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The Cube offers a regal ride: upright, comfortable and with great visibility
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Tech spec CUBE TRAVEL

Price: £999.

Sizes: XS, S, M, L, XL.

Weight: 15.5kg [M].

Frame & fork:

Superlite aluminium frame with rack and mudguard mounts, post mount disc, kickstand mount, 135mm QR.

Aluminium rigid fork, internal brake routing, rack and mudguard mounts, 100mm QR.

Wheels: 55-622 Schwalbe Marathon Almotion tyres, Cube EX21 tubeless-ready rims, 32 14g spokes, Shimano DH-3D37 Centerlock front hub dynamo, Shimano FH-M3050 Centerlock rear hub.

Transmission:

platform pedals, 48-36-26 175mm Shimano FC-T4060 chainset, Shimano SM BB52 bottom bracket, KMC X9 chain, Shimano CS-HG200 11-34t cassette. Shimano

Alivio SL-M3100-R Rapidfire-Plus shifters, Shimano Altus FD-M370 Topswing front mech, Shimano Alivio RD-M3100-SGS rear mech. 27 ratios, 22-126in.

Brakes: Shimano BR-MT200 hydraulic discs, 160mm rotors.

Steering & seating: Acid Travel Comfort grips, Cube 660x31.8mm Comfort Trail Bar, Cube 31.8mm Performance Pro stem, Cube FPH868 semi-Integrated headset. Natural Fit Sequence saddle, 27.2x350mm Cube seatpost.

Equipment: Acid Semi-Integrated Carrier, Cubestand Cmpt kickstand, Acid 65 BB-Mount mudguards, Cube Shiny 50 front light, Acid Mudguard PRO-D rear light. cube.eu

stability. Tyre clearances are very generous on both bikes. Even with full-length mudguards and big tyres, there's no toe overlap.

The cabling is routed internally on both bikes, with the exception of the Cube's rear brake hose, which runs under the down tube. Trek's decision to route cables and hoses directly into a dedicated headset top cap isn't going to make the home mechanic's life any easier. I feel that routing like this is best left to road bikes. Do you need an aero advantage and trickier-to-tinker-with components on a tourer? Not really...

Components

Compared with drop-bar tourers at this sort of price, you get a lot of a bike for your money, with brand-name components throughout, hydraulic brakes, lights, racks and mudguards. The two companies have taken slightly different approaches but there are few kit compromises on either.

Crucially, both bikes have touring-friendly bottom gears. The Trek has an unbranded, super-compact 46-30 double chainset, while the Cube has a 48-36-26



Top: Dynamo lighting is ideal for everyday cycling and also useful on tour

Bottom: Hydraulic disc brakes provide fantastic, one-finger braking even when riding with a substantial load

trekking triple that you don't often see these days. Derailleurs and shifters are from quite well down the Shimano mountain bike groupset hierarchy. The Trek mixes Altus and Acera, while the Cube is all Alivio apart from an Altus front mech. But both bikes' shifting was spot on, albeit solid and accurate rather than smooth and light. The Cube's 3x system ensures there are much smaller gaps between gears, allowing you to ride more easily at a consistent cadence, which is what I want when touring. I'm not sure I ever used its 48/11 top gear, however.

Cube has specified Shimano disc brakes and Trek Tektro, but frankly given their looks and performance they could have come from the same factory. Braking from both setups is light, controlled and very powerful, requiring just a finger or two no matter how much weight you're carrying. The braking performance is fabulous and both systems use non-corrosive mineral oil. Fettleing a hydraulic system in the back of beyond might be more complicated than cables but there's no questioning the stopping power.

