The Ribble has thru-axles, which make sense given the disc brakes. There’s less flex at the axles, and I didn’t get any rotor rub. It’s good to see a creak-free threaded bottom bracket, too.

**Components**

Ribble’s website has an extensive à la carte menu for specifying your bike. I like this a lot. It’s how I fine-tuned the fit, by looking at the geometry tables and then choosing a Large frame, 38cm handlebar and 7cm stem. I also took the opportunity to add mudguards and faster-rolling tyres. I don’t want budget training tyres like Continental’s Ultrasport III on a £2,000 bike. There’s less scope to modify the Light Blue, although you can add mudguards (I did) and/or select different wheels.

Brakes are one of the biggest differences between the bikes. The sidepulls of the Light Blue are fine. I had no issues slowing or stopping, even in a downpour. Yet the 105 hydraulic discs of the Ribble are better, providing more powerful braking with less force required at the levers. Whether that’s something that’s nice to have or essential depends on your grip strength and the sort of hills you descend.

Both bikes have decent-rolling 25mm tubed tyres – Schwalbe Pro One for the Light Blue, Continental Grand Prix for tubed tyres – Schwalbe Pro One for the other non-drive spokes wasn’t excessive. Four more spokes per wheel would make me happier.

Both bikes have Shimano 105 drivetrains with a 50-34 double and an 11-speed cassette. The gear range of the Ribble is better, with discs and sporty aspirations that’s actually heavier than the steel Wolfson.