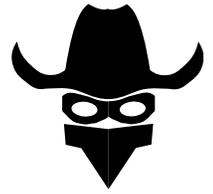


# OUTLAW



## The Trillium Outlaw from Rodriguez Bicycles -

Sorry professional racers, this bicycle has been banned by the UCI. It's considered an unfair advantage to race a bicycle this light!

Do you need a carbon fiber frame to get your bike weight down to 14 pounds? Most people think so. How about tubular tires (the kind that are glued onto the rim)? Sure they're really light, but they're really not practical for everyday riding. What about tearing the leather off of your seat, or riding with no water bottle cages? That would lighten up the bike, right? How about drilling extra holes in the components, or riding with down tube shifters instead of new integrated shifting? Maybe weighing the bicycle without pedals, but that makes it hard to ride. Believe it or not, these are just some of the things that people will do to make their bike light....really light....like too light to race professionally.

**14.07 LBS**

Scott started talking with me about making a really light Rodriguez Trillium bike to have on the shop floor for the 2008 season. A bike with all stock parts, and no crazy modifications (no extra holes drilled in the components, and the leather still on the seat). We've built several of these for customers now, and they are a truly amazing ride. When I overheard some guys in a coffee shop talking about their 17 and 16 pound carbon fiber bikes as if they were the lightest bikes ever built, I realized that we should have one of these on the shop floor for people to see. It's one thing for us to tell you that we can build a sub 15 pound bike (including pedals and bottle cages), and it's another thing to lift it for yourself, and see it weighed on a digital scale right before your eyes.

## Things to look out for while shopping for light-weight bicycles

### Paper Doesn't Refuse Ink

My father-in-law always says "Paper doesn't refuse ink". I've learned that he's right. Just because it's printed in a catalog doesn't mean that a bike is as light as the printing says. I've seen bikes that weigh over 3 pounds more than their stated catalog weight. On occasion, I've pressed the issue with the sales rep. They usually said something like "I'm sure that was the weight before pedals" or "That was probably the weight for a smaller sized frame" or "You can't trust that scale". (I know my scale was right)

# RODRIGUEZ

### Nothin' Up Our Sleeve

This 14.07lbs bike pictured is one of our medium sizes (roughly equivalent to a 54cm frame). It has 700c clincher wheels, Speedplay pedals just like the ones that many of us ride everyday, and a water bottle cage on it before weigh in. The shifters are modern integrated design, and all the components are stock with no modifications.

### Trust but Verify

If you've got friends that are constantly telling you about their super light weight carbon fiber or titanium bike, come by the shop with them sometime, and we'll weigh it for them on our digital scale. That way, they can be sure that it's lighter than a steel bike (wink wink), and that their sacrifice of ride quality was worth it.



### No Sacrifice!

The Trillium Outlaw gives you all the bragging rights of having the lightest bike, as well as the most comfortable and best fitting bike in the pack. The Outlaw rides comfortably like a steel bike because it is a steel bike.

If you want to see the specifications for the Outlaw, visit the web site at [www.rodcycle.com](http://www.rodcycle.com). Or, if you can get here, come by and lift this truly remarkable creation for yourself.

# RODRIGUEZ

# OUTLAW



## Frame Only

### \$2,699

### Guaranteed Light!

#### Outlaw SRAM

14.53lbs (Size 5L)

\$8,999

|                  |                              |
|------------------|------------------------------|
| Frame            | Rodriguez Outlaw Steel       |
| Fork             | Enve 2.0 Carbon              |
| Shift Levers     | SRAM Red 10x                 |
| Shift Housing    | SRAM                         |
| Brakes           | Zero Gravity                 |
| Brake Housing    | Teflon Lined                 |
| Bottom Bracket   | SRAM Red                     |
| Cranks           | SRAM Red                     |
| Front Derailleur | SRAM Red                     |
| Rear Derailleur  | SRAM Red                     |
| Cassette         | SRAM Red 10x                 |
| Chain            | SRAM Red 10x                 |
| Hubs             | DT 180                       |
| Rims             | Stan's Alpha 340             |
| Spokes           | DT Revolution                |
| Tires            | Vredestein Fortezza Tri-Comp |
| Handle Bars      | FSA K-Force Carbon           |
| Head Set         | Chris King                   |
| Tape             | Cinelli Cork                 |
| Seat Post        | Thomson Masterpiece          |
| Saddle           | Selle Italia                 |
| Pedals           | Speedplay X-1                |
| Bottle Cage      | Serfas Cirque SL             |

When someone spends a lot of money on a light weight bicycle, it's only fitting that the bicycle should actually be light weight, right? It should also be weighed with all the parts on the bike including pedals and a bottle cage, right? I can tell you that most of the other manufacturer's bikes really weigh significantly more than claimed by the manufacturer in their catalogs and websites....especially the titanium and carbon fiber bikes. These inaccurate weights are usually repeated verbally without question by the dealers and by the customers who own the bikes. If you want to have some fun, carry a small scale in your pocket when shopping for a bike and test their weight claims.

If weight is important to you, don't trust anyone (including me) about how much your bike weighs until you've weighed it yourself on a digital scale. If weight is important, get a written guarantee about how much your bike will weigh, and let the manufacturer know that you expect to return the bike if the weight is heavier than that. Our weight conscious customers get such a guarantee on our ultra-light bikes as well as a guarantee that the components that we select will be appropriate for their size, riding style, and intended use.

#### Outlaw Super Record

14.07lbs (Size 5L pictured)

\$10,999

|                  |                               |
|------------------|-------------------------------|
| Frame            | Rodriguez Outlaw Steel        |
| Fork             | Enve 2.0 Carbon               |
| Shift Levers     | Campagnolo Super Record 11    |
| Shift Housing    | Nokon Aluminum                |
| Brakes           | Zero Gravity                  |
| Brake Housing    | Nokon Aluminum                |
| Bottom Bracket   | Campagnolo Super Record 11    |
| Cranks           | Campagnolo Super Record 11    |
| Front Derailleur | Campagnolo Super Record 11    |
| Rear Derailleur  | Campagnolo Super Record 11    |
| Cassette         | Super Record 11x              |
| Chain            | Super Record 11x              |
| Hubs             | American Classic Mag Clincher |
| Rims             | American Classic Mag Clincher |
| Spokes           | American Classic Mag Clincher |
| Tires            | Vredestein Fortezza Tri-Comp  |
| Handle Bars      | FSA K-Force Carbon            |
| Head Set         | Chris King                    |
| Tape             | Cinelli Cork                  |
| Seat Post        | Thomson Masterpiece           |
| Saddle           | Selle Italia                  |
| Pedals           | Speedplay X-1                 |
| Bottle Cage      | Serfas Cirque SL              |