

## CANNONDALE SIX-C

New in a deep line of road rigs, the Six Carbon enters into a pricepoint that is highly contested. In the Six line is a sure-footed lineup with prices ranging from \$1800-\$4000. The bike I rode is the \$2900 model and full carbon in a 3-piece construction with a monocoque front triangle bonded to the seatstay and chainstay. The headtube outer diameter tapers from 46mm to 52mm and fits seamlessly with the 1 1/8 inch full carbon fork. The top tube is tuned for lateral stiffness with a 44mm horizontal cross section. The downtube is oversized for torsional stiffness at 47mm wide by 55.5mm deep at the head tube, and 57mm wide by 60mm deep at the 3-piece BB30 bottom bracket. This junction where the downtube also meets the seat tube and chainstays makes my SystemSix bottom bracket area look tiny! The seat tube is standard and is the only "normal" looking tube on the bike. Its lugless 34.9mm diameter's main focus is for pedaling efficiency and reducing weight. The hourglass seatstays are carbon thin line profile in a 15mm diameter with left and right working independently. The chainstays are carbon fiber and asymmetric in design for pedaling efficiency and chain loads. The drive side is 42mm tall by 18 mm wide and is optimized for the axial loads from chain forces. The non-drive side is 36mm tall by 22mm wide for optimized resistance to the bending load caused by chain forces. One thing is for sure, they are tall and stout and make quite a statement!

### HOW DOES IT FEEL?

Cannondale always gets high ratings for aesthetic value and the Six-C is no exception. Color choice is on par with what's on the market and to think that they usually come up with these palettes a year or so prior to hitting the masses. The red on this bike is perfect as it has a nice dark, rich tone and placed in the perfect locations on the frame and fork.

The specification on \$2900 bikes can sometimes be where things go sideways. At this price you can expect this to happen, but with the Six-C the componentry is perfectly suited, if not above what this pricepoint warrants. Control Tech graces the seatpost, stem, and bar. Watch out for these guys as they seem to be consistently innovative with their design. Seatposts are always a sore spot for me, but the Ipost with its svelte design and single bolt clamp system is perfect. Same with the Estro stem that incorporates the unique diagonal clamping system eliminating pinching of the precious fork steerer. The f'zi:k Arione is always good, as are the FSA Gossamer cranks. The Mavic Aksium wheels, though bulletproof, contribute a fair amount of weight to the overall, but they will last forever. The Tektro brakes are decent and stopped well though they had a little bit of flex when leaning on them hard. The mix of Shimano Ultegra SL with Dura-Ace is a nice touch with the rear derailleur being Dura-Ace with Ultegra SL in the front. The levers, too, are Ultegra SL and work just as well as its Dura-Ace brother. Overall a tight componentry package that all works well together.

Right off, I felt the bike's responsiveness. On the flats it hummed along effortlessly with a smooth ride. Surprisingly, for such a stiff bike, it never felt nervous even on rough back roads. Out of the saddle and on the tops or in the drops with the bike swapped from side to side, the Six-C never felt like a noodle or want to go its own direction. Climbing on this bike was also spot-on, though you feel the overall weight initially. Soon that becomes simply an afterthought after you get the bike and your body into a comfortable climbing rhythm. The real strength of this bike reared its head when descending. I punched this thing on the downhills every chance I got. It's one of those bikes where you can put your head down, get tucked

in, let the levers go and bomb it. Wide, sweepers were destroyed by the Six-C, while tighter turns were negotiated by a lean and "tweak" of the handlebar. Most importantly, the Six-C felt safe at high speed.

### LAST CALL

I have ridden the whole range of Cannondale road bikes including the Synapse, SystemSix (which goes away) and the SuperSix. They have one of the deepest lineups around and even on a pricepoint model like the Six-C you can't tell that any shortcuts have been taken just because it's a lower priced model. You feel the same technology that goes into the SuperSix. It's not to say that it's the same bike, quite the contrary, but often if you ride a \$2500-\$2900 bike, it gives the impression that it's a lower pricepoint rig. While I think the Six-C is a bit on the heavy side at 18.6 pounds, I think that for the price and for the rider it is ideally suited for, it's on track. This is the perfect bike for someone who is just entering the sport and doesn't want to go deeply into debt. At the same time, the Six-C can easily balance between entry-level and frequent club-rider. Because it incorporates the same engineering, technology and attention to detail that the high-end Cannondale rigs get, the newbie can be assured that the bike will rock just as hard as its big brothers. After a while, like with any bike you like, I suspect the Six-C owner will just upgrade to some lighter wheels and cranks. With such upgrades it's certain that you could get this bike in the low 16-pound range. In the end, I enjoy this bike because it's stout yet smooth. At the same time, the signature Cannondale comfort shines through, making it a joy to ride on all types of terrain. *🌀*

### ANGLES

Measurements in centimeters [TT= top tube; SA= seat angle; HA= head angle]

SIZE	48	50	52	54	56	58	60	63
TT	51.5	52.5	53.5	54.5	56	57.5	59	60
SA	74.5°	74.5°	74°	73.5°	73.5°	73°	72.5°	72°
HA	72°	72.5°	73°	73°	73°	73.5°	73.5°	73.5°



### THE LOW DOWN

PRICE: \$2900  
 WEIGHT: 18.6lbs. (no pedals)  
 SIZES: 48, 50, 52, 54, 56, 58, 60, 63cm  
 COLOR: Lightning white with red accent  
 CONTACT: cannondale.com

#### CHASSIS

FRAME: Carbon fiber  
 FORK: Carbon fiber

#### WHEELS

WHEELSET: Mavic Aksium Race  
 TIRES: Maxxis Hors Categoric

#### COCKPIT

BRAKE LEVERS: Shimano Ultegra SL  
 BRAKES: Tektro  
 HANDLEBAR: Control Tech  
 HEADSET: Integrated  
 SADDLE: f'zi:k Arione  
 SEATPOST: Control Tech  
 SHIFTERS: Shimano Ultegra SL  
 STEM: Control Tech

#### DRIVETRAIN

BOTTOM BRACKET: Integrated  
 CASSETTE: Shimano Ultegra  
 CHAIN: KMC  
 CRANKS: FSA Gossamer (50/34)  
 DERAILLEURS F/R: Shimano Ultegra/Dura-Ace