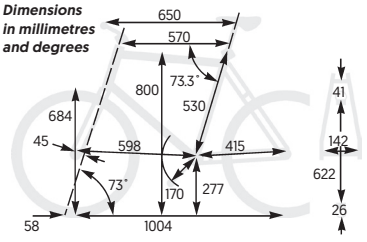
**First look**
Carbon road bike with discs and sporty aspirations that's actually heavier than the steel Wolfson

> *Its standout features are the groupset and the customisation options*

## Tech Spec
## RIBBLE ENDURANCE SL DISC SPORT

**Price:** £2,124 as tested, plus £40 delivery (frameset £1,399.99+).
**Sizes:** XXS, XS, S, M, L (tested), XL.
**Weight:** 9.45kg/20.79lb (inc guards, no pedals).
**Frame & fork:** Toray T1000/T800 carbon fibre frame with 12×142mm thru-axle and fittings for mudguard and two bottles. Full carbon fibre fork with tapered steerer, 12×100mm thru-axle, mudguard fittings.
**Wheels:** 25-622 Continental Grand Prix tyres (+£50 upgrade), Mavic Aksium CenterLock Disc wheels (17mm Aksium rims, Mavic hubs, 24×2 straight-pull spokes).
**Transmission:** no pedals, 172.5mm Shimano 105 R7000 crankset with 50-34 chainrings, Shimano SM-BBR60 Hollowtech II bottom bracket, Shimano HG601 11-speed chain, Shimano CS-HG700 11-speed 11-34 cassette. Shimano 105 R7020 11-speed hydraulic STI levers, Shimano 105 R7000 derailleurs (bolt-on front). 22 ratios, 27-122in.
**Brakes:** Shimano 105 R7020 hydraulic levers, R7070 flat-mount callipers with 160mm Tektro CenterLock rotors.
**Steering & seating:** Level cork bar tape, 380×31.8mm Level 6061 alloy handlebar, 70m×9° Level 6061 alloy stem, Ribble SL headset. Prologo Kappa RS saddle, 390×27/30mm Ribble SL carbon D-shaped seatpost, internal wedge seatpost clamp.
**Equipment:** SKS P35 Mudguards (+£65), two nylon bottle cages (@ +£5)
ribblecycles.co.uk




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.

**Top:** Lots of well-modulated stopping power and no rotor rub during the test
**Bottom:** A little bit of overlap – size Large frame, size 8 shoe

### Components

Ribble's website has an extensive à la carte menu for speccing 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 the Ribble – which are plumped up slightly by the bikes' wide rims. The Halo rims of the Light Blue are tubeless compatible, the Mavic Aksium's of the Ribble are not. If you want to go tubeless on the Ribble you'll need to specify Mavic Ksyrium 30 Disc wheels when buying (+£250).

Like many road bike wheels, these ones don't have many spokes. The Aksiums have 24 front and rear, both tangentially spoked because of the braking torque. The Halo's front wheel has 20 radial spokes, the rear 24 tangential, with 16 on the drive side and eight on the non-drive side. That balances the spoke tension without requiring super-tight drive-side spokes.

Sadly, one of the Light Blue's non-drive spokes snapped during the end-of-test photoshoot. The base of the aluminium nipple sheared and it pulled through the rim, still attached to the spoke. With only seven others on the same side, it buckled badly. Any component can fail, of course, but this one surprised me. At 10 stone I almost never break spokes, and the tension on 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