



Genesis Core 40



£899 A very nicely equipped UK-designed machine with adjustable fork

WORKSHOP WISDOM



MILK'S MECHANIC SAYS...

Too much adjustability? Riders often say they don't want travel adjustability in a fork. But forks like the RockShox Recon offer you a choice, with no downsides. It's nice to be able to do long climbs with the fork short and stiff, or long descents with it long and plush... A well designed frame like this ends up with ideal geometry for each kind of riding. And we like that you can dial in full compression damping, on the fly, on any setting.

Genesis files in a house brand of Madison Cycles. These days known in many shops and mail order buyers as ultimateramula.co.uk, one of the UK's largest product importers. Originally an offshoot of Ridgeback, Genesis now has a strong identity of its own. The 40 sits at the top end of the Core range, which kicks off at £449. It benefits noticeably from the buying power of Madison, and its UK design roots are more than just a token gesture. Weighing in at a below average 11.9kg (26.3lb), it's the lightest bike on test. Looks like a pretty good deal.

The chassis

There's a lot going on in the Core frame. It's a light frame with extra strength and durability added via clever tube profiles, thicker tube walls and big weld contact areas at the tube ends, plus some tidy gusseting to help protect the head, down and top tube junctions from occasional reckless riding.

We won't even try to describe the individual tube shapes of the Core 40. They're interesting and complex, and there's no way we can analyse whether all the bulges, flat sections, distorted

walls, indents and curves are worthwhile in terms of feel or durability. There are bosses for two bottles and a Grad Catcher, a forward facing quick release seat clamp and we like the 'shortest-tube-under-bottom-bracket' tubing. The geometry seems to offer the ideal combination of efficient strength and neutral handling in medium fork settings.

The fork, an efficient RockShox Recon, offers a leg top dial to adjust compression damping - from super plush to almost locked - in any travel setting, plus a U-Turn dial that gives you 85-110mm (3.4-5.1in) of suspension travel. Rebound damping adjustment is very effective too.

The detail

As Madison Cycles is the UK Shimano distributor, it's no surprise to see all the Shimano groupset components here. Apart from a Deore hubset and upgraded 180mm-profile XT Shadow rear mech, everything is from the under-utilised but excellent LX group - so two aluminium rings instead of the middle steel ring of Deore, centre lock, more disc brakes that look slightly classier than Deore, but without

the better modulated Servowave action of XT. We've come to trust the function and durability of Shimano brakes at every level. Shimano SPD pedals are included.

The wheels are a highlight too. Light DT Swiss XA35 rims and Continental low profile Speed King 2.2in tyres mean acceleration and climbing are quick, while the wide spaced knobs don't block in the mud but still grip well. The remainder of the finishing kit is decent Genesis branded stuff - four-bolt oversized stem, 25mm low rise bar, long two-bolt seatpost and a light, fairly comfy saddle.

The ride

It's not over designing a frame that'll handle consistently well across the full range of travel is a task with this much adjustability. Between 85 and 130mm of travel, static head and seat angles vary by two degrees or so and the BB height, by nearly an inch. When riding, the fork will sag, compress on bumps and pop back up to full length when the bump is not weighted. Consequent geometry variations are even more extreme, so you can't expect the handling to be spot on for every fork setting on every terrain.



THINK OF THIS AS 105MM TRAVEL BIKE WITH A BIT IN RESERVE AT BOTH ENDS

The frame designer has come to terms with this well. Many riders end up leaving a fork at one setting, so you could say that the true test of the bike is whether it will take almost anything in its stride in any travel setting. It does. Tertiary singletrack handling is best

at around 110mm, climbs best on 85-100mm and drops-offs on 130mm. But you still get away with poor line choices if you forget to alter the settings, and the compression damping can be flicked to 'locked-out' for climbs if you can't be bothered to stop and

use the 15-tien dial. Think of bikes like this as 105mm travel bikes with a bit in reserve at both ends. The Core 40 is close to ideal if that's what you're after. It's light, well equipped for the price and it'll cope with almost anything you'll find on an XC trail ride. **»**

✓ SO GOOD

- Superb fork action with genuinely useful adjustability
- Very nicely put together LX-designed frame
- Fast rolling lightweight wheels

✗ NO GOOD

- None!



The RockShox Reverb is a great adjustable travel fork choice



Shimano LX drivetrain parts and brakes are excellent value



Continental Speed King tires are both fast rolling and very grippy

MBUK VERDICT

★★★★★	WHEELS	9
★★★★★	SHOCKS	
★★★★★	DRIVE TRAIN	
★★★★★	GEARS	
★★★★★	FRAMES	

The Core 40 is lighter than average, extremely well equipped for the price and copes well with anything you'll find on an XC trail

