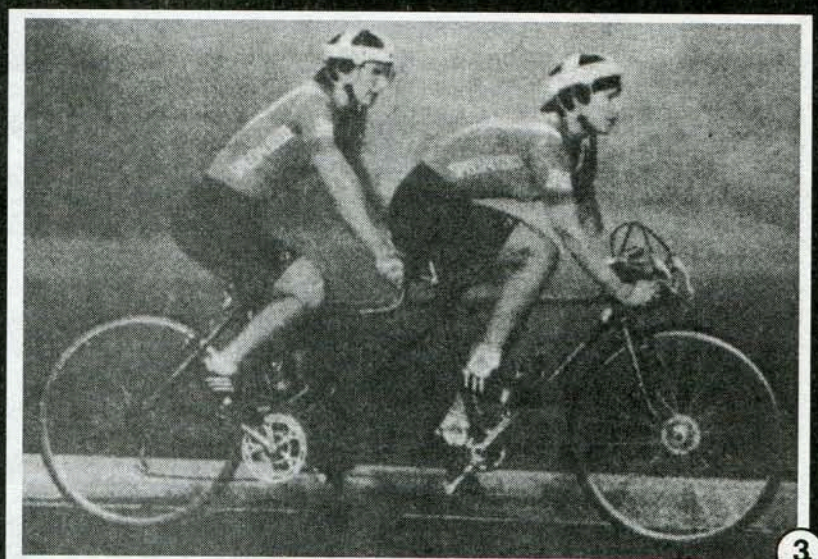
I hope this article helps clear up the confusion about what makes a bike go fast.

RODRIGUEZ ADVENTURE FEATURE

A WORLD RECORD!

3000 miles in record time

In 1984, Estelle Gray (now co-owner of R+E Cycles) and Cheryl Marek took off from Santa Monica, California on a RODRIGUEZ Custom T andem, and arrived in New York in a W omen's world record time of 10 days, 22 hours, and 48 minutes! That time was only 1 hour behind the Men's time! "I liked the bike so much, I bought the company!" says Estelle. ***This is the photo from the Guiness book of World Records.***



THE 1999 RODRIGUEZ ARROW

Can you picture a high tech bicycle factory that is completely automated? Tubes are cut and mitered by robotic machinery, then held in place by computer controlled hydraulic arms. The frames run down conveyor belts where they align with preset welding machines....hundreds of frames get painted at once as a giant spray arm coats them all at once, etc. Never ever touched by a human hand, until it is stuffed into a box strapped onto a pallet, thrown onto a container and finally shipped across the ocean . The RODRIGUEZ ARROW is built in a factory that looks nothing like this.



Instead, the affordable RODRIGUEZ ARROW is carefully handbuilt, every step done by hand, by humans, here at R+E CYCLES. We carefully design the angles and lengths for each size of bike. One at a time, the tubes are cut with precision care. The seat and down tubes are individually ovalized at the bottom bracket, reducing the frame's flex . Each weld is hand done by a skilled welder. The bicycle is assembled by a professional mechanic - even the wheels are handbuilt! Every process is done by a human. Not one of the steps is done by an automated machine. It makes a difference.

And, even at its low price, you are not limited to the parts package that an enormous company in Wisconsin selected. We offer Campy or Shimano packages (and you can mix and match components if you'd like), or you can choose any other parts you wish.

The RODRIGUEZ ARROW is an affordable sport bike that is perfect for fast day riding or comfortable recreational riding. If you want to cut some time off your STP finish or just have the most comfortable ride of your life you should check out these bikes. Your test ride will start with a tour of our frame shop where you'll get to see what the difference really is.

SPEC SHEET FOR 1998 RODRIGUEZ ARROW

	Campangolo Mirage	***Campangolo Veloce***
Frame	Double butted Cro-mo	Double butted Cro-mo
Fork	Cro-mo	Cro-mo
Rear Derailleur	Mirage	Veloce
Front Derailleur	Mirage	Veloce
Crank set	Mirage triple or double	Veloce triple or double
Brakes	Tektro double pivot	Veloce double pivot
Brake/Shift Levers	Mirage Ergo	Veloce Ergo
Handle bar	System 3	TTT Synthesis
Stem	System 3	TTT Synthesis
Bar Tape	Black Cork Ribbon	Black Cork Ribbon
Tires	Cyclepro Kevlar belt	Michelin Axial Select Kevlar
Bottom Bracket	Mirage sealed	Veloce sealed
Rims	Sun Metal ME14A	Sun Metal ME14A
Wheels	***Hand-built (3-year warranty)***	
Spokes	DT Stainless steel	DT Stainless steel
Hubs	Mirage Cassette	Veloce 9-speed
Seat Post	27.2 Alloy	27.2 Alloy
Seat	Serfas ARC	Serfas ARC
	$1299.99	***$1599.99***



Campagnolo

Equipped

R+E CYCLES 25 CELEBRATION

206-527-4822 —— http://www.rodcycle.com

BIG, FAT, ALUMINUM TUBES!

EXCITING NEWS FOR ALUMINUM LOVERS



Back in 1989, Rodriguez was one of the first companies to build both steel and aluminum tandems. Back then, steel tandems were much heavier, and more expensive than they are now, and aluminum was a way to save some weight at that same price. As steel evolved, it became much lighter, and even more economical. Building techniques evolved, and with the introduction of tig-welding, it became much cheaper to build with steel. By 1993, it was possible for us to build a steel tandem that was just as light as our aluminum tandem, and less expensive, so the aluminum Rodriguez was discontinued.

Over the years, there have been some die-hard aluminum fans that long for the old aluminum Rodriguez tandem. Well, we decided to bring back an aluminum tandem for 1999! Not only are we offering a tandem though, we are also going to be one of the only manufacturers offering custom aluminum single frames too! They will be built custom for each rider(s).

There are some differences in this aluminum frame as compared to the old Rodriguez aluminum tandem frames. The first difference is the custom geometry for each rider. In the old days, we built them in batches of ready made sizes. The 1999 aluminum tandem is also made of lighter, yet stiffer tubing than its predecessor. The tubing has a larger diameter, and thinner wall.



The aluminum tandem will be the lightest, stiffest tandem that we've ever offered. The ride of a tandem like this one isn't for everyone. This tandem is perfect for the couple who likes to ride light, stiff, aluminum road bikes. The weight savings are pretty significant. In comparison to our basic steel frame, the 1999 aluminum weighs in 3.5 lbs less. The aluminum tandems will sell for $2099.99 for a frame with a cro-moly fork in a single color powder coat, or as little as $3269 for a complete tandem ready to ride. That's less than the production models of 1989 were introduced at! See page 16 for more information on Rodriguez custom tandems.



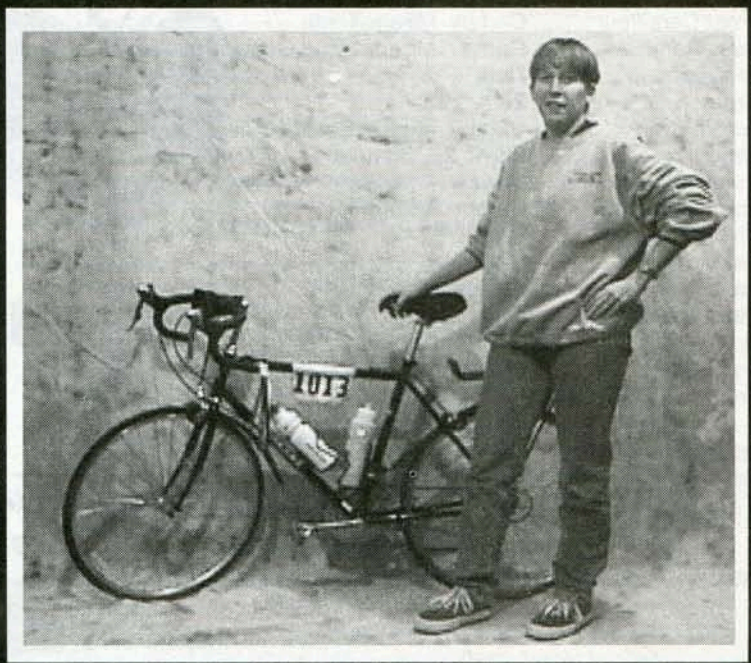
The custom aluminum single will also be very light and very stiff. The Easton light weight tubing will allow us to build a frame that weighs under 3 pounds for some riders! WOW! That's light! In keeping with the light weight theme, the aluminum singles will come stock with an Advanced Group carbon fiber fork. See the 'Diet Platter' frame package on page 7 for more information on the custom aluminum single frame.

CUSTOM ALUMINUM TANDEM FRAME/FORK $2099.99
CUSTOM ALUMINUM SINGLE FRAME W/CARBON FORK $1599.99

RODRIGUEZ ADVENTURE FEATURE

One week before leaving on her cross country bicycle trip, Diane Mewes purchased her Rodriguez Stellar. She had been fussing with an uncomfortable fit on her existing bike and decided it was the bike not her body that needed replacing. 3000 miles later Diane is still smiling.

Congratulations on a great ride!



HIS & HERS TOURING BIKES

THE RODRIGUEZ ADVENTURE!

R+E CYCLES 25 CELEBRATION

Introducing the Rodriguez touring bikes for 1999. In the past, our touring bikes have only been offered on a custom basis. In 1999, we will be building a limited edition of production touring bikes for men and women. All of these bikes are built right here in the Rodriguez frame shop, with all of the care and attention to detail that you've come to expect from us. If you're ready to check out a fantastic, traditional hand built touring bike at an unbelievable price, come on in and check out the Campy equipped Rodriguez Adventure!

1999 RODRIGUEZ ADVENTURE SPEC. SHEET

Frame	Cro-mo Double Butted
Brakes	Shimano Cantilevers
Shift/Brake levers	Campy Mirage Ergo
Cranks	Campy Mirage triple
Stem	Tig Welded Cro-mo
Fork	Cro-mo
Front Derailleur	Campy MirageTriple
Rear Derailleur	Campy Mirage
Bar Tape	Cork
Tires	700X28 Kevlar belted
Botom Bracket	Campy Mirage Sealed
Rims	Matrix 36 hole
Rear Hub	Campy Mirage
Front Hub	Campy Mirage
Chain	Sachs PC-41
Handle bar	ITM Alloy
Seat Post	27.2 Alloy
Head set	FSA Alloy
Spokes	DT Stainless
Cog set	Campy Mirage 12-26
Seat	Rodriguez Gel

NEW FOR 1999



Introductory price ***$1299.99***

1999 Rodriguez Stellar Adventure Spec. Sheet

Frame	Cro-mo Double Butted
Brakes	Shimano Cantilevers
Shift/Brake levers	Campy Mirage Ergo
Cranks	Campy Mirage triple
Stem	Tig Welded Cro-mo
Fork	Cro-mo
Front Derailleur	Campy MirageTriple
Rear Derailleur	Campy Mirage Long Cage
Bar Tape	Cork
Tires	26 X 1.25
Botom Bracket	Campy Mirage Sealed
Rims	Mavic 26 "36 hole
Rear Hub	Campy Mirage
Front Hub	Campy Mirage
Chain	Sachs PC-41
Handle bar	ITM Alloy
Seat Post	27.2 Alloy
Head set	FSA Alloy
Spokes	DT Stainless
Cog set	Campy Mirage 12-26
Seat	Rodriguez Gel

The Stellar Adventure is the same women's specific geometry of the Stellar. It comes with wider tires, and heavy duty cantilever brakes. Available in 46, 49, 51, & 54cm

NEW FOR 1999



Introductory price ***$1299.99***

The long distance test ride:
"What happens if I don't like it after I ride it?"

We can discuss what you did not like about it and see if an easy solution can be found (stem change, minor adjustment at your local shop etc...). If the problem is one that can't be completely solved easily, you may box up the bike & ship the bike back to us, and only be charged for the shipping to and from your location.

CUSTOM FRAMES

Road/Race/T riathlon/Mountain/T our/Hybrid custom bike package deals

In addition to our a la carte frame options, we are offering 3 frame packages. Each package offers a savings as compared to adding the choices up individually. If you need or want options not included with the package, see the a la carte menu (page 18).

See Glossary on page 8 to clarify technical terms

Bread and Butter frame and fork

Road 819.99

919.99 mountain, tour or hybrid

The Bread and Butter is a perfect choice for the cyclist who wants a bike custom designed to fit them perfectly and tailored to ride to match their style but doesn't want to pay for bells and whistles. This frame can handle anything from the Burke Gilman Trail to daily commuting or a cross country ride. Includes custom fit and designed, tig-welded frame with the following features:

- True Temper RC2 double butted cro-moly tube set
- Stock cro-moly fork
- 1-color paint job (anr stock color)
- Down tube shifter bosses or down tube stops
- Braze-ons for 2 water bottles
- All necessary cable stops
- Pump peg
- Cantilever brake braze-ons (hybrid, touring, or mountain only)



Upgrade options:

- Pump with matching paint $69
- Rear rack braze-ons $28
- 2-color simple fade paint job $70
- 3rd water bottle braze-on $22
- OX Gold Tubing $190
- Double eyelets front & rear $60
- Low Rider Front Rack $53
- S&S Couplings $579

Icing on the cake frame and fork

Road 1269.99

1369.99 mountain, tour or hybrid

For the rider who wants to have the nicest bike in the group, we suggest the Icing On the Cake. Above and beyond the custom fit and design, this frame includes a lighter tubing set, elegant hand finished joints, and a paint upgrade.

Includes custom fit and designed, tig-welded, cleaned and polished frame with the following features:

- Columbus ELOS tube set
- Alloy fork (road) Cro-moly with cantilevers (mountain, tour or hybrid)
- 2-color simple fade or 1-color Kandy paint
- Down tube shifter bosses or down tube stops
- Pump peg
- Braze-ons for 2 water bottles
- All necessary cable stops
- Cantilever brake braze-ons (mountain, tour or hybrid only)



Upgrade options:

- Custom Fork $250
- Advanced Group carbon fork $100
- Chain hanger braze-on $19
- Pump with matching paint $69
- Rear rack braze-ons $28
- Double eyelets front & rear $60
- Internal top tube cable guide $88
- 3rd water bottle braze-on $22
- Chameleon paint (choose from 3 colors) $195
- Hidden fender mounts $55
- Custom Multi-shape Tubing $95
- OX Gold Tubing $45
- Low Rider Front Rack $53
- S&S Couplings $579

206-527-4822

The Diet Platter (Aluminum)

NEW FOR '99

Road frame w/ carbon fork 1599.99

(Cross or touring comes with alloy fork, 1499.99 w/o fork)

For the rider who wants the lightest frame on the block! The Diet Platter is a custom designed, hand made aluminum bicycle that is guaranteed to pass any weight watcher's scrutinous test! Includes the following features:

- Light weight Easton aluminum tube set
- Advanced Group carbon fiber fork
- Pump peg
- Bosses for 2 water bottles
- Chain stay stop
- Downtube shifter bosses
- One color paint job
- Split stop brake/shifter bosses
- Cantilever brake bosses (hybrid, touring, or mountain only)



Upgrade options

- Hidden fender mounts $55
- Time carbon fork $555
- 3rd water bottle boss $22
- Rear rack bosses $28
- Pump painted to match (includes pump) $69
- 2-color or pearl paint $70
- Designer paint $250

Champagne & Caviar

Road frame and fork 1949.99 (2049.99 hybrid or touring)

For the rider who wants the nicest bike period, we offer the Champagne & Caviar. Basically this bike is the best that money can buy. It offers some performance upgrades as well as many cosmetic upgrades. We start with our lightest tube set, then multi-shape it for the ultimate in performance. We then route the cables internally throughout the frame, and include just about anything you want in a paint job. Includes custom fit and designed, cleaned and polished frame and with the following features:



- True-Temper OX Gold tube set with multi-shape
- Custom hand-built fork, or carbon fiber fork
- Internal top tube cable routing
- Internal down tube cable routing
- Pump painted to match
- Your choice of designer paint (or design your own & we'll talk)
- Pump peg
- Braze-ons for 2 water bottles
- Chain stay stop
- Cantilever brake braze-ons (hybrid, touring, or mountain only)

Upgrade options

- Chain hanger braze-on $19
- Internal chain stay cable routing $88
- Custom aero head tube fairing $250
- Wish bone seat stays $75
- Hidden fender mounts $55
- 3rd water bottle braze-on $22
- Low Rider Front Rack $53
- Custom made spoke holder on chain stay $100
- Rear rack braze-ons $28
- Double eyelets front & rear $60

DESIGN YOUR OWN CUSTOM!

If none of our custom frame designs suit your needs, you can design your custom bicycle from the a la carte menu. Turn right to the order form on page 18 to see the a la carte menu.

FRAME TUBING



True Temper - Made in the U.S.A., True Temper is our favorite brand of high tech tubing.

RC 2 - Double butted cro-moly available in a multitude of gauges. Great for any bicycle application. Suitable for custom multi-shaping

OX GOLD - The lightest of the light! OX GOLD offers the full benefit of 'air hardening' and is available in gauges to suit any style of riding. Suitable for custom multi-shaping.

TRUE TEMPER VELO - This tube set has an aerodynamic, tear drop shape to the tubes. The ultimate in 'go-fast' technology (highly favored by triathletes).



Columbus - The classic Italian bicycle tubing company. A traditionalist's favorite.

Thron - Just a good quality, basic butted tube set. Suitable for multi-shaping.

ELOS - Very light weight Nivachrome tubing. Suitable for racing bicycles, and custom multi-shaping.

GENIUS - Extremely light, perfect for race bikes and suitable for multi-shaping.



Reynolds - Made in England. The other classic bicycle tube set.

531 - Long time standard in high quality bicycles. Good for any bicycle use. Suitable for custom multi-shaping.

725 - This tubing offers some of the 'air hardening' qualities. Light weight and suitable for all types of bikes.

853 - Full 'air hardening' qualities make this a very responsive yet light-weight tube set. Not suitable for 'multi-shaping'.

GLOSSARY OF FRAME TERMS

Air Hardening - A tube that becomes stronger in the heat affected zone during welding.

Chain Hanger - The small peg brazed to the frame on which to hang your chain on when removing and reinstalling rear wheel.

Custom Multi-shape Tubing - We custom ovalize some of the tubes where they intersect. This provides a stronger, stiffer frame without adding any weight.

Drop Outs - Where the wheel's axle contacts the frame & the fork.

Eyelets - Small metal pieces attached to the frame for the installation of racks, fenders, etc. Eliminates the use of clamps.

Extra adjustable Softride rear - We use a post for the rear mounting of the Softride. This provides an extra 6-7 inches of adjustability.

Fillet Brazed - The frame tubes are brazed together using brass without lugs, and the brazing material is filed, then sanded by hand to make the smoothest, most elegant finish available (extremely labor intensive).

Fork Crown - Holds the fork blades to the steering tube. Choose the style you like the best, they're all the same high quality.

Hidden Fender Mounts - Allows you to mount the fender to the bike using only minimal hardware (very clean).

Internal cable routing - The cable is routed through the frame tube instead of on the outside.

Keel Tube - The frame tube between the captain & stoker bottom brackets on a tandem.

Lugs - Traditional style of road frame construction. Lugs are used to hold the frame tubes together at the braze point. Choose the style of lug that you prefer, they're all the same high quality.

Pump Peg - Small peg brazed to the head or seat tube to eliminate using a clamp to mount your pump.

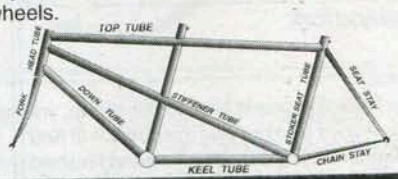
Sloping Top Tube - A design in which the top tube slopes upward so that the handlebars wind up higher in relation to the seat than if the top tube is built level.

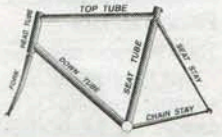
Split stops - a method of routing the cable that minimizes the use of cable housing and leaves the cable exposed for easy servicing.

Tig welded - A method of frame construction consisting of welding the frame tubes together, rather than brazing or using lugs.

Tig welded cleaned and polish - Welds are filled with a fiber resin, and then polished smooth. Looks like fillet brazed, but weighs less.

Stainless Steel Dropouts- Dropouts are made of polished stainless steel and left unpainted for the look of chrome and to avoid chipping paint while changing wheels.





RODRIGUEZ BIKES ARE FOR EVERYONE!



7' tall road bike enthusiast Cedric Krumbein with his custom Rodriguez road bike (left). 5' tall teacher/mountain biker Lise Spangenthal with her Rodriguez mountain bike (right).



7' tall Computer Engineer Bruce Benton with his custom Rodriguez Mountain bike (left). 5' tall bicycle commuter Linda Lau with her custom Rodriguez road bike (right).

COMPLETE PART KITS

RODRIGUEZ PART KITS. With your RODRIGUEZ frame, part kits prices include complete assembly and everything you'll need except pedals. We can build your bike with any parts you want, even if they're not listed. *Printed prices are subject to change without notice.*

Recommended for	ROAD/RACE ☑ ROAD/TOUR ☑	ROAD/RACE ☑ ROAD/TOUR ☐
SHIMANO	**ULTEGRA 9-SPEED**	**DURA ACE ELITE**
R/D	ULTEGRA	DURA ACE
F/D	ULTEGRA	DURA ACE
HEADSET	ULTEGRA	DURA ACE
BOTTOM BRACKET	ULTEGRA	DURA ACE
CRANKSET	ULTEGRA	DURA ACE
BRAKE CALIPER	ULTEGRA	DURA ACE
STI LEVERS	ULTEGRA	DURA ACE
CASSETTE	ULTEGRA	DURA ACE
HUBSET	ULTEGRA	DURA ACE
CHAIN	HG-92	DURA ACE
BAR	TTT FORMA	TTT PRIMA 220
RIM STRIPS	VELOX	VELOX
RIMS	CAMPY MOSKVA	CAMPY MOSKVA
SPOKES	DT STAINLESS	DT STAINLESS
SPOKE GAUGE	14/15	REVOLUTION
SPOKE NIPPLES	ALLOY	ALLOY
STEM	TTT SYNTHESIS	TTT STATUS
SEAT POST	THOMPSON	DURA ACE
SADDLE	SAN MARCO RACE DAY	FLITE Ti
TAPE	PELTON CORK	CINELLI CORK
TIRES	MICH. AXIAL SELECT	MICH. AXIAL PRO
	$1279.99	***$1899.99***
	Double or triple crank	

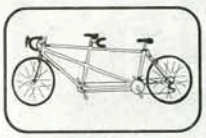
Recommended for	ROAD/RACE ☑ ROAD/TOUR ☑ CROSS ☑	ROAD/RACE ☑ ROAD/TOUR ☑
SHIMANO	**SOLAR GROUP**	**105 9-SPEED**
R/D	STX RC/RSX	105
F/D	RX-100	105
HEADSET	FSA ALLOY	105
BOTTOM BRACKET	UN-52	105
CRANKSET	ALLOY	105
BRAKE CALIPER	ALLOY DUAL PIVOT	105
STI LEVERS	RSX	105
CASSETTE	8-SPEED HG	105 9-SPEED
HUBSET	RX-100	105
CHAIN	SACHS PC-41	HG-72
BAR	ICON ALLOY	ITM SCATTO
RIM STRIPS	VELOX	VELOX
RIMS	SUN METAL	SUN METAL CR-18
SPOKES	DT STAINLESS	DT STAINLESS
SPOKE GAUGE	14	14/15
SPOKE NIPPLES	BRASS	ALLOY
STEM	CRO-MO TIGGED	CRO-MO TIGGED
SEAT POST	ALLOY	ALLOY
SADDLE	RODRIGUEZ GEL	SERFAS ARC
TAPE	CORK	PELTON CORK
TIRES	CYCLEPRO KEVLAR	MICH. AXIAL SPORT KEV.
	$629.99	***$949.99***
	Double or triple crank	**Dbl or triple crank**

Recommended for	CROSS ☑	MOUNTAIN ☑
SHIMANO	**DEORE XT GROUP**	**DEORE LX GROUP**
R/D	DEORE XT 9-SPEED	DEORE LX
F/D	DEORE XT	DEORE LX
HEADSET	CANE CREEK	DEORE LX
BOTTOM BRACKET	DEORE XT	UN-52
CRANKSET	DEORE XT	DEORE LX
BRAKE CALIPER	DEORE XT V-BRAKE	DEORE LX V-BRAKE
STI LEVERS	DEORE XT	DEORE LX
CASSETTE	DEORE XT 9-SPEED	DEORE LX 9-SPEED
HUBSET	DEORE XT	DEORE LX
CHAIN	HG-92	HG-70
BAR	SALSA	SALSA
RIM STRIPS	VELOX	VELOX
RIMS	RITCHEY PRO	RITCHEY PRO
SPOKES	DT STAINLESS	DT STAINLESS
SPOKE GAUGE	14	14
SPOKE NIPPLES	BRASS	BRASS
STEM	SALSA	SALSA
SEAT POST	ALLOY	ALLOY
SADDLE	WTB SST CRO-MO	WTB SST CRO-MO
GRIPS	SALSA	SALSA
TIRES	VELOCIRAPTOR KEVLAR	VELOCIRAPTOR KEVLAR
	$1139.99	***$879.99***

ROAD/RACE ☑ ROAD/TOUR ☑	ROAD/RACE ☑ ROAD/TOUR ☐
Campagnolo **RECORD 9 SPEED**	**RECORD ELITE**
R/D RECORD	RECORD
F/DN RECORD	RECORD
HEADSET RECORD	RECORD
BOTTOM BRACKET RECORD	RECORD
CRANKSET RECORD	RECORD
BRAKE CALIPER RECORD	RECORD
BRAKE/SHIFT RECORD CARBON	RECORD CARBON
CASSETTE RECORD	***CAMPY 9-SPEED MK2 Ti***
HUBSET RECORD	RECORD
CHAIN CAMPY 9-SPEED	CAMPY 9-SPEED
BAR TTT ANATOMIC	***TTT PRIMA 220***
RIM STRIPS VELOX	VELOX
RIMS CAMPY MOSKVA	CAMPY MOSKVA
SPOKES DT STAINLESS	DT STAINLESS
SPOKE GAUGE 14/15	***REVOLUTION***
SPOKE NIPPLES ALLOY	ALLOY
STEM TTT SYNTHESIS	***TTT STATUS***
SEAT POST THOMPSON	***CAMPY Ti***
SADDLE SERFAS ARC	***SERFAS ARC Ti***
TIRES MICH. AXIAL SELECT	***MICHELIN AXIAL PRO***
TAPE PELTON CORK	***CINELLI CORK***
$2299.00	***$2499.99***

Recommended for	ROAD/RACE ☑ ROAD/TOUR ☑	ROAD/RACE ☑ ROAD/TOUR ☑
Campagnolo	**MIRAGE 9 SPEED**	**VELOCE 9 SPEED**
R/D	MIRAGE	VELOCE
F/D	MIRAGE	VELOCE
HEADSET	FSA ALLOY	FSA ALLOY
BOTTOM BRACKET	MIRAGE	VELOCE
CRANKSET	MIRAGE	VELOCE
BRAKE CALIPER	MIRAGE	VELOCE
ERGO LEVERS	MIRAGE	VELOCE
CASSETTE	MIRAGE 9 SPEED	VELOCE
HUBSET	MIRAGE	VELOCE
CHAIN	SACHS PC-41	SACHS PC-41
BAR	ITM ALLOY	ITM ALLOY
RIM STRIPS	VELOX	VELOX
RIMS	SUN METAL ME14A	CAMPY MOSKVA
SPOKES	DT STAINLESS	DT STAINLESS
SPOKE GAUGE	14	14/15
SPOKE NIPPLES	BRASS	ALLOY
STEM	ALLOY	TTT SYNTHESIS
SEAT POST	ALLOY	ALLOY
SADDLE	SERFAS ARC	SERFAS ARC
TAPE	CORK	CINELLI CORK
TIRES	CYCLEPRO KEVLAR	MICHELIN SELECT KEVLAR
	$889.99	***$1029.99.00***
	Double or triple crank	**Double or triple crank**

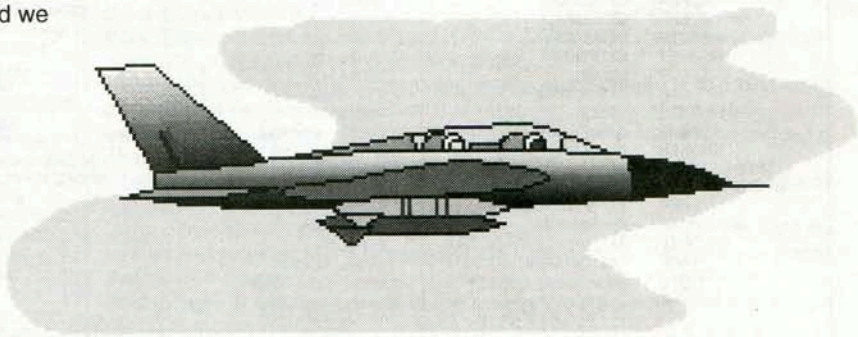
Recommended for	ROAD/RACE ☑ ROAD/TOUR ☑	ROAD/RACE ☑ ROAD/TOUR ☐
Campagnolo	**CHORUS STANDARD**	**CHORUS ELITE**
R/D	CHORUS	CHORUS
F/D	CHORUS	CHORUS
HEADSET	CHORUS	CHORUS
BOTTOM BRACKET	CHORUS	CHORUS
CRANKSET	CHORUS	CHORUS
BRAKE CALIPER	CHORUS	CHORUS
ERGO LEVERS	CHORUS 9-SPEED	CHORUS 9-SPEED
CASSETTE	CHORUS 9-SPEED	***CAMPY 9-SPEED MK2 Ti***
HUBSET	CHORUS 9-SPEED	CHORUS 9-SPEED
CHAIN	RECORD 9-SPEED	CHORUS 9-SPEED
BAR	TTT FORMA	***TTT PRIMA 220***
RIM STRIPS	VELOX	VELOX
RIMS	CAMPY MOSKVA	CAMPY MOSKVA
SPOKES	DT STAINLESS	DT STAINLESS
SPOKE GAUGE	14/15	***REVOLUTION***
SPOKE NIPPLES	ALLOY	ALLOY
STEM	TTT SYNTHESIS	***TTT STATUS***
SEAT POST	THOMPSON	***CAMPY Ti***
SADDLE	SERFAS ARC	***SELLE ITALIA FLITE Ti***
TAPE	PELTON CORK	***CINELLI CORK***
TIRES	MICH. AXIAL SELECT	***MICH. AXIAL PRO***
Double or triple crank	***$1629.99***	***$2099.99***



THE TEST PILOT

RODRIGUEZ PRODUCTION TANDEMS - RODRIGUEZ production frames are different from other production tandems in many ways. First of all, we have analyzed the many fit kits from the couples we have measured for the last 15 years and then designed our frame sizes around the most common combinations. Fit wise, we have designed the tandems to be very versatile and easily adaptable to many riders. Hand-built one at a time ensures the frame's alignment as well as the integrity of the joints. All our production frames utilize our exclusive RODRIGUEZ oval top tube, and keel tube combination, making them extremely responsive, as well as comfortable.

You'd probably think we were nuts if we told you we were going to hand build a fleet of tandems just for the purpose of test rides and rentals. Well, we're going to, and we think it's a great idea.



Inexperienced riders are always wanting to test ride a tandem before they purchase one, and their shifting, starting and stopping skills are not always very pretty. You might imagine the abuse our floor tandems and rentals can take. Of course, we maintain them regularly, but that can get to be overwhelming. And then, when it comes to actually purchasing a tandem, ideally everyone wants a new bike that hasn't been test ridden yet.

The Test Pilot has landed. We are going to build these tandems for test riding and renting. They will feature our top of the line Rodriguez frame, complete with oval top tube and smart size seat tubes and 700 c handbuilt wheels. When you test ride this bike it will feel just like our more expensive bikes, only the components will differ. We'll be using what we call "catch of the day parts". They are going to be durable and reliable enough for us to have the confidence to send them out on rental or with novices, it's just that at different times they might have different components, depending on what we could get a good deal on.

If you want to purchase a high end tandem, yet spend under $2000, we'll also be building a limited number of these that will be reserved for sale. You can test ride one of our demo Test Pilots and then for

$1899 you can take a fresh one home.

Sign up for one of our tandem classes and we'll set you up with aTest Pilot. You'll become qualified to pilot any tandem, whether it's to the bakery or to Portland!

THE 1999 TEST PILOT SPEC SHEET - ONLY $1899!!

Brakes	Dia-Compe Cantilever
Brake levers	Shimano
Cranks	Alloy 170mm w/Alloy rings
Captain stem	A-head
Stoker stem	Rodriguez adjustable
Shifters	Shimano Bar-con
Front Derailleur	XC Pro
Rear Derailleur	Shimano STX RC
Bar Tape	Pyramid Black cork
Botom Brackets	Shimano sealed UN 52
Rims	Wolber\Mavic 48 hole
Hubs	Suzue Tandem Sealed Bearing
Handle bars	39-44 cm trek (drop)
Seat posts	Kalloy 28.6 Cro-Mo
Head set	A-head
Spokes	DT Stainless
Paint	White Powder Coat
Freewheel	7-sp 13-28
Seats	Rodriguez Gel



NEW FOR 1999

206-527-4822 **http://www.rodcycle.com**

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.

RODRIGUEZ tandems believes that the components are very important. But we don't believe that they are the most important part of your 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 is 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 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.

RODRIGUEZ ADVENTURE FEATURE

In 1995, Boeing engineer Louie LeGrand and school teacher Becky Anderson were married. Their only registry item? A Rodriguez tandem. Well, they got it! Their friends and family from all over the country called us to purchase things like, "the front hub", or "two water bottles, cages and the spokes please", or just "what can I buy for around $50?"

The tandem registry was a success and culminated in a 7,280 mile trip around the perimeter of the United States in 1998.

CONGRATULATIONS LOUIE & BECKY!



THE TOUCAN & THE PARROT

How much should you spend on a tandem? We are asked that question frequently and we have given it a lot of thought. It seems like the $2000-$3000 range is a practical price point for many couples. Spending much less, often buys you a tandem that might not bring the excitement that tandem riding is known for. Spending a lot more can be unaffordable or it can be intimidating if you are not tandem literate.

The RODRIGUEZ PARROT and the RODRIGUEZ TOUCAN are our production tandems, designed to fit the needs of first time riders or experienced tandemists. They are built with the same detail, care, and high standards of our custom bikes. It is just that they are pre-built in pre-selected sizes. Both models feature identical frames, and are made here in our RODRIGUEZ frame shop. The difference between the models are the parts groups and paint finish.



Our RODRIGUEZ tandems are known for their comfortable ride and easy handling. We build the rear "cockpit" generously long so the stoker has some breathing room between them self and the captain. Our rigid frames incorporate a custom made oval top tube as well as keel tube, which makes the frame laterally stiff with no compromise on comfort. The Softride bike ($350 upgrade) combines a heavier gauge top tube along with our oval bottom tube so that both designs give the same great ride.

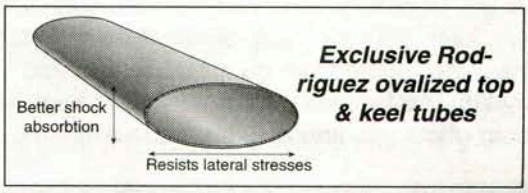
The stoker's comfort is the most important component of a tandem. A lot of our designs center around this philosophy. You may notice that we use "smart size seat tubes". Our bikes are built to accommodate a seat post that is the same diameter as a mountain bike stem. This allows the stoker to have a wide variety of stoker stems to choose from. (The stoker's stem mounts to the captain's seat post.) When you are looking for the perfect fit on the back, you'll appreciate this!!

Because the bikes are built and assembled right here in our store, we can offer many options and choices. We are manufacturing both rigid and Softride frames. The rigid frames are offered in 26 and 700c wheel sizes and the Softride in 26".

We also offer 2 stock parts groups. Both groups allow you to choose your personal brake preference; cantilevers or V-brakes. The Toucan features Campy Ergo Shift Levers and Campy rear derailleur, Phil Wood hubs, hand built wheels, a custom built adjustable stem and kevlar belted tires, and a powder coated finish. The Parrot upgrades include a Race Face Sealed headset, Veloce Ergo levers and rear derailleur, Phil Wood Freehub, and a spectacular hand painted "Inside Out Fade" paint finish.



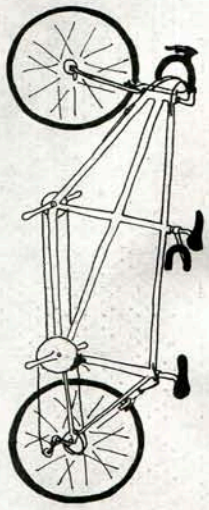
We make the best tandems in the world and we've worked hard to offer you a wide variety of choices. You can combine one of these frames and packages to meet your needs whether it's a sagged tour, fun day riding, a fast STP ride or a fun filled adult/child adventure. Take a test ride- it will probably be the most fun you have all week!!



Exclusive Rodriguez ovalized top & keel tubes

RODRIGUEZ TOUCAN $2499.99 RODRIGUEZ PARROT $3099.99

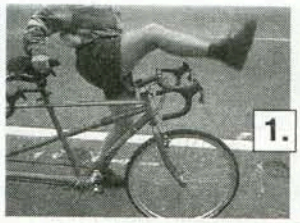
	THE 1999 TOUCAN SPECS	*1999 PARROT SPECS*
Brakes	Dia-Compe Cantilever or LX V-brakes	CNC Machined Cantis or LX V-brakes
Brake/Shift Llevers	Campagnolo Mirage Ergo	Campy Veloce 8-sp Ergo
Cranks	Alloy 170mm w/Alloy rings	Sugino XD
Captain Stem	A-head Alloy Quick-Change	A-head Alloy Quick-Change
Stoker Stem	Rodriguez Adjustable	Rodriguez Adjustable
Front Derailleur	Shimano Triple	Sachs Triple
Rear Derailleur	Campagnolo Mirage Triple	Campy Veloce Triple
Tires	Kevlar belted high pressure	Kevlar Belted High Pressure
Bottom Brackets	Shimano sealed	Shimano Sealed
Rims	Matrix Swami/Wolber Mod 58	Sun Metal CR 16/Mavic T-217
Rear Hub	Phil Wood Dbl. Threaded/Deore XT	Phil Wood Cassette 145mm
Front Hub	Phil Wood/Deore XT	Phil Wood
Seat Posts	Kalloy Cro-mo	Alloy
Head Set	Dia-Compe A-head	Race Face Sealed
Spokes	DT Stainless 14g	DT Stainless 14g
Paint	Powder Coat	In Side Out Fade
Cogs	Sachs 8-speed FW 12-26/8-sp HG	12-26 Hyperglide 8-speed Cassette
Seats	Rodriguez Gel	Serfas Cosmos
Bar Tape	Pyramid Cork	Pyramid Cork



206-527-4822 — http://www.rodcycle.com

HOW TO GET STARTED

There's obviously more than one way to "start" your tandem but we'll give you some pointers that seem to make it easy.



We suggest the captain mount the bike first. It might even be easiest to swing one leg over the handlebars. It may sound awkward but after you do it a few times, you may find it is actually very easy. The reason we suggest this, is that if you mount in the common method of lifting your leg over the saddle, you may find you catch it on the stoker's bars, or accidentally kick the stoker. However you do it, the captain gets on first, holding the brakes and taking a little wider stance than on a single. Wide enough, that when the stoker turns the pedals, you are not going to get hit by them. The stoker then gets on and mounts their feet into the pedals. The stoker is going to stay on like this at all future stops.



The captain then has the stoker rotate the pedals backwards until the desired pedal for starting is in a comfortable position for the captain to mount their foot. At this point you may need to lean the bike a little bit and actually rest the captain's saddle against their hip. This is a very solid way to hold the bike. It is being held mostly by the captain's legs, and requires little upper body strength.



Captain and stoker, then rotate the pedals until the "stroke foot" is nearly at the top of the pedal stroke. The captain give a verbal clue ("ready, set, go" or whatever you choose) and both people power that foot. At this point the captain basically stands up on the power foot and hoists themselves onto the saddle, not worrying about the second stroke. The stoker has lots of power. Warning: The captain wants to be sure not to push off two or three times with the ground foot. Once the first power is applied the stoker is continuing to turn the pedals and if the captain has a foot on the ground at the beginning of the second stroke...it isn't easy or pretty.



Now you have both riders on the bike and the pedals turning. The captain can wait a few revolutions before getting into toeclips or clipless pedals if it takes some concentration or coasting. It is best to get thru an intersection or get up some speed and then coast for a second while you adjust anything you need to.

Stopping.

When you stop a tandem you need to keep in mind that you have twice the weight of a single and the momentum is usually greater. The captain should wait until the bike is nearly at a complete stop before putting down a foot. It is imperative to be consistent with which foot is going down first. The stoker will lean to counterbalance the bike and this happens quickly and instinctively. Once you establish the habit of a particular foot, it is necessary to stick to it. Once the bike is stopped and one foot is on the ground, again the captain takes a little bit of a wider stance, leans the bike into a hip and holds a brake. It is best to rotate the pedals, setting the power foot in the up position to start the bike.



LEARN TO RIDE A TANDEM!

If you are interested in learning more about tandem riding, and would like to take a lesson in how to ride a tandem, sign up for one of our Tandem Riding 101 classes. They are held though the summer twice a month. They take place at R+E Cycles starting at 9:00 am, and last for about 2 hours. The price is $25 per couple, and we provide a tandem for you to ride. If you're interested, call the NUTS hotline at 206-527-8931 ext. NUT (688) and leave your name, phone number, and say that you would like to sign up for tandem 101. We'll contact you.

RODRIGUEZ ADVENTURE FEATURE

Imagine spending 3 months riding across the United States!

In 1997, Jim Lupori, who works with Washington Business Week, a high shool business education program, and his wife Virginia, a Manager at US West, upgraded to a Rodriguez custom tandem. In 1998, they made a dream come true and took off on a self supported tour from Seattle to Bar Harbor Maine. All you've got to do is talk with them for a few minutes to realize they had the time of their lives!

A JOURNEY ACROSS THE COUNTRY



25 YEARS OF INNOVATION!

SPECIAL EDITION 25TH ANNIVERSARY TANDEM

(Other custom tandems on pg. 16)

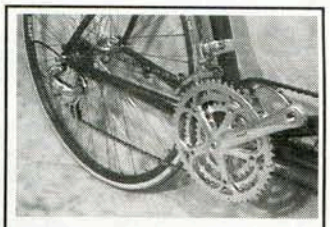
"Own one of only 10 very special tandems"

After two and a half decades of building tandems we thought it was time to celebrate! After all, we are the oldest, still building, manufacturer of tandems in the U.S.A. We are celebrating by offering a very special limited edition custom tandem. This is no ordinary tandem.

We will be building just 10 of the silver anniversary tandems, complete with a framed certificate of authenticity. The frame is our top of the line multi-shaped tubing, with an exclusive stainless steel head badge. The frame will be custom built to order to fit you & your partner perfectly. You will have a choice of chameleon paint colors. The stock components will be Campagnolo Veloce with Phil Wood hubs & bottom brackets. The crank set will be a Campagnolo tandem crank. The stock brakes will be CNC cantilever brakes with Mathauser Super Pads, but you can choose any components that you wish.



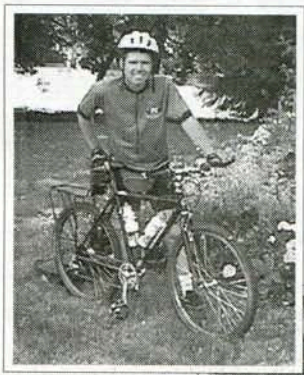
Polished stainless steel headbadge



Campagnolo cranks & drivetrain

Frame and fork only $2899.99 • With 25th Anniversary group $4899.99 • *(add $570 for Softride)*

RODRIGUEZ EIGHT BALL



The Eight Ball is a Rodriguez exclusive!

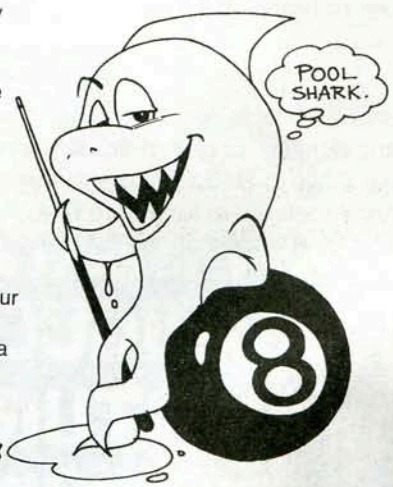


A tandem that will convert to a single, and pack into a suitcase



http://www.rodcycle.com

"A bicycle built for two... I mean one... I mean two"



About a year ago, Estelle Gray invited me and my wife (Kat) to a tandem class. Neither Kat nor I had ridden a tandem before and we were intrigued. After some instruction and a couple of spins with Estelle, we were off pedaling a Rodriguez "Toucan". Not more than ten minutes into our ride, we were thinking about the possibilities of a tandem for our next adventure.

There was a problem though. Our schedules don't always mesh and it looked like I would be leaving for Cuba 2 to 3 weeks before Kat did. It looked like a tandem was out of the question.

But thanks to the imagination and innovation of the folks at Rodriguez, we will be able to ride a tandem after all...an "Eight-Ball."

The Rodriguez "Eight-Ball" is a tandem built with S & S couplings, which allows the frame to come apart for easy packing and traveling. This is not unique. Most custom bikes have an "S & S" option. What makes the "Eight-Ball" unique, is that it uses a couple more couplings (seven total on our tandem) and is designed so that the middle comes out and the front and back of the bike screw together and "presto chango" you have a single bike.

You have to see it to believe it! It is so well designed that the first time I tried, I was able to convert it from a single bike to a tandem in less than twenty minutes!

Thanks Rodriguez!

--Willie Weir

RODRIGUEZ 8-BALL FRAME/FORK 3999.99

JOIN THE TANDEM CLUB!

Tandem Riders Are N.U.T.S Northwest Unofficial Tandem Society R+E CYCLES

"Yes, Virginia, there is a tandem club."

It's called The Northwest Unofficial Tandem Society.



N.U.T.S. meets once a year in a social setting at which we pick the dates and rides for the upcoming year. We try and schedule at least one ride a month. They are all at a social pace and allow you to meet other couples who love to ride tandem. We often organize some rides that are aimed at tandem teams that include a child, including our soon to be famous, "Halloween Trick or Treat Adventure".

We send out a monthly newsletter that keeps you informed of all the relevant tandem info we can get our hands on. This includes rallies, technical info and sometimes stories about our member's tandem adventures.

206-527-8931 ext. NUT (688)

Join us and you'll make some new friends as well as keep current with the tandem happenings.

N.U.T.S. SIGN-UP FORM Includes 2 t-shirts

Send to: NUTS Global Headquarters c/o R+E Cycles • 5627 University Way NE • Seattle WA, 98105

Captain's Name (First) _____ (Last) _____

Stoker's Name (First) _____ (Last) _____

Mailing Address _____ T-shirt sizes _____

Payment Form ☐ Check (enclosed) ☐ Visa ☐ MC ☐ Discover

Card Number _____ Exp. Date _____

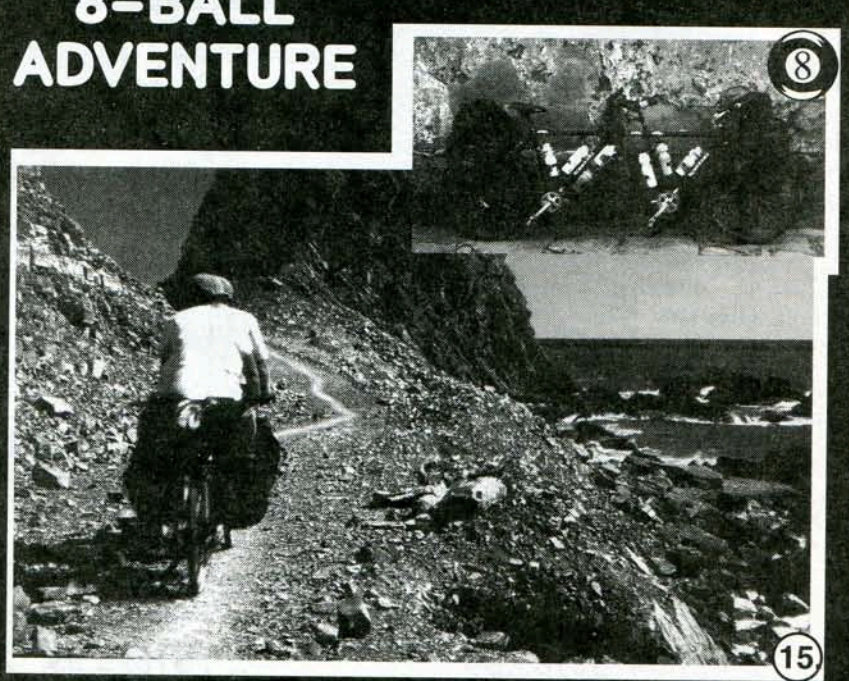
Authorized Signature for $25 Charge. _____

RODRIGUEZ ADVENTURE FEATURE

In 1997, World Traveler/Writer Willie Weir toured the Balkans on his Rodriguez custom S&S coupled mountain bike. Shortly after that he married his wife Kat. This summer they picked up a Rodriguez 8-ball tandem and toured Cuba! Willie left first with the front & rear portion of the bike, and was joined by Kat a month later with the center section. They converted it to a tandem and finished the tour!

See Pg. 14 for more photos

8-BALL ADVENTURE



RODRIGUEZ CUSTOM TANDEMS

How to order your custom tandem



To get the ball rolling, we'll need the following things:

- Fit Kit with both of your measurements*
- Completed tandem order form (pg. 19-20)**

Remember to select a frame & a tandem parts kit (tandem part kits below)

*We'd love to perform the fit kit for you if you can make it to our shop. If you're from out of the area, instructions on how to perform the fit yourself are included on the back cover. If you feel uncomfortable performing the fit yourself, we can recommend a shop in your area or provide you or your favorite shop with guidance on obtaining the proper measurements.

**If you are able to come into the shop, your salesperson will assist you in filling out the apropriate forms. If you are from out of the area, we can assist you via phone (206-527-4822), fax (206-527-8931), or e-mail (rodtandem@aol.com)

Send the tandem order form (when finished) to the address on the cover. You will be contacted by phone or e-mail as soon as we receive your completed form. At that point we can discuss frame sizing, custom paint options, payment, etc...

Tig-welded tandem



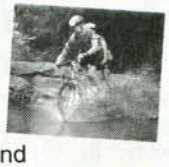
Frame and fork $1799.99

Includes RODRIGUEZ hand built tandem frame built to your measurement specifications, oval top tube and keel tube, one color powder coat finish (red, white, yellow or dark blue) and standard braze-ons. *(for $500 you can add a cleaned & polished finish for the clean look of a Fillet Brazed tandem)*

NEW FOR '99

Aluminum tandem

Frame w/cro-mo fork $2099.99



Includes RODRIGUEZ hand built aluminum tandem frame, built to your measurement specifications. Made out of light weight Easton aluminum. Also includes an oval keel tube, one color powder coat, and standard braze-ons. *(see article pg. 5)*

Fillet brazed tandem



Frame and fork $2599.99



Includes RODRIGUEZ hand brazed and cleaned tandem frame built to your measurement specifications. Frame also includes an oval top tube and keel tube, one color powder coat finish (red, white, yellow or dark blue), and standard braze-ons.

Standard tandem braze-ons include:

- Bosses for 4 water bottles
- Cable guides for brakes & derailleurs
- Shifter bosses or downtube stops
- Cantilever brake bosses front & rear
- Pump peg
- Rear rack bosses
- Hidden fender mounts



For frame upgrade options, see the tandem order form on page 20

TANDEM PART KITS	THUNDER KIT	LIGHTNING KIT	HURRICANE KIT
Head Set	Dia-Compe A-Head	Race Face Sealed	Race Face Sealed
Brake/Shift levers	Campy Mirage Ergo 8-speed	Campy Veloce Ergo	Campy Veloce Ergo
Cranks	Alloy Tandem	Sugino XD	Race Face Tandem
Captain Stem	A-Head 1 1/8"	Alloy A-Head	Alloy A-Head
Brakes	Dia-Compe Canti. or LX V-Brakes	CNC Canti. or LX V-Brakes	CNC Canti. w/Scott Super Pads
Stoker Stem	Rodriguez Adjustable	Rodriguez Adjustable	Rodriguez Adjustable
Front Derailleur	XC Pro Triple	Sachs Triple	Sachs Triple
Rear Derailleur	Campagnolo Mirage Triple	Campy Veloce Triple	Campy Veloce Triple
Bar Tape	Pyramid Cork	Pyramid Cork	Cinelli Cork
Tires	Cyclepro Kevlar Belted	700 X 28 Kevlar	Kevlar Mich/Tioga/Conti
Botom Brackets	Shimano Sealed	Shimano Sealed	Phil Wood Titanium
Rims	Matrix Swami or Wolber Mod 58	Sun Metal CR16	Velocity Aero
Rear Hub	Phil Wood Dbl. Thread or XT	Phil Wood Cassette 145mm	Phil Wood Cassette 145mm
Front Hub	Phil Wood or XT	Phil Wood	Phil Wood
Rim Tape	Velox	Velox	Velox
Chains	Sachs PC-41	Sachs PC-41	Sachs PC-41
Stoker Levers	Dia-Compe	Dia-Compe	Dia-Compe
Handle Bars	System 3 Alloy	Icon Alloy	Icon Alloy
Seat Posts	Kalloy 28.6 Cro-Mo	28.6 Alloy	28.6 Alloy
Spokes	DT Stainless	DT Stainless	DT Stainless w/alloy nipples
Cog Set	Sachs 12-28 FW/HG Casstette	Hyperglide	Hyperglide
Seats	Rodriguez Gel	Serfas Cosmos	Giro Fizik Titanium
	$1169.99	***$1699.99***	***$2399.99***

SINGLE BIKE ORDER FORM ° FOR TANDEMS SEE PG. 19

CUSTOMER INFORMATION

Name _____

Address _____

City _____ State __ Zip _____

Telephone _____

Day Phone _____

e-mail _____

Riding style:

What will the primary use of the bicycle be?

_____

continue on separate piece of paper if necessary.

General Information (Custom Only)

☐ Downtube Stops ☐ Split stops ☐ Shifter bosses

Suspension fork

☐ No ☐ Yes (model)_____

What style of handle bars will you be using?

☐ Drop ☐ Flat ☐ Other _____

Wheel Size?

☐ Let's talk ☐ 700c ☐ 26" ☐ 650 ☐ Other_____

Widest tire that you will use will be (width)_____

Brakes ☐ Caliper ☐ Cantilever ☐ V-Brake*

If V-Brakes, should we use a rear cable stop to accept cantilevers sometime in the future?_____

Do you use: ☐ Toe clips ☐ Clipless pedals

Do you need room for fenders* ☐ Yes ☐ No

*Not always available on non-custom road fork

To be filled in by salesperson

Fit bike information

Seat Tube Length/Angle _____ / _____

Top Tube Length _____

Stem Length/Height _____ / _____

Saddle - Pedal Height _____

Straddle (Sport ATB) _____

PAINT INFORMATION (Custom only)

You will work closely with your salesperson to select paint. Your salesperson will fill out your paint form.

Mail order customers:

We'll need to talk about your paint. After we receive your order, you will work closely with your salesperson by phone or e-mail. We will also send you a paint design form for you to fill in.

Fit Information

Height _____ Weight _____ Inseam _____

Thigh _____ Torso _____ Arm _____

Shoulder _____ Hand _____

Current Bike Information

(see back cover for instructions)

Bike Make/Model _____

Seat Lube Length _____ Top Tube _____

Crank Length _____ Head Tube Angle ____

Handle Bar Height _____

OTHER IMPORTANT INFORMATION!

Are you purchasing your components from us?

☐ Yes ☐ No

If yes, which model _____

If **No**, we will need to know the following information in order to build your custom bike

Crank arm length_____

Headset model_____

Front derailleur model_____

Chain ring sizes_____

Brake model & reach_____

Shifters:

☐ Ergo ☐ STI ☐ Bar-end ☐ Mtn. bike

Rear hub & # of speeds _____

Frame Price	____.__
Upgrade Total	____.__
Parts Kit Price	____.__
Sub Total	____.__
Sales Tax (if applicable)	____.__
Total Initial Agreed Price	____.__
25% Deposit	____.__
Balance Due On Completion Date	____.__
Estimated Completion Date	___/___/___

25% deposit is required before we start work on the bike. The remaining balance is due upon the completion of the bicycle.

I agree to the above terms and conditions

X_____ Date___/___/___

PRODUCTION BIKES

Use this form to pick the bike that you would like. Make sure to fill out all relevant information on other side of this form.

☐ Stellar STI (pg. 2)	$1099.99
☐ Stellar Veloce (pg. 2)	$1499.99
☐ Stellar Adventure (pg. 6)	$1299.99
☐ Arrow Mirage (pg. 4)	$1299.99
☐ Arrow Veloce (pg. 4)	$1599.99
☐ Adventure (pg. 6)	$1299.99

Sizes will be determined after we review your fit kit & talk with you

CUSTOM FRAME PACKAGES

See descriptions on page 7

☐ **Bread & Butter** *road* **$819.99** or **919.99** *hybrid/tour/ATB*

Upgrade Options

☐ Pump painted to match (includes pump)	$69
☐ Rear rack braze-ons	$28
☐ Double eyelets front & rear	$60
☐ 2-color simple fade paint job	$70
☐ OX Gold tubing	$190
☐ Low rider front rack	$53
☐ 3rd water bottle braze-on	$22
☐ S&S Couplings	$579

☐ **Icing on the Cake** *road* **$1269** or **$1369** *hybrid/tour/ATB*

Upgrade Options

☐ Carbon fiber fork (Advanced Group)	$100
☐ Custom fork	$250
☐ Chain hanger braze-on	$19
☐ Pump painted to match (includes pump)	$69
☐ Rear rack braze-ons	$28
☐ Double eyelets front & rear (cro-mo forks)	$60
☐ Internal top tube cable guide	$88
☐ 3rd water bottle braze-on	$22
☐ Chameleon paint (choose from 3 colors)	$195
☐ OX Gold tubing	$45
☐ Custom multi-shape tubing	$95
☐ Hidden fender mounts	$55
☐ S&S Couplings	$579

☐ **Champagne & Caviar** *road* **$1949** or **$2049** *cross/tour/ATB*

Fork Choice_____

Upgrade Options

☐ Chain hanger braze-on	$19
☐ Internal chain stay cable routing	$88
☐ Custom aero head tube fairing	$250
☐ Wish bone seat stays	$75
☐ Hidden fender mounts	$55
☐ 3rd water bottle braze-on	$22
☐ Custom spoke holder *length*_____	$100
☐ Rear rack braze-ons	$28
☐ Lowrider rack *brand*_____	$53
☐ Double eyelets front & rear	$60

☐ **The Diet Platter** *road/tour* **$1599 or $1499 mountain**

Upgrade Options

☐ Hidden fender mounts	$55
☐ 3rd water bottle boss	$22
☐ Time carbon fork	$285
☐ Rear rack bosses	$28
☐ Pump painted to match (includes pump)	$69
☐ 2-color or pearl paint	$70
☐ Designer paint	$250

FRAME A LA CARTE

CONSTRUCTION TYPE

☐ Tig welded	$699
☐ Tig welded w/clean & polish	$949
☐ Lugged *	$949
☐ Fillet brazed	$1019

FORK

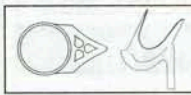
☐ Stock Cro-Moly	$90
☐ Kinesis Alloy	$150
☐ Custom built with frame **	$299
☐ Advanced Group Carbon	$189
☐ Time Carbon	$369
☐ Other_____	$_____

LUGS

**Lugged construction only, See lug set sample below*

☐ Henry James Standard	$35
☐ Henry James Stainless	$35
☐ Hand cut trillium	$115





Hand cut Trillium

CROWNS

*** For custom forks only. See sample below*

☐ Cinelli CCA	N/C
☐ Henry James	N/C
☐ Henry James Stainless	+20

TUBING

See tubing recommendations on page 8

☐ True Temper RC2	$125.00
☐ True Temper OX Gold	$250.00
☐ Velo Aero	$275.00
☐ Columbus Thron	$150.00
☐ Columbus ELOS	$215.00
☐ Columbus Genius	$290.00
☐ Reynolds 531	$170.00
☐ Reynolds 725	$245.00
☐ Reynolds 853	$300.00

Upgrade options

☐ Non stock color upcharge	$20
☐ 2-color simple fade paint job	$70
☐ 2-color superfade paint job	$100
☐ Kandy color paint job	$66
☐ Designer pearl coat paint job	$55
☐ Subtle pearl coat paint job	$22
☐ Other custom paint (describe on separate form)	$_____
☐ Wish bone seat stays	$75
☐ Aero head tube fairing (w/clean & polish)	$250
☐ S&S coupling (includes paint masking charges)	$579
☐ Custom ovalized tube set	$100
☐ Softride ready (includes beam)	$475
☐ Paint Softride beam to match	$85
☐ Zefal HPX pump painted to match (includes pump)	$69
☐ Custom sculpted seat collar	$50
☐ Internal top tube cable routing	$88
☐ Internal down tube cable routing	$176
☐ Internal chain stay cable routing	$88
☐ Front derailleur braze-on	$55
☐ V-Brake/Cantilever bosses (front)	$50
☐ Cantilever bosses (rear, includes threaded cable stop)	$70
☐ V-Brake bosses (rear, no cable stop)	$50
☐ Chain hanger	$18
☐ Braze-on for 3rd bottle cage	$22
☐ Front rack braze-ons (Brand)_____	$53
☐ Rear rack braze-ons	$28
☐ Extra eyelets (pair)	$30
☐ Hidden fender mounts (rear)	$50
☐ Custom made spoke holder on chain stay	$100
☐ Other_____	$_____

TANDEM ORDER FORM

CUSTOMER INFORMATION

Captain _____

Stoker _____

Address _____

City _____ State ____ Zip _____

Telephone _____

Day phone _____

Riding style: What will the primary use of the tandem be?

_____

_____

_____

continue on separate peice of paper if necessary.

CAPTAIN FIT INFO See back cover for instructions

Height _____ Weight _____

Inseam _____ Thigh _____

Torso _____ Arm _____

Shoulder _____ Hand _____

STOKER FIT INFO See back cover for intructions

Height _____ Weight _____

Inseam _____ Thigh _____

Torso _____ Arm _____

Shoulder _____ Hand _____

CURRENT BIKE INFORMATION

See back cover for instructions

Captain

Brand/Model _____

Seat tube _____ Top tube _____

Head tube angle _____ Crank length _____

Stem Length _____ Seat height _____

Handle bar height _____

Stoker

Seat tube _____ Top tube _____

Stem Length _____ Seat height _____

Crank length ____ Handle bar height _____

Other important information (Custom only)

Select the preferences that you would like

☐ Downtube Stops ☐ Split stops ☐ shifter bosses

Suspension fork

☐ No ☐ Yes (model)_____

What kind of handle bars will you be using?

☐ Drop ☐ Flat ☐ Other _____

Wheel Size?

☐ Let's talk ☐ 700c ☐ 26" ☐ 650 ☐ Other_____

Widest tire that you will use will be (width)_____

Brakes ☐ Caliper ☐ Cantilever ☐ V-Brake*

*If V-Brakes, should we use a rear cable stop to accept cantilevers sometime in the future?_____

Do you use: ☐ Toe clips ☐ Clipless pedals

Do you need room for fenders* ☐ Yes ☐ No

Design to fit suspensoin post in back ☐ Yes ☐ No

To be filled in by salesperson

Captain fit bike information

Seat Tube Length _____

Seat Tube Angle_____

Top Tube Length _____

Stem Length_____

Stem Height_____

Saddle - Pedal Height _____

Straddle (Sport ATB) _____

Stoker fit bike information

Seat Tube Length _____

Seat Tube Angle_____

Top Tube Length _____

Stem Length_____

Stem Height_____

Saddle - Pedal Height _____

Straddle (Sport ATB) _____

OVER →

CUSTOM TANDEMS

Frame Type

- ☐ Tig-welded Cro-moly (page 16) $1799
- ☐ Tig-welded Aluminum (page 16) $2099
- ☐ Fillet brazed Cro-moly (page 16) $2599
- ☐ 25th Anniversary (page 14) $2899
- ☐ 8-Ball (page 14) $3999

Standard Frame Options (select any or all)

- ☐ Bosses for 4 water bottles
- ☐ Downtube shift bosses ☐ Downtube split stops
- ☐ Cantilever brake bosses (includes threaded stop)
  - ☐ or V-brake bosses (no threaded cable stop)
- ☐ Pump peg
- ☐ Rear rack bosses
- ☐ Hidden fender mounts

Frame Upgrade Options

- ☐ S & S Couplings (includes 6 w/masking) . $1799
- ☐ Custom multi-shape tubing $325
- ☐ Internal top tube brake cable guide $140
- ☐ Softride rear (includes beam) $570
- ☐ Extra adjustable softride rear $730
- ☐ Extra water bottle bosses ..... each $22
- ☐ Chain hanger $19
- ☐ Arai drum brake (pac-man) $55
- ☐ Hope disc brake braze-ons $100
- ☐ Extra eyelets ☐ front ☐ rear ..... pair $28
- ☐ Front rack (brand)_____ $55
- ☐ Spoke holder (length)_____ $100
- ☐ Other_____ $_____.__

Powder Coat Choices (select one or go to upgrade)

☐ Red ☐ Yellow ☐ Black ☐ White

Paint Upgrade Choices

- ☐ **Cleaned & polished welds** $500
- ☐ 1-color custom paint $250
- ☐ 2-color simple fade $325
- ☐ Pump painted to match (includes pump) $69
- ☐ 2-color super fade $395
- ☐ 1-color Kandy $355
- ☐ Designer paint job $450
- ☐ Paint Softride beam to match $95
- ☐ Other (describe on seperate paint form)

PAINT INFORMATION (Custom only)

We'll need to talk first about your paint. Color in the basic design you want on page 9 with colored pencils and attach with order. We will contact you as to how to view the exact colors that we stock after we recieve the order.

Total initial agreed price is subject to change if you change your option choices after the order has been placed. 25% deposit is required before we start work on the bike. The remaining balance is due upon the completion of the bicycle.

I agree to the above terms and conditions

X_____ Date___/___/___

PRODUCTION TANDEMS

- ☐ Test Pilot (page 10) $1899.99
- ☐ Toucan(page 12) $2499.99
- ☐ Parrot (page 12) $3099.99

Toucan/Parrot Options

- ☐ Drop Bars ☐ Flat Bars
- ☐ Cantilevers ☐ LX V-brakes

(Toucan hubs) ☐ Shimano cassette ☐ Phil Wood double thrd
☐ 700c wheels ☐ 26" wheels ☐ 650 wheels

Upgrade Options

- ☐ Softride (26" Wheels only) $350.00
- ☐ Suspension seat post (stoker) $99.99
- ☐ Arai drum brake (includes lever) $109.99
- ☐ Custom paint (let's talk) ..... $??.??

Size will be determined after we review your fit measurements, and talk with you.

OTHER IMPORTANT INFORMATION!

(Custom tandem only)

Are you purchasing your components from us?

☐ Yes ☐ No

If ***Yes***, Which model _____

If ***No***, we will need to know the following information in order to build your bicycle:

Crank arm lengths _____

Headset model _____

Front derailleur model _____

☐ Top pull ☐ Bottom pull

Chain ring sizes _____

Brake model _____

Shifters ☐ Ergo ☐ STI ☐ Bar-end ☐ Mtn. bike

Rear hub model & # of speeds _____

Frame Type Price	_____.__
Frame Upgrade Total	_____.__
Paint Upgrade Total	_____.__
Parts Kit Price	_____.__
Sub Total	
Sales Tax (if applicable)	_____.__
Total Initial Agreed Price	
25% Deposit	_____.__
Balance Due On Completion	_____.__
Estimated Completion Date	___/___/___

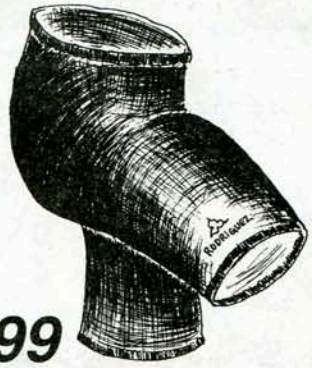
RODRIGUEZ ACCESSORIES

Have you ever looked at cycling shorts or gloves and said "why can't they have this feature or that feature..." We have asked that many times, so we approached some shorts and glove manufacturers and had them make some shorts and gloves exclusively for us, just to our liking. And we think you'll like them too. Below are all the hot details on both our men's and women's RODRIGUEZ shorts, our 3 styles of cycling gloves, and the 1999 jerseys & socks.

RODRIGUEZ SHORTS

Available in men's or women's cut.
Pad is seamless and is 100% breathable polypropylene with ultralour cover, drawstring and elastic waist, and flat stitched seams.
Other unique features -

- Chamois is cut size specific
- Flat stitched seam
- Offers elastic waistband and a drawstring
- Elastic gripper leg
- Heavy duty 8.5 ounce Lycra construction
- Made in U.S.A



$39.99

1999 RODRIGUEZ Jersey

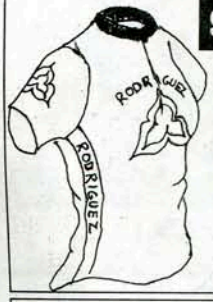


- 20" hidden zipper
- looser fitting 'Club' cut
- Fieldsensor fabric

Blue/Yellow/Black
Men's & Women's
S, M, L, XL

$64.99

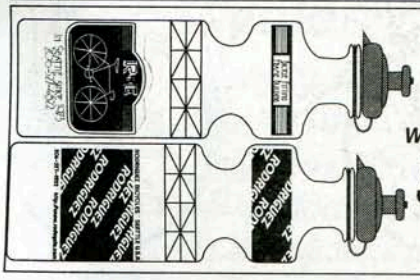
RODRIGUEZ Stellar Jersey for women



- 20" hidden zipper
- looser fitting 'Club' cut
- Fieldsensor fabric

Purple/Grey
S, M, L, XL

$74.99

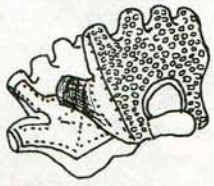


RODRIGUEZ WATER BOTTLES

$3.99

RODRIGUEZ GLOVES

Classic Mesh $12.99- Traditional mesh back for multi-sport use



- *Terry Cloth Thumb.*
- *Double stitched palm.*
- *Cabretta leather - the finest, most supple glove leather for maximum comfort.*

Holy Cow $19.99 - designed for the rider who desires agility along with comfort



- *Special padding that extends to the index finger and the thumb.*
- *Exclusive Cool Mesh top for excellent ventilation.*
- *Double stitched, Cabretta natural leather palm.*

Gel Comfort $32.99 - designed for the rider who desires complete comfort



- *Washable Amara palm.*
- *Extremely comfortable gel padded palm.*
- *Special padding that extends to the index finger and the thumb.*
- *Terry Cloth for moisture dissipation.*

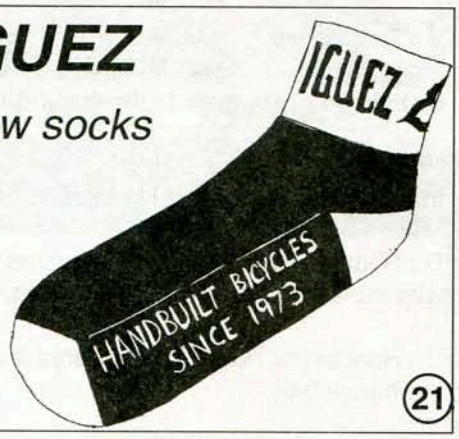
all gloves come in XS, S, M, L, XL unisex

RODRIGUEZ

Black & Yellow socks

$7.99

S, M, L



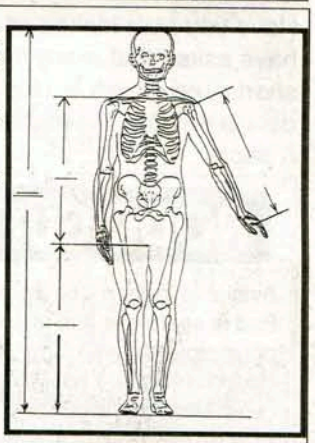
FITTING INSTRUCTIONS

To order your new bicycle, we'll need an accurate fit kit on you. We'd love to do this for you if you can make it to our shop. If you're from out of the area, instructions on how to perform the fit yourself are included below. Use these numbers to fill out the Fit Kit portion of the order form.

If you feel uncomfortable performing the fit yourself, we can recommend a shop in your area or provide you, or your favorite shop, with guidance on obtaining the proper measurements.

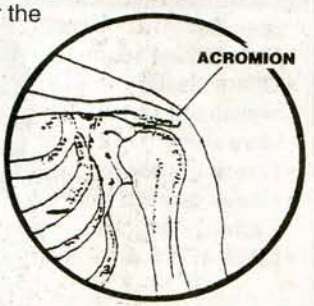
To perform the fit, you will need a partner, a metric tape measure, and a rigid ruler or carpenter's square.

The measuring needs to be done in bare feet or light socks while holding your body erect. See our web site for additional information if necessary. http://www.rodcycle.com



INSEAM: While standing with your feet about 5 cm apart, pull the ruler firmly up into your crotch, keeping one hand in front and one in back. Have your partner make sure the ruler is level and record the distance from the top of the ruler to the ground in centimeters. If using a carpenter's square, do all measuring against a wall to maintain level on the square.

THIGH: While kneeling with your knees about 5 cm apart, follow the same procedure as for the inseam measurement.



FOOT: With your heels against a wall, have your partner measure the distance from the wall to the end of your longest foot.

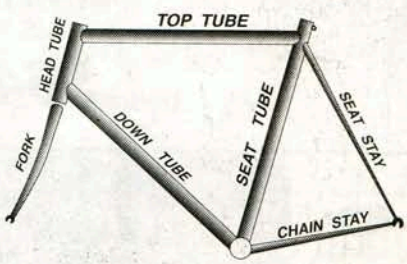
TORSO: I call this the reverse inseam measurement. Hold the ruler level in your crotch and have your partner measure the distance from the ruler to the top of your manbrium (This is the "V" shaped soft area below your Adam's apple. The measurement will be to the bottom of "V".) This is easy to do if your partner hooks the tape on the bottom edge of the ruler. Remember to subtract the width of the ruler before the measurement is recorded.

ARM: With the ruler held the way an archer would grip a bow, hold your arm at about a 45 degree angle extended. Your partner will measure from the ruler to the edge of your shoulder. The edge of your shoulder is marked by the acromion, its location is illustrated above. Remember to subtract the width of the ruler before recording the measurement.

SHOULDER: With your arms at your sides, have your partner measure from acromion to acromion and record this measurement.

HAND: Glove size: small, medium, large

If you have a current bike that you ride with some frequency, we would like to have some information about it. This will assure you that you still have what it is you liked about your old bike, and we avoid anything that you disliked. It will also tell us what position you are used to.



Please record all measurements to the nearest 5mm (1/8"). Metric is preferred, but inches are fine.

A.) Seat tube measurement is the measurement from the center of the bolt that holds on the crank arm, to the center of the top tube. Measuring tape should follow the angle of the seat tube.

B.) The top tube measurement is taken from the center of the seat tube to the center of the head tube. Measuring tape should be held basically level to the ground.

C.) Stem is measured from the center of the mounting bolt to the center of the bars (tape level to the ground).

D.) Seat height is measured from the center of the pedal spindle with the crank arm in its lowest point, to the top of the saddle.

E.) Handle bar height is measured from the ground to the top of the handlebar.

