



01 Shimano is still the benchmark for front shifting quality

02 The 1,150g claimed frame weight is competitive

03 Brake hoses pass through the upper headset bearing

04 A Shimano Ultegra Di2 build for a penny shy of £3,000 is not to be sniffed at







★★★★½

Cube Attain C:62 SLT

£2,999 The best-priced Ultegra Di2-equipped bike on sale today

Weight 8.29kg (58cm) **Frame** C:62 Twin Mold Technology carbon fibre **Fork** C:62 carbon fibre **Groupset** Shimano Ultegra Di2 R8100 **Wheels** Newmen Advanced A.38 carbon **Tyres** Continental Grand Prix, 700c x 30mm **Finishing kit** Newmen Advanced Wing carbon handlebar, Cube CIS stem, Acid Nuance Pro saddle, Newmen Advanced carbon seatpost

This is Cube's top-level Attain endurance bike. The brand say the C:62 carbon fibre used here blends stiff and light high-modulus fibres into the key areas requiring optimum rigidity, such as the head tube and bottom bracket. This helps to create a claimed 1,150g frame weight (including hardware).

In addition to the usual bottle cage bosses, there are mounts under the top tube, with Cube's in-house brand Acid making multiple frame bag options to fit. However, the Attain lacks mudguard mounts. The 34mm tyre clearance is ample if you're sticking to the road, but limiting if you want to head off the tarmac.

Cube deserve praise for offering the Attain in a wide range of sizes from 47cm to 62cm (good for riders around 6ft 5in), though all of their road bikes come with a maximum rider weight limit of 100kg, or a system weight limit of 115kg.

The Attain keeps closely to endurance bike norms, with a 72.5° head angle and 73° seat tube angle. My 58cm test bike has a 610mm stack and 388mm reach, which are pretty standard too. The 1,023mm wheelbase provides balanced and stable handling, combined with short-ish 420mm chainstays.

Unrivalled value

For the relatively modest price, the spec is hugely impressive, the star being the 12-speed Shimano Ultegra Di2 R8100 groupset. Cube spec 50/34t chainrings and an 11-34t cassette. Note that the chain and cassette are Shimano 105 downgrades.

Up front, Cube's CIS (Cockpit Integration Solution) stem routes the brake hoses neatly into the frame, with clever split spacers allowing easy height adjustment without the need to disconnect the brake hoses. Sister brand Newmen provide the 38mm-deep, tubeless-ready carbon wheelset. This weighs a claimed 1,366g, which is rather impressive. The hooked rims measure 19mm wide internally, and are shod with Continental Grand Prix clincher tyres in a 30mm width.

The Good
Amazing spec for the money; good on-road manners; comfort; great handling; wide range of sizes

The Bad
Limited tyre clearance compared to some of the competition

At 8.29kg, the Attain C:62 SLT is 140g lighter than the Ribble on test and just 10g heavier than the Cervélo – no mean feat, considering how much cheaper this bike is. On the subject of value, it's £4,400 cheaper than the similarly-specced Cervélo and also undercuts Giant's Defy Advanced Pro (£5,999) and Canyon's Endurace CF SLX 8 Di2 Aero (£4,849).

"There's a feeling of lightness, and the steering responses blend reactivity with balance and stability"

Great ride quality

The Attain C:62 is a modern road-going endurance bike with all the handling and comfort required to go further and faster. There's a feeling of lightness, and the steering responses blend reactivity with balance and stability. The front end feels stiff and direct, but the combination of 30mm tyres, a quality carbon handlebar and comfortable bar tape are effective at taking out road buzz. I particularly liked the sculpted shape of the Newmen bar, with its compact 125mm drop and mid-length 80mm reach.

This direct feel is replicated at the rear, with the stiffness through the bottom bracket translating to efficient acceleration. Meanwhile, the slender carbon seatpost and nicely shaped saddle with a pressure relief channel help to smooth out vibrations.

On climbs, the Attain is a willing partner. The classic endurance 50/34t, 11-34t gearing is the ideal all-rounder option, with a 1:1 bottom gear low enough to see you up the steepest ascents. Gear shifts are up to Shimano's usual high standards, and the braking is exemplary.

The wheels and tyres perform well too, with the 30mm rubber adding cushioning over rougher roads. However, the tyres lack the lightweight zip and cornering grip of Conti's pricier GP5000 S TRs.

Overall, this is one of the best pure endurance road bikes around, especially when you consider its remarkable value. It's just a shame there are no mudguard eyelets, and a pity about the conservative weight limit, which seems at odds with the larger-sized bikes. Some may also lament the limited 34mm tyre clearance, but if you're sticking to roads, it isn't necessarily a bad thing.

Verdict An accomplished endurance bike at a price that's unmatched in 2025

Also consider...



● *A little less...*
Cube Attain C:62 SLX
£2,499
The same great specification as the test bike, including the impressive Newmen carbon wheelset, but this model comes with a Shimano 105 Di2 groupset.



● *A lot less...*
Cube Attain C:62 Race
£1,699
Here you get Shimano's 12-speed 105 mechanical groupset and Cube's own alloy aero wheelset, attached to the same excellent C:62 frameset.



The winner is...

Cube Attain C:62 SLX

The German bike takes the win for its ride quality and headline-grabbing value for money

All three of the bikes here have a lot going for them. Ribble's remarkably different Allroad SL R Hero brings race-bike aerodynamic efficiency and speed that's wrapped up with a ride position most of us can live with . There are proper practical touches for UK riders too. In usual Ribble fashion, their Hero build is remarkable value for money when compared to similarly priced rivals. Every element is premium and there are no corners cut here. The downside of this bike is its 'Allroad' moniker, because it most certainly isn't one.

Cervélo's latest Caledonia-5 is sublime, its heady mix of race-capable speed and class-leading comfort wrapped up in a bike that's equal parts exciting and easy to live with. The frame and fork are the stars here, thanks to their smooth ride and well-thought-out features. This bike would, in any normal test, be the head-and-shoulders-above winner.

This, however, has proven no normal test, thanks to Cube's headline-grabbing value for money. In these price-conscious, cost-of-living-crisis times when bike prices are running way ahead of the average rider's budget, Cube have put together a package that combines a wonderful drivetrain, great wheels and top-notch finishing kit.

"The Cube combines a wonderful drivetrain, great wheels and top-notch finishing kit"

All of that would be moot if the Attain C:62 frame and fork weren't up to the job. Rest assured they are – the chassis is stiff where it needs to be and compliant where necessary. The ride is light and the handling nimble, with a stability on poorer roads that sets it apart from your average endurance bike.

And it all comes at a price that would've been considered good value a decade ago. I'm not sure just how Cube have managed to build a 2025 bike at 2015 prices, but I'm so glad that they have.

	 ★★★★½ **Cube Attain C:62 SLT** **£2,999**	 ★★★★ **Cervélo Caledonia-5 Ultegra Di2** **£7,400**	 ★★★½ **Ribble Allroad SL R Hero** **£8,799**
Size tested	58cm	58cm	XL
Sizes available	47cm, 50cm, 53cm, 56cm, 58cm, 60cm, 62cm	48cm, 51cm, 54cm, 56cm, 58cm, 61cm	XS, S, M, L, XL
Weight	8.29kg (58cm)	8.28kg (58cm)	8.43kg (XL)
Frame	Carbon fibre (C:62 Twin Mold Technology)	Carbon fibre	Carbon fibre
Fork	Carbon fibre	Carbon fibre	Carbon fibre
GROUPSET			
Shifters	Shimano Ultegra DI2 R8170	Shimano Ultegra DI2 R8170	Shimano Dura-Ace DI2 R9270
Crankset	Shimano Ultegra R8100, 50/34t	Shimano Ultegra R8100, 52/36t with 4iii Precision Pro, Gen3+ dual-sided power meter	Shimano Dura-Ace R9200, 50/34t
Bottom Bracket	Shimano BB86	FSA BBright thread-together	BSA 68mm threaded
Derailleurs	Shimano Ultegra DI2 R8150 (12-speed)	Shimano Ultegra DI2 R8150 (12-speed)	Shimano Dura-Ace DI2 R9250 (12-speed)
Cassette	Shimano 105, 11-34t	Shimano Ultegra, 11-34t	Shimano Dura-Ace, 11-30t
Brakes	Shimano Ultegra R8170	Shimano Ultegra R8170	Shimano Dura-Ace R9270
WHEELS			
Wheels	Newmen Advanced A.38 Carbon	Reserve 42 TA (f) and Reserve 49 TA (r) rims on Zipp 76/176 hubs	Zipp 353 NSW
Tyres	Continental Grand Prix, Kevlar, 700c x 30mm	Vittoria Corsa N.EXT TLR G2.0, 700c x 30mm	Pirelli P Zero Race TLR, 700c x 32mm
FINISHING KIT			
Seatpost	Newmen Advanced carbon	Cervélo SP24 carbon	AllRoad carbon
Saddle	Acid Nuance Pro	Selle Italia Novus Boost EVO Superflow Ti	Selle Italia SL R Boost 3D Kit Carbonio Superflow
Stem	Cube CIS, 100mm	Cervélo ST32, 110mm	Ribble RS-2, 120mm
Handlebar	Newmen Advanced Wing Bar, carbon, 44cm	Cervélo HB13, carbon, 44cm	Ribble UB-2, 40/44cm

Cube Attain C:62 SLT
Size **58**
Stack **610mm**
Reach **388mm**



Cervélo Caledonia-5 Ultegra Di2
Size **58cm**
Stack **605mm**
Reach **596mm**



Ribble Allroad SL R Hero
Size **XL**
Stack **606.7mm**
Reach **405.3mm**

