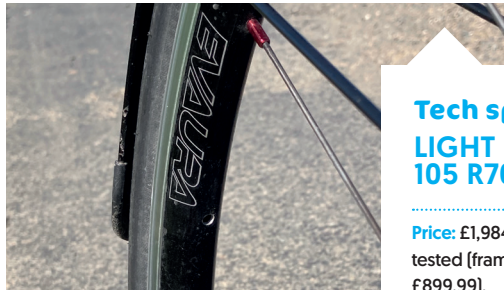




“
I like how it looks and how it rides. I'd consider buying it as a frameset
”



Tech spec
LIGHT BLUE WOLFSON
105 R7000

Price: £1,984.99 as tested (frameset £899.99).

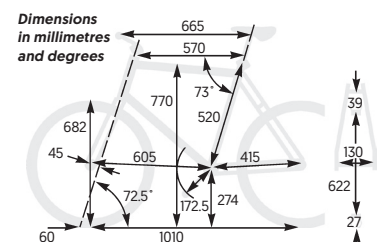
Sizes: S, S/M, M (tested), M/L, L.

Weight: 9.05kg/19.91lb (inc guards, no pedals).

Frame & fork: Ribble's Endurance range includes steel, aluminium and titanium frames as well as carbon fibre, with a variety of specifications and brake types. The SL Disc Sport is the entry-level carbon model with discs. It feels a bit racier than the Light Blue. The frameset has prominent aero features: the down tube and seat tube are truncated aerofoils; the fork blades are aero; the seatstays have been dropped lower; cables are routed internally.

Wheels: 25-622 Schwalbe One tyres, Halo Evaura wheels (tubeless-ready 19mm rims with 20 radial spokes on Halo RS front hub and 24 1x/2x spokes on Halo RS 6Drive rear hub).

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, 11-28t Shimano R7000 cassette. Shimano 105 R7000 STI shifters, Shimano 105 R7000 derailleurs. 22 ratios, 33-122in. **Brakes:** Shimano 105 R7000 levers, Tektro Quartz callipers. **Steering & seating:** Genetic padded cork tape, 420x31.8mm Genetic Driser 4-10 handlebar, 100mmx6° Genetic stem, 1 1/8in Gusset threadless headset. Genetic STV saddle, 340x27.2mm Genetic STV seatpost, Allen bolt seatpost clamp. **Equipment:** unbranded chrome-plastic mudguards (+£35). ison-distribution.com



distance is also longer – no toe overlap for me, although I did have to swap the 100mm stem fitted for an 80mm one. The down tube is biaxially ovalised to increase lateral stiffness at the bottom bracket and to reinforce it at the head tube. Dropouts are quick release, which still works fine for road bikes, particularly for lighter riders who don't mash big gears.

I'm not keen on the Light Blue's MTB-style full cable housing under the top tube; cable stops and bare cable here would look better. I'd prefer a metal head badge, too. But the other details are spot on. The mudguard mounts are hidden on the inside of the stays – as they are on the fork blades – for a neater look if you go without. And the frame maximises the room available under 57mm-drop callipers, with the blocks sitting in the bottom of the slots.

Space is tighter under the crown of the carbon fork. A mudguard does fit over the 25mm tyre but only just, and it needed careful adjustment to avoid rubbing. While carbon forks are ubiquitous on road bikes, I'd prefer a lugged steel fork here, similar to the one on Light Blue's retro-style St John. It would be simpler to get the brake drop just right than with an off-the-peg carbon fork, and the ride could be more compliant;



Top: Both bikes have 11-speed Shimano 105, which I'd choose over the new 12-speed (see p4)
Bottom: Nice to have toe clearance on a medium-sized road bike

you can see a lightweight steel fork's tips moving over rough chipseal.

Ribble's Endurance range includes steel, aluminium and titanium frames as well as carbon fibre, with a variety of specifications and brake types. The SL Disc Sport is the entry-level carbon model with discs. It feels a bit racier than the Light Blue. The frameset has prominent aero features: the down tube and seat tube are truncated aerofoils; the fork blades are aero; the seatstays have been dropped lower; cables are routed internally.

Ribble's website makes much of these improved aerodynamics. For an endurance road bike, however, I'd call them marginal gains.

The frame angles are within half a degree of the Light Blue's, but size for size it has a shorter head tube and a shorter front-centres. Upsizing to the Large enabled me to get the handlebar high enough for long-distance comfort. It didn't quite eliminate toe overlap but would have done so without the front mudguard. Talking of which: clearance for them is no greater than that available with a 57mm sidepull. You're limited to 25mm tyres with guards or 32mm without. It's a strange constraint for a disc-brake bike.