

TOGETHER

Tandem riding, for the most part, is about having fun. Whether you're riding with your children, spouse, or just a good friend, a tandem equalizes the abilities of the riders and makes the ride more about the experience.

At R+E Cycles, we have 40 years of designing, building and riding tandems behind us. This has given us a broad range of experience which 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 and the manufacturer of your bike. This is especially true with tandems. When you take a personalized test ride with us, you'll see why RODRIGUEZ tandems have stood the test of time!

EXPERIENCE

Custom Built Comfort in Every Rodriguez Tandem:

Comfort as well as durability are key factors for a good tandem. If the fit isn't comfortable, it doesn't matter what the components are. At Rodriguez, comfort is the key that drives the design. When shopping for tandems, keep in mind that it is very difficult to fit 2 or more people to 1 bike. Unless the frame is custom sized for the riders that will be using it, there will usually have to be some serious compromising. Other tandem companies offer a 'custom' sized option, but will charge from \$300 ~ \$500 extra for it. Make sure that you are adding this into the cost when price shopping. At Rodriguez however, your tandem will be custom sized for **NO EXTRA CHARGE**.

We realize that fit is the most important factor for comfort and confidence, and we see no way to offer enough sizes to have a 'no compromise' fit for everyone. Last year we gave up and said 'CUSTOM SIZING IS FREE ON RODRIGUEZ TANDEM'S'.

The 2013 Toucans come in our new economical step-through design. This makes it easy to ride with adults or children. It comes equipped with tandem quality components all around and of course our 'comfortable fit' guarantee.

FUN



Toucan ST
\$3,699

| | |
|------------------|------------------------------|
| Frame/fork | Custom Rodriguez Cro-moly |
| Head set | FSA Cartridge Sealed |
| Brake Levers | Tektro Ergo |
| Shift levers | Shimano Ultegra Bar-end |
| Cranks | Alloy tandem |
| Brakes | Tektro Cantilever |
| 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 |
| Wheels | Handbuilt w/3- year warranty |
| Rims | Weinmann ZAC19 26" |
| Rear Hub | White Industries 36° |
| Front hub | White Industries 36° |
| Handle bars | Alloy Drop |
| Seat Posts | Alloy 27.2 |
| Spokes | DT stainless steel |
| Cogs | Hyperglide cassette 8x 11-32 |
| Seats | WTB Speed V |

Parts specifications subject to change depending on availability

FULL BIKE FROM
\$3,699

Toucan ST Frame Upgrade Options:

- Custom Sizing- FREE
- Custom Paint + \$100 ~ \$600
- Travel Version + \$1,699 (includes extras)
- Telescoping Seat Posts + \$175 per rider (Super Adjustment Range for variety of riders)
- Stoker controlled drag brake braze-ons + \$100

Toucan Performance Upgrade Options:

- Big-Squeeze™ Brakes + \$150
- Tiagra STI Shift/Brake levers + \$250
- Ultegra STI Shifter/Drivetrain + \$1,200
- Phil Wood Bottom Brackets - \$300
- Phil Wood Hubs - \$450
- Alex SUB Rims - \$100
- Rear Disc Drag Brake - \$225
- Carbon Handle bars - \$250 per rider
- Tandem Dual Kickstand - \$60
- Independent pedalling - \$250 per rider
- Lighter wheels \$85
- Disc brakes front/rear (as primary) - \$400
- Full Fenders installed + \$65

FRAME ONLY FROM
\$1,799



Super adjustable telescoping seat tube option.

For more information and color photos visit us on the web

www.rodcycle.com

GETTING STARTED ON A TANDEM



The hardest part for most people on their first tandem ride is figuring out 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 using 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 and stabilizes the bike by standing over the top tube.

Now the stoker gets on the bike. It's important that the captain keeps holding the brakes so the bike remains as stable as possible. Keep a wide stance at this point too, as the stoker may need to rotate the pedals while getting on the bike (you don't want to get hit in the shins).



The bike might feel a bit wobbly as the stoker gets on, but as long as you're holding the brakes and keeping the bars stable it shouldn't fall over. Now the stoker is completely on the bike and both feet are clipped into the toe clips or other pedals. At this point I usually ask the stoker to rotate the pedals until the cranks are positioned with the captain's dominant side pedal all the way at the bottom.

With the dominant pedal down, the captain can now clip into the pedal. With my right foot clipped in, I can easily balance the bike with just one foot on the ground, even with no hands on the bars or brakes. While still stabilizing the bike with my hip and my leg, I can now grab the brakes again while we rotate the pedals up until the "stroke foot" (or dominant foot) is at our starting point (in my case about 2 o'clock). This starting position should be used after each stop that you make on your ride.



STOPPING

When you stop a tandem you need to keep in mind that you have twice the weight of a single bike and the momentum is usually greater. The stoker will stay in the pedals at all stop signs and stop lights along the ride. The captain will balance the bike when it's stopped. There is no need for the stoker to put a foot down at a stop. If they do, it often causes confusion when you're trying to start again.

The captain should wait until the bike is almost completely stopped 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 you've come to a stop, the captain will put one foot on the ground and stabilize the bike using his/her hip, leg and brakes while the stoker stays in his/her pedals. Remember, it is best to rotate your "stroke foot" to your starting point before the light turns green. The captain gives a verbal clue ("ready, set, go" or whatever you choose) and both people power the "stroke foot". At this point the captain basically stands up on the power foot and hoists him/herself onto the saddle, not worrying about the second stroke. The stoker has lots of power.

WARNING: The captain should 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 toe clips or clipless pedals if it takes some concentration or coasting. It is best to get through an intersection or get up some speed and then coast for a second while you adjust anything you need to.

