

**Genesis FLYER** £599.99

www.madison.co.uk

A LIGHT, BRIGHT, RESPONSIVE RIDE, WITH A SIMPLE, DISTINCTIVE DESIGN THAT'S GREAT FUN TO CARVE AROUND ON A RIDE

**L**IKE THE Charge and On One, Genesis are a UK-designed, Eastern-built bike brand that started in mountain biking, but they've now got a healthy range of road machines. The Flyer is the cheapest in the family, but still includes some really nice details that lift it from the dependable and durable market into the definitely desirable zone.

**FRAME AND FORKS**

For a start it uses the same Reynolds 520 double-butted crommo steel main tube mix as the Dawes for a resilient responsive baseline. The head tube gets an additional reinforcing lip top and bottom for the headset. The top of the seat tube and seat clamp is also lugged (an external sleeve that the tubes plug into)

rather than straight welded. The straight legged 'stiletto' fork is also lugged top and bottom, which looks great and will make any old-timer's eyes mist over with fond memories.

The seat stays are a super-skinny 16mm diameter to add compliance and old-skool charm to the sky-blue paint and panel graphics looks. Tapered 19mm chainstays lead to 3D-shaped horizontal-slot Maxxway dropouts with built-in adjustable axle stops. These slim threaded bolts screw in and out on either side to keep the rear wheel correctly aligned, and stop pedaling torque from pulling the wheel forward. The chromed rear brake cable clips are removable if you decide to go fixed and there's a single bottle cage on the seat tube too.

While there's no space or mounts for conventional mudguards on the frame, you'll be able to sneak a set of Crud's

new Road Racer guards or similar clip-ons into place if you don't want to get your arse wet.

**KIT**

Like the frame, Genesis have done a great job of keeping the bike simple, but still making it distinctive from the first look with the equipment too. The Sugino Messenger cranks use a 46-tooth chainring and 167.5mm cranks for more cornering clearance in the fixed mode.

Lower leverage does mean it needs a bit more grunt to get it up to speed though and it might feel odd if you switch between this and your best bike a lot.

The Shimano UN53 bottom bracket and 18-tooth Shimano freewheel also provide legendary long-haul reliability through the cool-looking white painted chain.

Formula flip-flop large flange track hubs are the same as those on the Dawes and the Charge and add retro looks to durable semi-aero Alex rims. Ride quality also gets a real boost from the Continental Ultra Sport tyres. They're a super-durable training tyre with a deepened tread for confidence on dirty roads, but they still feel supple and responsive on the rim.

Conventional compact drop bars and brake lever position are comfortable and controlled. Decent quality finishing kit helps to make the complete bike significantly lighter than the others here too.

**THE RIDE**

You might find the shorter cranks slightly odd at first (check the saddle height by putting your heel on the pedal and holding your leg straight, rather than using your usual BB-to-saddle-top measurement). You'll also reach for the shifters regularly until your brain



The Genesis uses the same Reynolds 520 double-butted Crommo steel main tube mix as the Dawes for a resilient baseline



The 46-tooth chainring and short cranks give more cornering clearance in the fixed mode



Slim threaded bolts screw in and out on either side to keep the rear wheel correctly aligned



ANGLES	1	2	LENGTHS	3	4	5	6	7	8	9	10
	HEAD ANGLE	SEAT ANGLE		TOP-TUBE LENGTH	COCKPIT LENGTH	SEAT TUBE LENGTH	STANDOVER HEIGHT	CHAINSTAY LENGTH	BB HEIGHT	WHEEL-BASE	HEAD-TUBE
	73°	74.5°		55.2cm	67cm	56cm	80.6cm	39.8cm	27.7cm	99.7cm	14.5cm

**"The straight legged 'stiletto' fork is lugged top and bottom, which will make any old-timer's eyes mist with fond memories"**

eventually realises there aren't any. Otherwise, the totally conventional ride position means no contortions or control compromises. Once you're off, the Flyer does exactly what it says on the tin too.

For a start, despite the shorter cranks it's light enough to light up easily away from traffic lights or respond to any change in ride pace or gradient without the bike feeling leaden.

The double-butted tubing, slim tapered stays and fork also take a generous amount of sting out of potholes and pitted Tarmac. This gives it the much-coveted 'spring and float' that steel enthusiasts prize so highly compared to alloy framed bikes. Really powerful riders will notice that there's a slight amount of flex

and distortion from the rear when you really stamp the power down. It always eases that effort back into the road as you go through the pedaling dead spot though. Again, this delivers a characteristically muscular 'tense and relax' feel that ferrous fans babble on about so much on web forums. This slight give and take also sticks the already good tyres to the road surface far better than a similarly priced, but stiffer alloy bike. The Conti tyres are also noticeably more responsive

than the other rubber here, with a less wooden feel over rough surfaces.

This lets you take full advantage of the relatively aggressive handling angles, which are perfect for dodging half-awake drivers or swerving potholes on dark country lanes. Quick reactions from the fork also enliven the whole smooth and supple ride, making the Flyer a bike that's great fun to take by the scruff of the neck and carve and slice around wherever you're riding.

**PROS**

- + The seat collar and forks are lugged for true retro feel
- + Conventional drop bars and brake-lever position are comfortable

**CONS**

- No space or mounts for conventional mudguards
- The shorter cranks feel slightly odd at first

**VERDICT**

**PERFORMANCE VALUE OVERALL**

The Flyer looks great and the light, double-butted frame and sweet fork, decent kit and agile handling means it's a great ride too

**THE VERDICT**

**THE POINT** of this test was to look at a wider variety of ways to get through winter without just looking at heavy, harsh hack bikes that'll make you more reluctant to ride rather than enthuse you. The quartet we've got here cover the whole single-speed/fixed category really well too, with everything from old skool club racers, through practical modern retro rides to a full on fashion fixie. So we've got something here to brighten up the darker months for a variety of riders.

The Charge is ideal if the way you arrive at the Sunday coffee chill out spot is more important than performance on the way there.

The Lincolnshire Poacher is all about getting a discerning nod as you pull up smoothly for a pot of tea and beans on toast at a classic cycling café. The Dawes is a well-equipped, ergonomically and economically comfortable ride. Ideal if you'll ride a lot in a luminous jacket and want something ready to get on with your winter mileage straightaway.

But the real standout is the Genesis. Its classic looks combine with contemporary geometry and a mix of old and new frame-building techniques. The result is a lightweight, lively and consistently enjoyable ride that charmed all testers. ●

**Triathlon  
GOLD  
AWARD**



The light and lively Genesis celebrates new and old technology

**THE BIKE TEST SPEC SHEET**



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**FRAME AND FORKS**

**Size tested** M  
**Sizes available** S, M, L  
**Weight as tested** 10.00kgs (22.06lbs)  
**Frame weight** 2.5kg (5.51lbs)  
**Fork weight** 912g  
**Frame** Tange plain gauge Cromo steel  
**Fork** Tange Cromo steel

**TRANSMISSION**

**Chainset** Sugino RD2 Messenger 42 tooth  
**Bottom bracket** TH industries cartridge bearing square taper  
**Cassette** Dicta 16 tooth freewheel  
**Chain** Charge Masher Red 1/2 link

**WHEELS**

**Front** Charge deep section white rims on Formula TH 50 large flange bolted hub  
**Rear** Charge deep section white rims on Formula TH 51 large flange bolted flip flop hub  
**Tyres** Kenda Kwick Rotler, 700x28C  
**Wheel weight** F 1.61kgs R 2.49kgs

**OTHER COMPONENTS**

**Stem** Charge alloy 3D forged  
**Bars** Charge Bowl  
**Headset** FSA TH industries B-52K steel  
**Saddle** Charge Spoon Cromo  
**Seatpost** Lee-Chi SP222  
**Brakes** Promax 2398 top levers with Tekro R538 calipers.  
**Accessories** Plastic chainguard



**Dawes  
MONO**

£849.99  
[www.dawescycles.com](http://www.dawescycles.com)

**FRAME AND FORKS**

**Size tested** 53cm  
**Sizes available** 48, 53, 58cm  
**Weight as tested** 9.788kgs (21.58lbs)  
**Frame weight** 2.25kgs  
**Fork weight** 0.58kgs  
**Frame** Reynolds 520 Cromo steel main tubes  
**Fork** 3K Carbon legged

**TRANSMISSION**

**Chainset** Sugino RD2 Messenger 48T 175mm  
**Bottom bracket** Sealed cartridge BB  
**Cassette** ACS Main Drive freewheel 18T with 18T fixed sprocket  
**Chain** KMC K810 for single speed

**WHEELS**

**Front** Alex DA22 Black rims with 32 14g spokes on alloy bolted hub  
**Rear** Alex DA22 Black rims with 32 14g spokes on alloy flip-flop bolted hub  
**Tyres** Schwalbe Lugano sport 700x23c  
**Wheel weight** F 1.36kgs R 2.76kgs lbs

**OTHER COMPONENTS**

**Stem** Dawes alloy road stem  
**Bars** Dawes alloy road bar  
**Headset** FSA  
**Saddle** Dawes road  
**Seatpost** Alloy 27.2mm x 300mm  
**Brakes** Tekro dual pivot alloy caliper  
**Accessories** Chromoplastic mudguards



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FLYER**

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**FRAME AND FORKS**

**Size tested** 560mm  
**Sizes available** 52, 54, 56, 58, 60cm  
**Weight as tested** 9.39kgs (20.07lbs)  
**Frame weight** 2.07kgs (4.56lbs)  
**Fork weight** 0.87kgs (1.92lbs)  
**Frame** Reynolds 520 double-butted Cromo steel main tubes  
**Fork** Lugged double-butted Cromo steel

**TRANSMISSION**

**Chainset** Genesis 46 T 167.5mm  
**Bottom bracket** Square taper cartridge bearing  
**Cassette** Shimano 18T  
**Chain** White singlespeed

**WHEELS**

**Front** Alex DA-28 rims on Formula TH 50 large flange bolted hub  
**Rear** Charge deep section white rims on Formula TH 51 large flange bolted flip flop hub  
**Tyres** Continental Ultra Race 700x25c  
**Wheel weight** F 1.36kgs R 2.24kgs

**OTHER COMPONENTS**

**Stem** Genesis 6061 shallow drop  
**Bars** Genesis 6061  
**Headset** VP Aluminium Aheadset  
**Saddle** Genesis Road, Cromo  
**Seatpost** Genesis 6061 27.2mm  
**Brakes** Tekro R570



**On One  
LINCOLNSHIRE  
POACHER**

£287.80 frame and fork  
[www.on-one-shop.co.uk](http://www.on-one-shop.co.uk)

**FRAME AND FORKS**

**Size tested** 56cm  
**Sizes available** 52, 54, 56, 58, 60cm  
**Weight as tested** 10.38kgs (22.9lbs)  
**Frame weight** 2.8kgs (6.17lbs)  
**Fork weight** 0.79kgs  
**Frame** Double-butted cro-mo main triangle  
**Fork** Double-butted Cromo lugged

**TRANSMISSION**

**Chainset** 2 pce track  
**Bottom bracket** External cup  
**Cassette** Sturmey Archer three-speed fixed  
**Chain** KMC

**WHEELS**

**Front** Velocity Razer 36 hole rims on Sturmey Archer bolted hub  
**Rear** Velocity Razer 36 hole rims on Sturmey Archer 3 speed fixed bolted axle hub  
**Tyres** Vittoria Randonneur white 700x28c  
**Wheel weight** F 1.59kgs R 2.56kgs

**OTHER COMPONENTS**

**Stem** Lincolnshire Poacher chromed and lugged  
**Bars** Nitto  
**Headset** unbranded 1 inch Aheadset  
**Saddle** Five Gold retro  
**Seatpost** Push single bolt layback  
**Brakes** Tekro levers with Shimano dual pivot calipers



**QUALITY TESTED**

All our test bikes are prepared and checked by George Ramelkamp, a Cytech-qualified cycle technician. George's childhood was spent as a feral cyclist on the streets of Brussels, Saigon and Santa Monica. He's built, tuned, sold and repaired everything and anything pedal-powered ever made. He rides a made-to-measure Mercian Vincintore with steep angles and a Mavic/Campy/Galli mix on Vittoria Corsa Pavés sew-ups.

