

130594



TANDEM

OWNER'S MANUAL SUPPLEMENT

cannondale

About This Supplement

Cannondale Owner's Manual Supplements provide important model specific safety, maintenance, and technical information. They are not replacements for your Cannondale Bicycle Owner's Manual.

This supplement may be one of several for your bike. Be sure to obtain and read all of them.

If you need a manual or supplement, or have a question about your bike, please contact your Cannondale Dealer immediately, or call us at one of the telephone numbers listed on the inside cover of this supplement.

You can download Adobe Acrobat PDF versions of any Cannondale Owner's Manuals or Supplements from our website: <http://www.cannondale.com/>.

Please note that the specifications and information in this manual are subject to change for product improvement. For the latest product information, go to <http://www.cannondale.com>.

Explicit Definitions

In this supplement, particularly important information is presented in the following ways:

WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

NOTICE

Indicates special precautions that must be taken to avoid damage.

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Your Cannondale Dealer

To make sure your bike is serviced and maintained correctly, and that you protect applicable warranties, please coordinate all service and maintenance through your authorized Cannondale Dealer.

NOTICE

Unauthorized service, maintenance, or repair parts can result in serious damage and void your warranty.

Building Up A Frameset

Before building up a frameset, consult with your Cannondale Dealer and the component manufacturers, and discuss your riding style, ability, weight, and interest in and patience for maintenance. Read and follow the component manufacturer's warnings and instructions.

SAFETY INFORMATION

Tandems are Different from Single Rider Bikes

WARNING

TANDEMS ARE BIGGER, HEAVIER, AND LESS MANEUVERABLE THAN SINGLE RIDER BIKES.

- Ride very cautiously as your team climbs the tandem learning curve.
- More time is needed to react and avoid ride hazards.
- Always think further ahead. Allow more time. Learn to anticipate hazards.

Tandem riding, like any bicycle riding carries a risk of serious injury, paralysis or death.

Tandem Specific Forks Only

The front fork of your Cannondale Tandem is specially designed to be much much stronger than a regular bike fork. One of the reasons it is much stronger is that braking a tandem subjects the frame and fork to tremendous stresses. Ordinary forks can buckle or fold under tandem braking conditions.

Any fork used on your tandem must be designed and intended specifically for tandem use!!

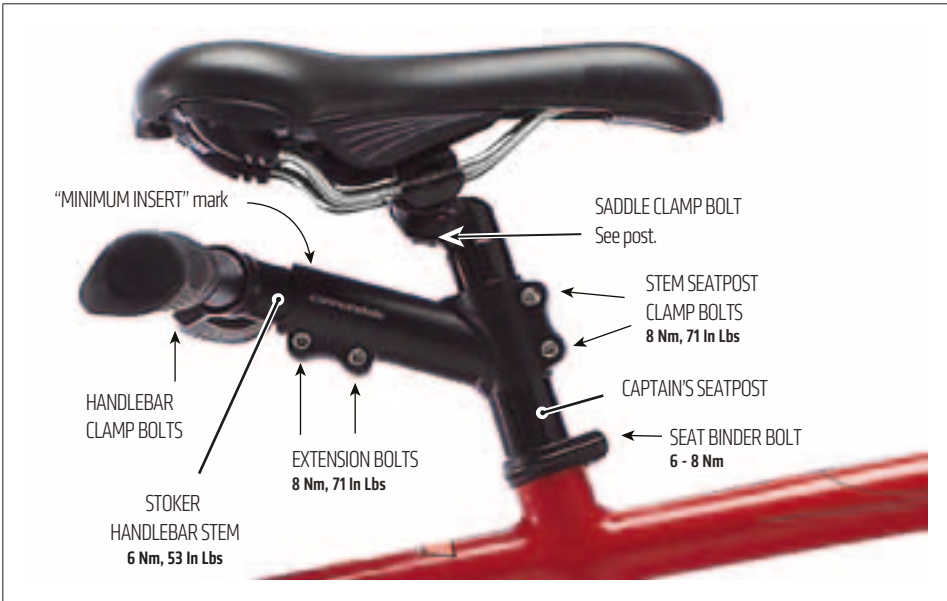
WARNING

Confirm with all component manufacturer's that the components chosen are designed and intended for use on a tandem bike and intended for your weight and riding style.

Tandems weight more and often are ridden faster than single bikes so many components must be designed for higher speeds and larger loads.

Both riders can be seriously injured, paralyzed, or killed In a resulting accident if you ignore this warning.

Checking the Stoker Handlebar System



WARNING

TO PREVENT THE STOKER HANDLEBAR SYSTEM DETACHING, MOVING, ROTATING, OR TWISTING UNEXPECTEDLY OR SUDDENLY WHILE RIDING :

Before Each Ride: Check all bolts. Use a torque wrench when tightening the bolts of the stoker/captain seat post and handlebar assemblies. Follow the manufacturer's torque instructions for your particular handlebar/stem/seat post components.

At Least Annually: Remove, clean and inspect the captains seat post. Replace it with a new one if it is damaged. Also, clean and inspect the Stoker's handlebar assembly. Make sure it is in good condition. Replace it with a new one if it is damaged.

EXTENSION: If the stoker handlebar assembly is the extension type, never extended it beyond the "MINIMUM INSERT" or MAXIMUM EXTENSION" line.

If you do not understand these instructions or are unable to complete them as described, please have the performed by a professional bike mechanic.

Both riders can be seriously injured, paralyzed, or killed in a resulting accident if you ignore this warning.

TANDEM RIDING



The Tandem Partnership

Tandems are fun, and with two engines for the same frontal area, they're considerably faster than single bikes. Tandem teams learn to ride together well, to communicate without words, and to anticipate each other's desires. Tandeming is a great way to enjoy cycling with another person.

Tandems are serious business too. One rider (CAPTAIN) is entirely responsible for the well-being of the other rider (STOKER). The bike is bigger, heavier, and less forgiving of sloppy riding habits. A tandem captain can't be as spontaneous as a rider on a single, nor can the captain make the same kinds of last-minute recoveries from errors in judgment. Look farther ahead, plan farther ahead.

Also, be aware that tandems attract attention. People will stare, wave, shout. Passing cars, temporarily distracted, will often swerve in or out. The presence of a tandem can make people act differently on the road. A bell or airhorn can be very handy in traffic.

The Captain's Responsibility

The captain's primary job is to make the stoker happy. With an unhappy stoker, the captain won't have a riding partner! So you must reassure your partner with careful, methodical riding habits. Anticipate maneuvers, beginning them far in advance. Be alert to shifting needs. A too-fast or too-slow cadence is doubly annoying to the stoker because she/he can't fix it. Watch the road or trail ahead, and make your steering and braking corrections smoothly.

Ride slightly farther from the curb, or from parked cars, than you would on a single bike. Your stoker doesn't want to feel hemmed in. If you ride too far to the right, you may find your stoker leaning to the left, trying to veer away from the curb.

When you conduct a maneuver, such as merging across traffic to make a left turn or steering around a pothole, make your decision early. Signal your intentions clearly, proceed on a straight path, and complete the maneuver. A decisive captain will ride smoother, and that will make the stoker happier.

Most new tandemists find captaining exhausting, and they get sore shoulder muscles from being tense. This too will pass. As you become accustomed to the requirements of captaining a tandem, you'll develop a light touch.

Don't hot dog. If your stoker is nervous, ride slowly. In time, the stoker may become more confident and ask for more speed. But if she/he wants to go slow, go slow! The more conservative voice must prevail. That's only fair. Remember, you're the chauffeur, not the stunt pilot.

The Stoker : The Best Seat in The House

The back seat on a tandem is the fun seat. You have this person in front of you who's giving all his/her attention to making you feel comfortable. The view is terrific out to the sides, just like on a train ride. The view to the front may be a bit bland, but the captain's jersey pockets are a great place to put your fruit bars, and other hedonistic goodies.

Your obligations are few: Pedal—at an agreed-upon effort level. Pedal smoothly, so your pedaling doesn't make your upper body move around. Don't shift your upper body weight abruptly. (Your weight shift can inadvertently steer the bike, and force the captain to fight you.) Hold your head high and enjoy the scenery. Tell your captain what she/he is missing while she/he keeps eyes glued to the road for potholes.

Many tandem teams delegate hand turning signals to the stoker. This not only encourages communication between the stoker and the captain, it also allows the captain to concentrate on the steering and braking involved in making the maneuver.

Every successful stoker learns to delegate authority. The captain steers. The captain decides when to pedal and when to coast. When coasting, the captain decides where to position the pedals. Never fight the captain on these matters. She/he is busy giving you a great ride so you can enjoy yourself.

Tandem Bike Fit

In addition to sizing and comfort issues for each individual, the bicycle must be made to accommodate the interaction between the two riders. This document is meant to offer hints and suggestions but only scratches the surface of tandem setup. The best configuration for any pair of cyclists on a tandem will be the result of experimentation. You should investigate the pros and cons of any setup decisions by first consulting with people or publications which are knowledgeable about tandem bicycles. See page 8.

The captain should fit the tandem as she/he would fit on a single bike. But on a tandem, it's doubly important to have 2-3 inches of crotch clearance for the starting and stopping maneuvers described below.

The stoker uses the same seat-to-pedals distance as on a single bike. But the handlebars will be closer (which is okay, since the stoker doesn't need to steer).

Getting Underway

Allow time for a complete Pre-Ride Inspection. See your Cannondale Bicycle Owner's Manual for overall bicycle pre-ride checks. See the Maintenance section of this supplement for Tandem checks.

Starting Off

Starting and stopping a tandem is smooth and easy, but only if you do everything in the exact prescribed order. Start by shifting the bike into a comfortably low gear.

The captain mounts first. Before, and only before anyone gets on the bike, it can be leaned over to lower the clearance to straddle the bike. Swing your leg forward over the handlebars, not back over the rear of the bike. There might be a person standing there! Straddle the top tube, plant your feet on the ground, and spread your legs to clear the pedals. Firmly hold the bike upright and squeeze both brakes.

Never let the bike lean to the side, particularly after the stoker gets on. This is the biggest difference between your tandem and your single. (Your single is so light that you don't think twice about leaning it. The tandem is not only heavy, it's top heavy. Once you let it lean a little, the stoker's weight makes it want to lean more. And the stoker just hates the way that feels.)

The stoker gets on now. Because the captain is holding the bike rock solid, the stoker can mount it like a horse. Put one foot on a pedal and swing your other leg rearward over the saddle. Now the stoker puts both feet in the toe clips or clipless pedals. When you're ready, the stoker backpedals so the captain's preferred starting pedal is in the up position. The stoker says, "ready."

Now the captain can start. Pick up one foot, put it on a pedal, and stand on it while steering straight ahead. (Don't put your rear end on the seat before starting to pedal, because that could make the bike lean over and wobble, and possibly fall.) After you've started the first pedal stroke, get in the saddle, put your other foot on the backside of the pedal, and continue pedaling and steering. Don't worry about the toe clip or clipless pedals. Let the toe clip scrape the ground. Pedal until you are going comfortably fast (10 mph or so), and then put your other foot in the toe clip or clipless pedals.

Stopping

If you stop briefly, say, for a traffic light, the captain stops the bike while the stoker stays strapped in. The captain takes one foot off the pedal, dismounts from the seat, and puts the foot on the ground while holding the bike absolutely upright. Starting up again is just like your initial start-up. The captain should let the stoker know what's happening –talk to one another –no surprises.

To stop and dismount, reverse the mounting procedure. The captain gets off the seat, spreads legs to clear the pedals and brace the bike upright while the stoker climbs off. Then the captain can dismount.

Slow Speed Riding

Tandems are stable and easy to maneuver at slow speeds. But they need a confident captain who doesn't overcorrect or induce wobbling. A smooth style is the key to good slow-speed riding. After you've gotten to know your tandem well, you'll find you can make a U-turn on a narrow two-lane road.

Communication

Some tandem teams talk a lot about riding. They inform each other of every bump, every shift, every time they slow down, every drink from a water bottle. Others almost never talk. They prefer to communicate silently. Whichever style you pick is up to you. Just pick the one that works for you.

One important coordination activity may require talking, at least at first: shifting. The reason: on a single bike, riders intuitively let up on the pedals when they're shifting. On a tandem, the stoker doesn't necessarily do that. This is hard on derailleurs (especially front derailleurs) and may make shifts more difficult. Make sure you both let up on the pedals during critical shifts. Whether you do that by talking or by the stoker feeling when captain is about to shift is up to you.



WARNING

GOOD COMMUNICATION BETWEEN THE CAPTAIN AND STOKER INCREASES THE SAFETY AND ENJOYMENT OF THE RIDE. MIS-COMMUNICATION OR POOR COORDINATION INCREASES THE CHANCE OF BEING INVOLVED IN AN ACCIDENT.

NEW TANDEM RIDERS:

Before riding on a more challenging course, choose an open area free of hazards to practice and develop good Tandem communication skills.

Riding at Night

Most of tandem safety comes from good technique, which we've described above. A few specific warnings merit mention, though.

Riding a tandem at night is legal if you have a headlight and taillight—but we don't recommend it. Nighttime riding is more mentally demanding than day time riding. Tandem riding is more mentally demanding than single riding. A tandem at night adds up to too much demand, and too small a margin for error. A tandem is a pleasure vehicle, so use it during day—the most pleasant time to ride.

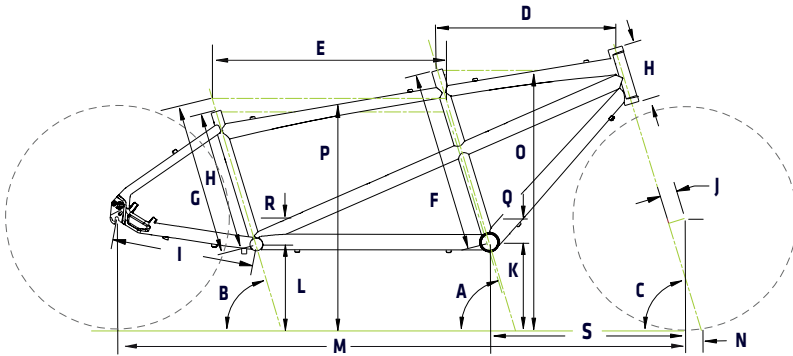
See your Cannondale Bicycle Owner's Manual for more important safety information on riding at night.

Further Reading & Information:

This supplement can't cover everything you might want to know about tandeming. For additional information on riding technique, we suggest you contact:

- Talk to an Authorized Cannondale Dealer with Tandem expertise.
- Tandem Club of America, c/o Jack & Susan Goertz, 2220 Vanessa Dr., Birmingham, AL 35242, 205-991-7766, e-mail: tca_of_a@mindspring.com. Their magazine, *Doubletalk*, and attendance at TCA events will make you an expert. Besides, TCA events, such as the various regional tandem rallies, are lots of fun.
- Local tandeming/bicycling clubs in your area have many helpful people. Ask your Authorized Cannondale retailer to put you in touch with them.
- [The Tandem Scoop](#), the only book about tandeming we know of, contains extensive instructions on smooth technique, racing, touring, and dirt riding, riding with children, blind and disabled stokers, and other subjects. (By John Schubert, published by Burley Designs, Eugene, Oregon, 1996. Paperback, \$9. ISBN 0-9637190-0-9)
- [The Tandem Book, The Complete Guide to Buying, Riding and Enjoying Tandem Bicycles](#). (By Angel Rodriguez and Carla Black, \$14.95, available from Adventure Cycling, 800-721-8719 8am.-5pm. M-F Mtn. Time, or www.adv-cycling.org)

TECHNICAL INFORMATION



Geometry

SIZES (IN/CM)	ROAD 700C				MOUNTAIN 29R	
	M/S	L/S	X/S	J/M	MD	LG
A — Seat Tube Angle	73.0°	*	*	*	73.0	*
B	73.0°	*	*	*	73.0	*
C — Head Tube Angle	71.0°	*	*	*	72.5	*
D — Horizontal Top Tube Length	22.5/57.1	23.0/58.5	23.6/60.0	24.6/62.5	23.2/59.0	24.4/62.0
E	28.5/72.5	H	H	29.1/73.8	28.5/72.5	29.1/73.8
F — Measured Size	18.0/45.7	19.0/48.3	21.0/53.3	22.0/55.9	18.5/47.0	20.0/50.8
G	15.6/39.7	H	17.0/43.2	19.0/48.3	15.6/39.7	18.0/45.7
H — Headtube Length	5.9/15.0	6.5/16.5	7.1/18.0	7.9/20.0	5.1/13.0	5.9/15.0
I — Chainstay Length	17.8/45.2	*	*	*	18.9/48.0	*
J — Fork Rake	1.8/4.5	*	*	*	1.8/4.5	*
K — Bottom Bracket Height	11.5/29.2	*	*	*	11.5/29.2	*
L	11.2/28.5	*	*	*	11.2/28.5	*
M — Wheelbase	70.7/179.5	71.3/181.0	71.9/182.7	73.4/186.5	71.3/181.2	73.0/185.5
N — Trail	2.6/6.6	*	*	*	2.7/6.9	H
O — Standover at Top Tube Midpoint	27.7/70.3	29.9/75.9	31.0/78.7	31.9/80.9	29.1/74.0	30.2/76.7
P	25.7/65.2	26.5/67.3	27.8/70.6	29.3/74.4	25.5/64.7	27.3/69.3
Q — Bottom Bracket Drop	1.5/3.8	*	*	*	3.1/7.8	*
R	1.8/4.6	*	*	*	3.3/8.5	*
S — Front Center Distance	24.6/62.4	25.1/63.9	25.8/65.5	26.8/68.1	24.5/62.2	25.7/65.2

Specifications

MODEL	ROAD 700C	MOUNTAIN 29R
Headset	Campy style bearings: 41.8mm OD w/ 45° chamfers	1.5in or Headshok w/ KP119/
Timing Chain Length	Size	Links
	M/S	78
	L/S	78
	X/S	78
	J/M	79
	Size	Links
	MD	78
	LG	79
BB Shell	Front BB30 Eccentric, Rear BB30	Front BSA Eccentric, Rear BSA
Seat Post Diameter	Front 31.6 mm, Rear 27.2 mm	
Front Derailleur	34.9mm	
Dropout Spacing	Front 100 mm, Rear 145 mm	
Rear Brake	74mm POST MOUNT	



WARNING

Please read your **Cannondale Bicycle Owner's Manual** for more information on the following specifications:

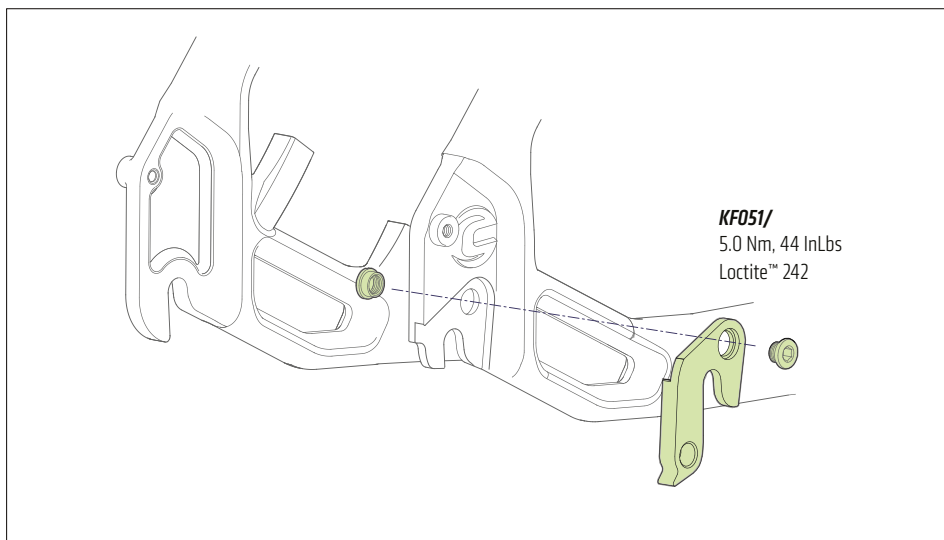
Intended Use	ASTM CONDN 1, High-Performance Road	ASTM CONDN 2, General Purpose Riding	
Maximum Weight Limit (Lbs/Kg)	RIDER (lbs/kg)	LUGGAGE (lbs/kg)	TOTAL (lbs/kg)
	500 / 227	75 / 34	575 / 261

Replacement Parts

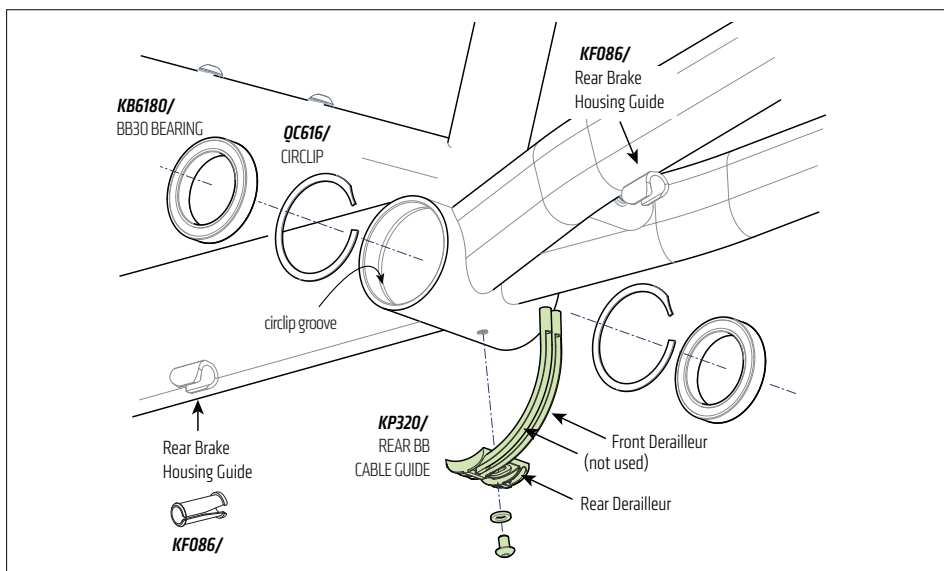
CODE	DESCRIPTION
A457/	KIT,BB CABLEGUIDE,TANDEM; 3 channel BB cable guide
KP230/	BB GUIDE FOR REAR BB
A181/	KIT,BB ECCENTRIC,TANDEM /1FG; COMPLETE
KP317/	BB30 ECCENTRIC ASSY (QC616, KB6180 not included)
KP103/	KIT,BB ECCENTRIC,HWARE -**A181/**
KA027/	KIT,STEM,STOKER,ADJUSTABLE; FOR USE WITH 31.6 SEATPOST AND 31.8 H'BAR DIAMETER
KB002/	KIT,HEADSET, SI FSA CARBON W/ 15MM TOPCAP
KF051/	KIT,DER.HANGER;SINGLE SIDED 2
KF014/	KIT,CABLESTOP, INSERTS - 2

CODE	DESCRIPTION
KF086/	KIT,HYDRAUL. BRK GUIDES,10 PCS
QC840/BBQ	KIT,SEATBINDER,MTN QR,31.8,BLK-STOKER
QC843/BBQ	KIT,SEATBINDER,MTN QR,34.9,BLK-CAPTAIN
QC841/BBQ	KIT,SEATBINDER,MTN,31.8,BLK -STOKER
QC842/BBQ	KIT,SEATBINDER,MTN,34.9,BLK -CAPTAIN
KF115/	KIT,GEL,DYNAMIC,CARBN SEATPOST
KB6180/	KIT BEARING BB SI 2PCS
KP018/	KIT BEARING BB SI CERAMIC 2PCS
QC616/	KIT CIRCLIPS (2) BB SI
KP009/	KIT, ADAPTER, SIBB TO 68MM TAP

Rear Derailleur Hanger



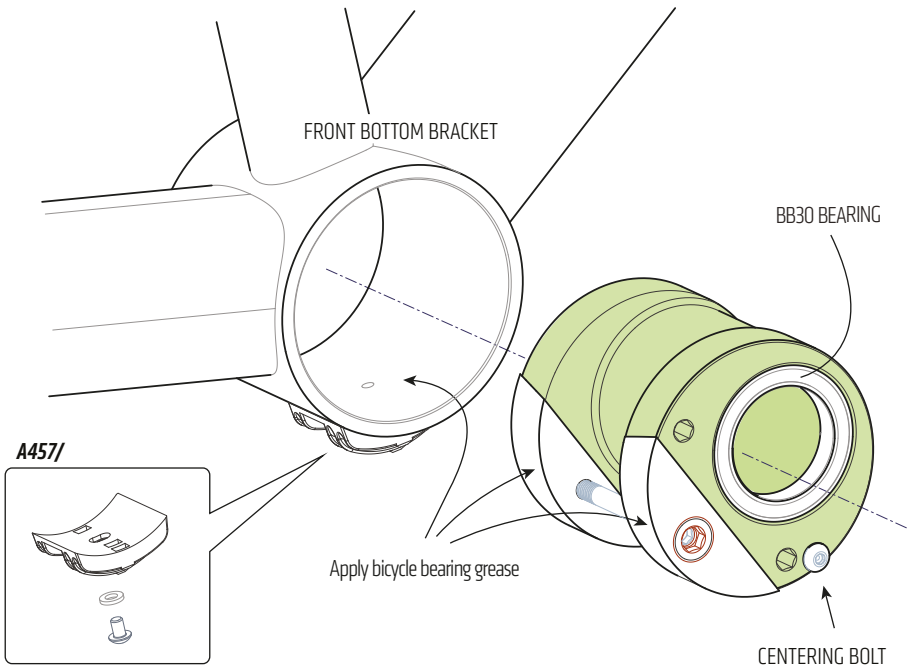
Rear BB Parts



Bottom Bracket Eccentric

Your tandem's has either, a standard 68mm English threaded BB eccentric, or a BB30 Eccentric assembly (shown next page) depending on the model. Both eccentric types are available from Cannondale. See Replacement Parts.

The purpose of an eccentric is to enable rotation of the crankset within the shell for the adjustment of the timing chain, the chain that connect the front BB with the rear BB. The timing chain must be of the correct length in order to set the tension with the eccentric. See the Specifications section for timing chain length for your tandem. Timing chain tension adjustment is explained on the following pages.

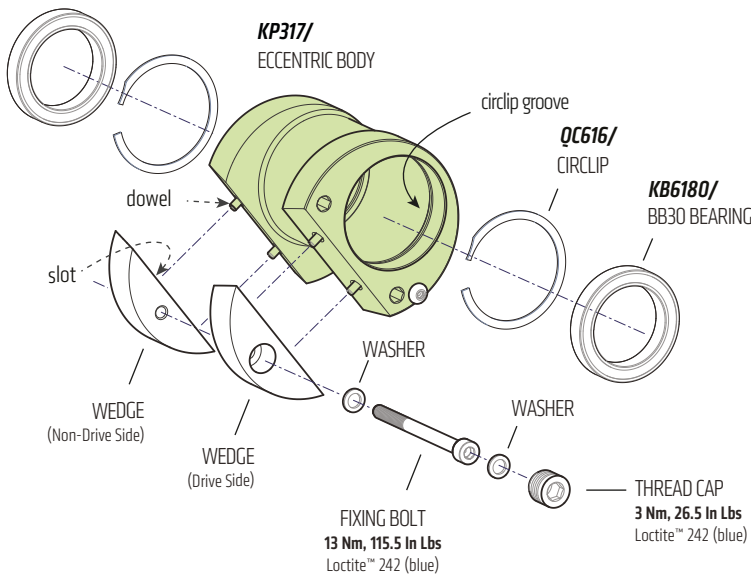


Eccentric Maintenance

Annually, as part of your regular maintenance schedule, the crankset should be removed from the eccentric and the eccentric assembly removed from the frame. At this time, the eccentric should be disassembled, cleaned and re-greased. The inside the frame BB shell should be cleaned and re-greased as well. The BB30 bearings should be inspected for proper function and replaced with new ones if damage is indicated.

Apply a high-quality bicycle bearing grease to the mating surfaces of the eccentric, the wedges and inside the frame shell. grease will help ensure that the eccentric can be rotated within the shell easily.

Eccentric maintenance should only be performed by a professional bike mechanic.

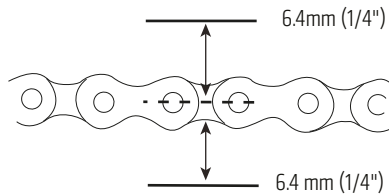


Adjusting The Timing Chain Tension

Periodically, the tension of the timing chain must be checked. The tension should be maintained at 1/2" of total vertical deflection. Normal chain wear and stretch will cause the tension to change over time.

How to adjust the timing chain tension:

- 1. CLEAN AND LUBRICATE THE TIMING CHAIN.** Cleaning and lubricating the chain will give result in the best measurement. Ask your Cannondale Dealer about chain care and available products (tools, cleaners, lubricants).
- 2. MEASURE THE TENSION** - On the upper length of the chain in the middle of the front and rear timing chainrings, move the chain up and down. You should be able to lift it up 1/4" and move it down 1/4". This is 1/2" vertical deflection.



Turn the crank to rotate the wheel so you can check the chain tension at different links of the chain at the same midpoint. If the chain seems tighter in some places, it may be an indication of chain damage or some other problem. Have the chain replaced or the damage repaired before attempting any adjustment. If the chain is in good condition continue to step 3.

- 3. ADJUST THE TENSION** - Insert a 4 mm Allen key through the thread cap into the eccentric fixing bolt and turn it counter-clockwise to loosen the eccentric. After the first turn or so, the wedge bolt will feel loose then it may seem to tighten as it pushes the wedge backward freeing up the eccentric to rotate in the BB shell. When the wedge is loose and the eccentric assembly is free to rotate within the bottom bracket shell, insert the end of an Allen key into one of the eccentric holes and rotate it until the correct vertical chain deflection is reached. See next figure. The centering bolt of the eccentric locates on the face of the bottom bracket shell on the drive side to center the assembly. The centering bolt is not an adjustment; do not remove it.
- 4. RETIGHTEN THE FIXING BOLT** - When the chain tension is set, tighten the wedge bolt to the specified torque.



WARNING

INCORRECT CHAIN TENSION ADJUSTMENT CAN CAUSE YOU TO HAVE AN ACCIDENT. A chain that is too loose can come off and a chain that is too tight can bind, break or accelerate wear on other parts. Both conditions can lead to an accident. **If you do not understand these instructions or are unable to complete them as described, please have them performed by a professional bike mechanic.**

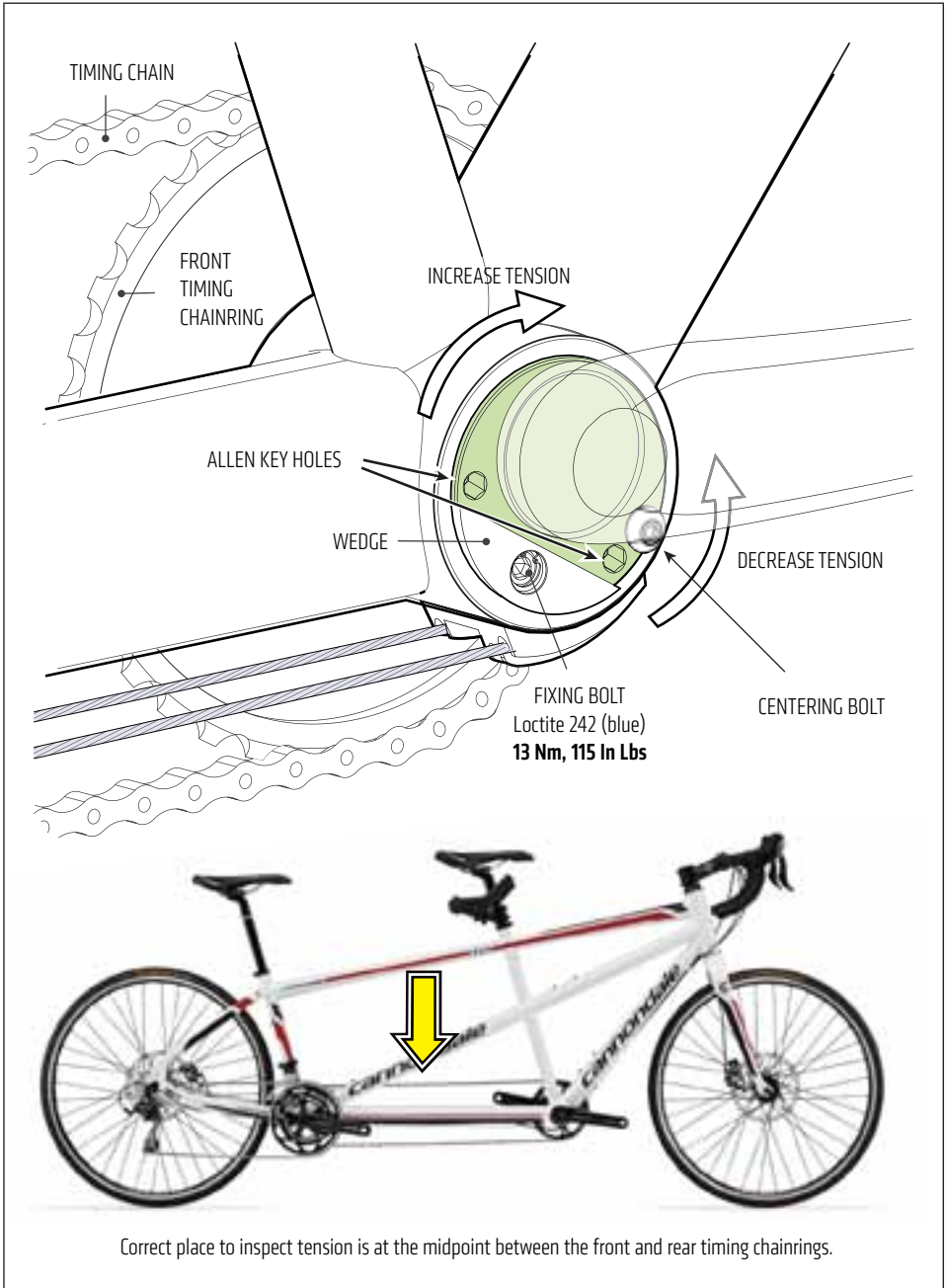


Figure 5.

MAINTENANCE

The following table lists only supplemental maintenance items. Please consult your Cannondale Bicycle Owner's Manual for more information on basic bike maintenance. Consult with your Cannondale Dealer to create a complete maintenance program for your riding style, components, and conditions of use. Follow the maintenance recommendations given by the component manufacturers for the various non-Cannondale parts of your bike.

ITEM	FREQUENCY
<p>CHECK CHAINS, DERAILLEURS, HEADSETS AND TIRES on Tandems experience greater wear and tear than on single bikes. These items should be maintained as on your single bike, but more frequently and more carefully.</p>	<p>BEFORE AND AFTER EACH RIDE</p>
<p>CHECK THE STOKER HANDLEBAR SYSTEM. See page 3.</p>	<p>BEFORE EVERY RIDE</p>
<p>TANDEM TIRE PRESSURE is critical. Low tire pressure invites pinch-cut flats, while high pressure improves your performance and makes the tires last longer. Use the maximum pressure named on the tire sidewall.</p>	
<p>CHECK CONTROL CABLES are critical. Because of their length on tandems, cables are vulnerable to poor performance friction or poor routing. Have damaged (worn, frayed, stretched, broken) cables replaced with new ones before riding.</p>	<p>EVERY FEW RIDES</p>
<p>CHECK THE TIMING CHAIN TENSION - The timing chain—between the two cranksets—is unique to tandems. It stretches in normal use, and must be kept tight. A loose timing chain can flop sideways and snag a crank arm, or it can come off entirely. See page 14.</p> <p>Buy a chain wear indicator to know when to replace both chains. A tandem has a lot of expensive chainwheels and cogs, so the chain wear indicator will quickly pay for itself.</p>	



WARNING

ANY PART OF A POORLY MAINTAINED BIKE CAN BREAK OR MALFUNCTION LEADING TO AN ACCIDENT WHERE YOU CAN BE KILLED, SEVERELY INJURED OR PARALYZED. Please ask your Cannondale Dealer to help you develop a complete maintenance program, a program which includes a list of the parts on your bike for YOU to check regularly. Frequent checks are necessary to identify the problems that can lead to an accident.



*Warning! Read this supplement and your Cannondale bicycle owner's manual.
Both contain important safety information. Keep both for future reference.*

CANNONDALE USA

Cycling Sports Group, Inc.
172 Friendship Road,
Bedford, Pennsylvania, 15522-6600, USA
(Voice): 1-800-BIKE-USA
(Fax): 814-623-6173
custserv@cyclingsportsgroup.com

CANNONDALE EUROPE

Cycling Sports Group Europe, B.V.
mail: Postbus 5100
visits: Hanzepoort 27
7570 GC, Oldenzaal, Netherlands
(Voice): +41 61.4879380
(Fax): 31-5415-14240
servicedeskeurope@cyclingsportsgroup.com

CANNONDALE UK

Cycling Sports Group
Vantage Way, The Fulcrum,
Poole, Dorset, BH12 4NU
(Voice): +44 (0)1202 732288
(Fax): +44 (0)1202 723366
sales@cyclingsportsgroup.co.uk

CANNONDALE AUSTRALIA

Cycling Sports Group
Unit 8, 31-41 Bridge Road
Stanmore NSW 2048
Phone: +61 (0)2 8595 4444
Fax: +61 (0) 8595 4499
askus@cyclingsportsgroup.com.au

CANNONDALE JAPAN

Namba Sumiso Building 9F,
4-19, Minami Horie 1-chome,
Nishi-ku, Osaka 550-0015, Japan
(Voice): 06-6110-9390
(Fax): 06-6110-9361
cjcustserv@cannondale.com

www.cannondale.com

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