

Genesis Flyer £599.99

My white Flyer was stolen a couple of years back and is still sorely missed. It was the perfect machine for pootling round town and doubled up very well for a bit of track racing after five minutes fettling with an Allen key and a change of handlebars.

Farewell then, my white Flyer. And hello, blue Flyer! The 2010 model is a radically different looking prospect from its predecessor. Straight steel forks replace carbon. Brake cable brazings have gone and retro-style frame clips take their place. Black is out and silver rules when it comes to the Flyer's equipment, apart from

“The 2010 model is a radically different prospect from its predecessor, with straight steel forks replacing carbon”

hubs, bar tape and saddle in white. Even the chain is white. How is that for colour coordination? The whole package looks the business.

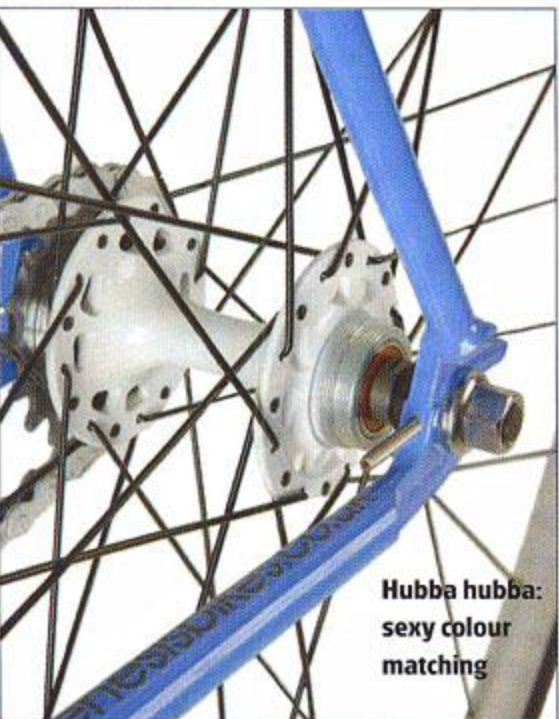
Zooming in, the Reynolds tubing sticker catches the eye, although Reynolds 520 is actually made under licence overseas so is not exactly as it first appears. Still, it is reassuring to see the famous British badge on the seat tube and the beautifully smooth welds and sky-blue paint job make for a handsome frame.

Built-in chain tension screws are a handy addition to the horizontal track ends, but one set of bottle cage mounts seems a bit strange, especially mounted on the seat tube, not the down tube — an altogether harder place to reach for a bottle at speed. And there are no mudguard eyes, which we would like to have seen.

Equipment-wise, the manufacturer does not skimp, which makes the Flyer one of the more expensive bikes in this test. The wheelset is rock-solid and topped off with Conti Ultra Race tyres, while most of the other



Retro fork lugs and head badge



Hubba hubba: sexy colour matching

The Flyer is a side-on stunner



Model: Flyer
Manufacturer: Genesis
Price: £599.99
Weight: 9.12kg (without pedals)
Size tested: 56cm
Frame: Reynolds 520 double-butted cro-mo
Fork: Double-butted cro-mo, lugged
Size range: 52-60cm
Gear ratio: 46 x 18



We disliked...
 No fixed sprocket

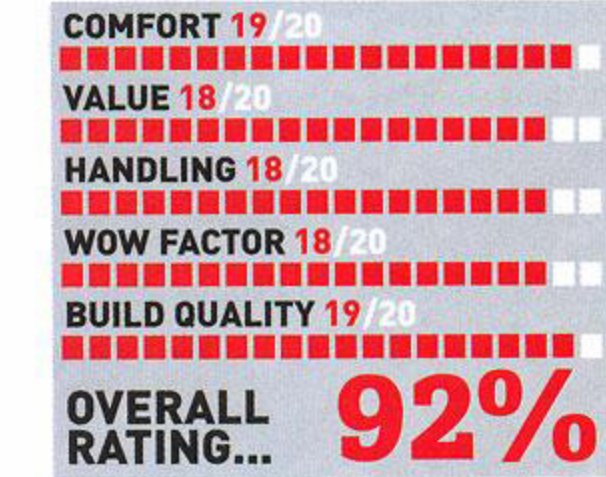
We liked...
 Fast but smooth ride

components are Genesis branded but decent quality. The chainset, in particular, looks great and gives no discernible slack spot in chain tension, but supplying a freewheel and not a fixed sprocket seems a bit mean-spirited. Surely the buyer is going to want to try both?

Got the gear

Having tracked down an 18-tooth sprocket, we could get the Flyer up to speed and very nippy it was, too. Tipping the scales at 9.14kg (without pedals) gives the Genesis a head start in the acceleration department while the relatively sharp angles of the frame make tight manoeuvres in traffic a positive experience. That steel frame and forks combo is a winner on the rough roads of London and soaks up bumps and holes with aplomb.

Not only is the 2010 Flyer an improvement on the white Flyer of old, it wipes the floor with any number of singlespeeds on the market. If speed is your thing, the Flyer does exactly what it says on the top tube.



SINGLESPEED TUNE-UP
Tensioning the chain

Keep the tension right on the chain or it will drop off, usually at speed and invariably with disastrous consequences. Cheaper chainrings tend to be less than perfectly concentric, so play around with the wheel position until you get a happy compromise. The chain should not be so slack as to derail but neither should it bind at the tightest point of the chainwheel's rotation.

