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Genesis is not the biggest brand out there and we like it that way.

inside
genesis

When a group of riders have ideas for a particular style of bike that is carried through from drawing board to final product without dilution, the end result can be a unique product.

With design not done by committee and decisions made by riders, Genesis can focus on creating a bike a particular way, in turn offering something that's not quite custom and not quite mass market. We can work with the individual tastes of the UK market as well as ensuring our bikes meet the demands of the most challenging conditions in the world.

We've developed a unique take on bikes that's free from pressures for a global average. At the same time, we're free to take on board influence wherever we find it. It's an interesting place to be.

outside **ride**

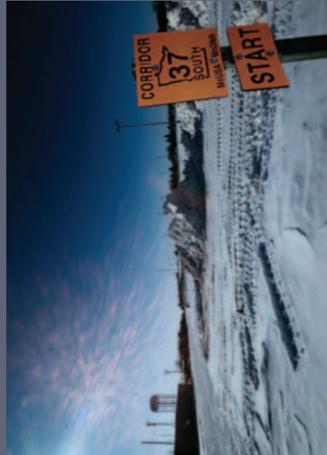
At times the line between work time and leisure time can get a bit blurred for us.

Off-road rides, the daily commute or road miles can all be potential product testing time as well as simply what we do. There are times when we ride to test and there are times where 'testing' is forgotten as the enjoyment of the ride takes over.

For us, that's when the lines get blurred the most. It's also the sign that a bike is fulfilling our aims - allowing riders to ride to the best of their ability, adding to both performance and enjoyment.

The Genesis 2011 range is a collection of bikes with many differences but one thing in common - all of them have been refined by people who prioritise enjoyment of the ride over anything else.

genesis riders



Genesis Bikes don't have a traditional race team, we prefer to support riders who share our belief that adventures on a bike can inspire the greatest experiences and provide the toughest challenges.

◀ **The Arrowhead 135**
135 miles of snowmobile trails, Minnesota, USA, February 2010.

It's hard to beat riding a bike as a reason for travel and wild adventures can offer the most extreme conditions. We offer bikes and support that allows riders to go further afield in search of bigger tests – testing our own limits as well as our products. Alongside our regular weekend trips across the UK and testing periods in the Alps, these are expeditions that shape our thinking and give us our design priorities.

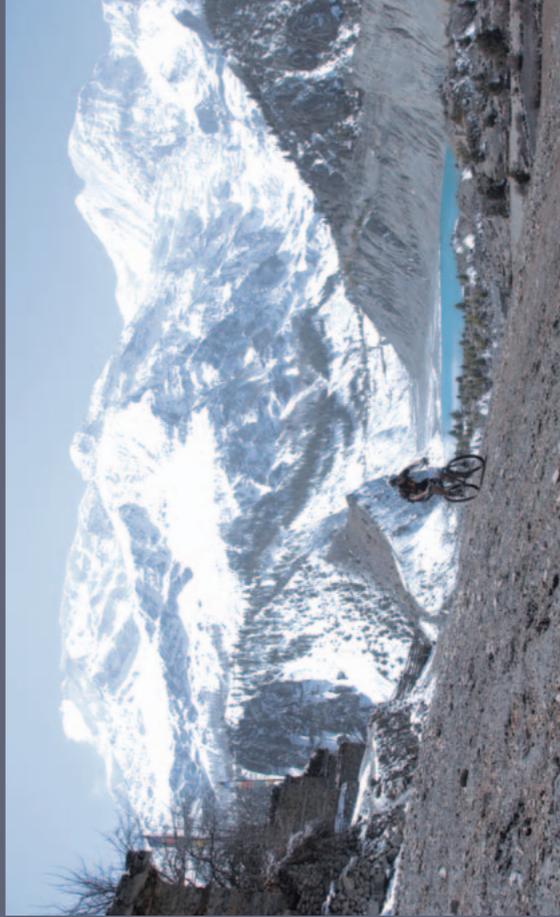
In the past four years, riders have taken Genesis bikes from Alaska to South America, across the high passes of the Himalaya, through the snows of Minnesota's winter, along 500 miles of Colorado trails and even all the way around the world.



During 2010, UK single-speed pioneer Paul Errington rode the Yak Attack and the Arrowhead Ultra all on a single-speed iO; British endurance racer and litarod veteran James Leavesley tackled tough conditions and mechanicals during the epic Colorado Trail race; and ex-cyclo-cross champion Vin Cox rode unsupported around the world faster than anyone before to gain the Guinness World Record – all of this on Genesis bikes.



▶ **The Colorado Trail Race**
500 miles unsupported, along some of America's high altitude trails, Colorado, USA, July 2010.



▶ **Yak Attack**
Officially the highest altitude mountain bike stage race in the world, Nepal, March 2010.



▶ **Round The World**
The ultimate long distance tour. Over 18,000 miles in 163 days gained. Vin Cox a new world record, Summer 2010.



4.00am... I'm wide awake... I've never really suffered from jet lag before but at least this time it was useful. The night before I had struggled to even touch my food, with a bad combination of nerves and tiredness. Before that ill-fated attempt at carb-loading for the task ahead, I had been to the pre-race meeting. Looking around there, all the old hands of snow racing were present and moods were high.

It wasn't more than half an hour later that my worst nightmare was realised... a flat tyre. There are wooden, three sided shelters approximately eight miles apart on the trail and usually stocked with materials for a fire where I could try to change the flat in relative comfort. I began to push.

Three hours later, I finally came to the trail shelter. There was no wood for a fire. I went with the plan of getting into my sleeping bag and resting 'til lighter and warmer conditions. I took off my outer layer and climbed into the bivvy but I started to shiver uncontrollably... People have succumbed to the cold in this race and I wasn't getting any warmer.



▲ Paul's 10 single-speed with snow rims, cable discs and Alpkit custom frame bag.

At this point I made a positive decision. I got up and started to change the tube, every action interspersed with windmilling and jogging to keep a comfortable temperature... my hands stuck to the metal rims and metal pump and it took me an hour to get the tube changed and get back on the bike. I left feeling happy. I had taken a situation that I felt was about to end my race and had turned it around.

I was back to making progress on the trail as the hills came thick and fast – all short and steep, forcing me at times to take a break mid-slope. As the night lifted and gave way to a warmer day the trail continued with no sign of the next checkpoint.



The snow of the Arrowhead Trail was said to be in good shape this year. Narrowing to maybe 2m in places, every now and then the overhanging branches of snow-covered trees force you into the centre of the trail away from the more rideable line.

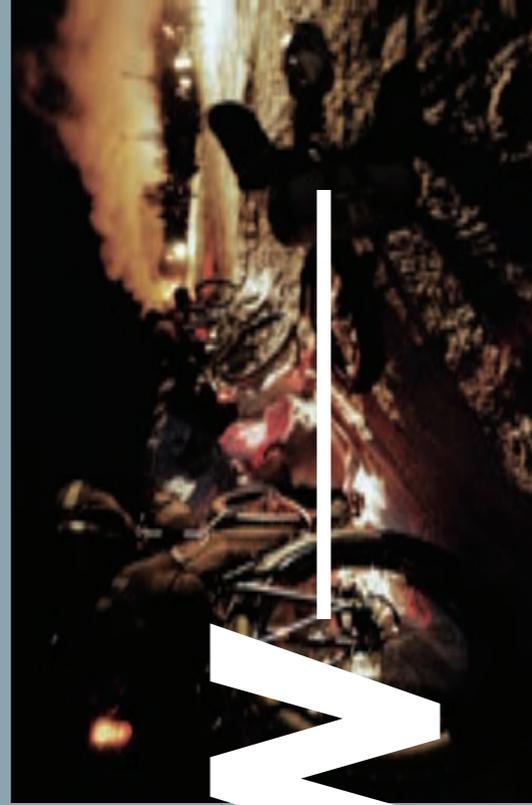
As we set off I warmed quickly, my Montane gear and big boots were working well but others were already off and periodically running to force blood back into their feet to warm them. I could just sit and pedal at my pace unaware of the 30-below temperature.

The Gateway store was the first checkpoint at about 35 miles in. There was a long row of bikes outside when I arrived, it had taken six hours to get here although it felt a fraction of that.

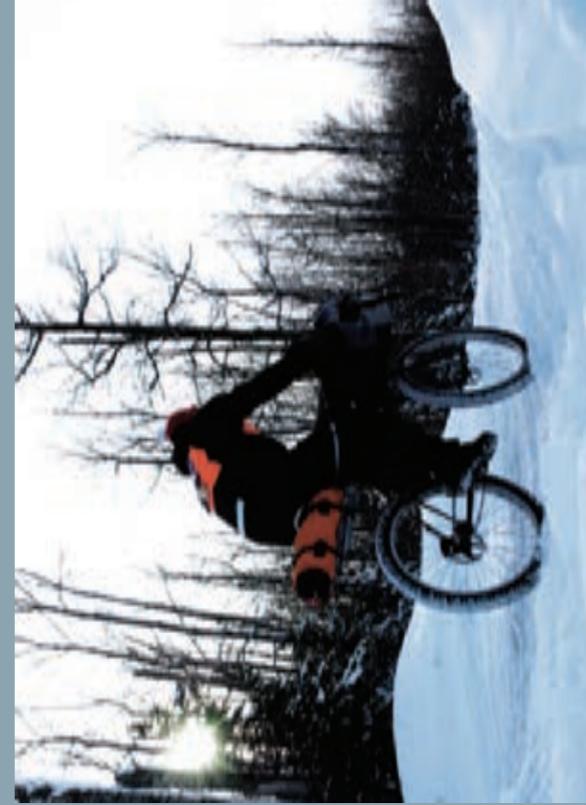
It didn't seem too long after the checkpoint until we rode out of the trees onto Elephart Lake. It was the first time I'd ridden across a frozen lake.

The next checkpoint took a tantalizing long time to reach but was worth the effort. As I stepped into the warm wooden cabin I was immediately offered grilled cheese sandwiches, soup and hot chocolate... all gratefully accepted. I had reached Melgeorges in just under 14 hours since the start and had spent just under two hours getting myself fed and ready there.

At just before 11pm I made my move out of the warmth. I filled my water carriers, put on my freshly-warmed layers and slipped into the cold... I put in my earphones to ease me into the night.



arrowhead



Eventually 'Wakeup Hill' came into sight... I knew this was the last vertical obstacle on the course. It was brutal, a push with three stops mid-slope 'till it was crested. I slid down the other side and ploughed on to the Tipi checkpoint. That section alone with complications had taken me nearly 12 hours.

As I left the checkpoint and re-entered the trail I was more than on top of my single gear and the trail was as it had been described – flat and fast. Miles went by. Then, one final big crank up a short climb saw me cross an unmanned finish line... 135 miles, 31 hours 40 minutes out... a huge day on the bike by any measuring stick.



The spare room bed was again covered in gear waiting to be packed into a bag... jerseys were folded, energy bars organised and spares accounted for. I'm almost ready for my next challenge... the highest race in the world, the Yak Attack in Nepal.

The journey was pretty uneventful. One thing I know for sure though is I will be limiting my time riding a bike on the streets of Kathmandu, driving here is manic at best and lanes and rules are seemingly non-existent...

I never viewed my participation in this event as a 'race', I knew the Nepali guys had the event sewn up as when you limit the supply of oxygen we have no response. So with this in mind I have no idea why I couldn't sleep last night, I had my usual pre-race nerves and spent most of the time going over what little I knew about what lay ahead. Everything usually feels better after the first stage...



Stage 2

Goirka to Besi Sahar, 60km

The day's stage was sold as a half jeep track and half sealed tarmac route... on paper it didn't sound too tough, although with that much tarmac involved it was never going to be a single-speeder's day and the best I could hope for was to minimise losses.

Towards the end of the stage, the road signs indicating the mileage to Besi Sahar were every 5km and weren't coming fast enough... I rationalised the distance to training routes and rides at home which is always the sign of suffering... even the sight of the big mountains couldn't lift my tempo.

So far the riding has been pretty tough, the Nepali foothills are very steep in places and relentless in their delivery of height gain... the scenery has been immense... the people so friendly... the Hike-a-Bike starts tomorrow on the way Tai, 30km riding followed by 10km of steep hiking.

The race day started with a group ride to Dubar Square for the official welcome from the President of the Nepalese MTB Association, Chhimi Gurung, and the 'Gary Fisher' of Nepal, Sonam Gurung, the man who brought the fat tyre back to this part of the world.

The turnout of Nepalese riders was fantastic with 50 strong riders coming out to join the band-led procession through the streets of Kathmandu to the official race start on the outskirts of the city and the base of the first climb.

When the undulating jeep track reached the saddle between two hills we crossed and started the sizeable descent down to the valley floor but not before getting a glimpse of a fantastic view - until the trail demanded full attention... 18km of fantastic descending through villages, passing buses, cars and motorbikes...

It's impossible to convey the awe and amazement I have encountered riding this event... with my year so focused on completing the challenges I have set myself, I almost lost sight of the individuality of each event I would ride but each and every pedal stroke or metre carried in this event was done so in the most amazing place I have ever been in my life... the people, the culture and the scenery all contributed to a fantastic event.

Yak



Stage 3

Besi Sahar to Tai, 43km

This stage started on jeep track from Besi Sahar, with 27km on jeep track then 16km carrying! climbing it didn't look like a bad day for singlespeeding on paper. After the mid-way water station it was a mix of carrying and short riding sections along the side of a cliff... passing numerous trains of horses... some going in the same direction which caused delay until a suitable passing point was found.

The trail then wound along the base of the cliff until the final carry came into sight...

It looked pretty steep but not so sustained. The carry was slow and steady until Col from Alpkit came into view nearing the top taking pictures.

After cresting the climb Tai came into sight... sitting on a flat wide valley floor just a short ride and carry down to the flat then a short ride saw the end of the stage.



Stage 4

Tai to Charme, 23km

The crux of today's stage would be a lengthy carry through some woods just before the half way point. The carry was very very slow as I tentatively took every step with my bike perched on my back, taking shallow breaths not knowing how long this climb would go on.

Finally the climb ended at a water station and from here on in the rest of the stage should be rideable. It wasn't long before another push up a dusty climb started but the icing that came after was worth the effort, the trail was nicely packed, not too dusty and very fast - it reminded me of riding through an alpine forest and getting on top of the gear on my bike on the flat felt great.

attacked



The race went through numerous villages with rock paths and steps to negotiate, dodging the usual mix of animals and children. The stage end came pretty quickly as the pace quickened on fast trails, the weather again remained consistent with rain coming a few hours after the finish but relenting before it was time to sleep.

Stage 5
Chame to Manang, 30km

I think this was my best stage yet. After the start I was mid pack and stayed up there with the fast guys until the first granny ring climb where I slipped back into my own riding rhythm.

I led the carry up through the woods, the snow now present on the ground was a reminder that we were gaining altitude... I could really start to feel the effect of altitude now. I had a dull headache coming on and when I could ride it was very slowly. Manang crept into sight and the last section of riding up the high street took an age.

After suffering from an altitude induced headache for the rest of the day, I opted for an early night as snow fell heavily from the sky. That night's sleep was patchy as my headache persisted, until finally I succumbed to tiredness and the painkillers. After the acclimatisation day in Manang the following stage sees us head to the foot of the Thorong La Pass at Thorong Phedi.

Stage 6
Manang to Thorung Phedi

The day's finish lay 972m of ascent higher up the valley and the trail was amazing to ride... very flowing and it was great to spin the pedals rather than grinding them. The skies were filled with ravens and vultures and the peaks bounding the trail were truly spectacular. With all the non Nepalese riders behind me on the trail and the Nepalese guys far ahead, I was alone to enjoy the scenery and the trail.

When we arrived at Thorong Phedi it was busy with trekkers, everyone getting ready to set off early the following morning to cross the Thorog La, 5416m above sea level.

Stage 7
Thorung Phedi to Muktimath

This stage was the one that most riders had dreaded – 17km in length but including the 5km climb up to the Thorong La pass. This stage started at 5am to make sure snow conditions were safe for crossing the pass... the 5km would be entirely unrideable due to altitude and the steepness of the trail.

As I paced up the slopes in the dark, head-torches above us highlighted how far we had to climb... and this was only the portion of the climb we could see.

Yok



at track



Dawn broke and the trail still stretched further and higher with no sign of the end, luckily my pace remained consistent and I felt no ill effects from the altitude. The trail turned from rock to mixed ice and rock to then snow in its entirety.

After 2hrs 16mins I reached the high point of the pass and after a photo opportunity with the 5416m signpost I swapped from big mittens to lighter gloves and donned my helmet. My hands quickly froze and I was forced to stop to try and drive some warmth into them – there was a long descent still to negotiate. I stumbled slowly down through the snow until I passed the snowline and the rocky trail was

now underneath my tyres... after a few attempts at riding the trail it just wasn't happening, the trail was loose and very steep so any attempt to bring my speed under control was futile. This section seemed to stretch on forever but I was happy to be able to feel my hands again and as I reached a few small buildings on the trail I got to ride an awesome piece of singletrack... nice and rocky with well placed rocks to aid ralling corners... this flowed into a wider smoother trail around the back of the finishing town, Muktimath, and eventually the stage finish. Only one stage left – mainly downhill to Tatapani and a well deserved dip in some hot springs.



Stage 8
Muktimath to Tatapani

As the trail continued toward Tatapani the valley began to narrow and we entered the deepest valley in the world, flanked by Annapurna and Dhauligiri, two of the fourteen 8000m peaks. As the valley narrowed the trail steepened and became very fast and rocky.

Too quickly, the finish came through a narrow street and the sight of Phil Evans, Race Organiser, sat under the finishing banner was a welcome one. A cold Everest beer was ordered and now I could truly relax. The evening was spent enjoying the

hot springs and more beers... a fitting reward for completing the highest race in the world using the least amount of gears.

The next day was jaded by the haze of the previous night's celebrations but still with only 22km of riding and no racing to complete, the challenge was not a big one. I have to say I love this country and the people... I can't wait to race here again.

A special thanks goes to Col Stocker, not only for all the images of this trip and enduring long days walking on the trail but also for leaving a new daughter and family of less than a week's notice to help support me... thanks Col, it was hugely appreciated.



The terrain was uncompromising. The singletrack was rocky, wild and unrelenting. 20 miles into the first day I popped my first spoke, weakening the wheel. On less extreme terrain or a local ride at home this wouldn't be too much of a problem. Here, it was very different.

The Colorado trail race is known as one of the toughest endurance events in the world. It challenges riders to 500 miles of unsupported, stage-free wilderness racing with 22,000 meters of vertical ascent. 80% of the trail is technically challenging singletrack. It's a race where riders challenge their physical and mental limits as well as bike handling abilities, racing alongside others who love riding as much as they do.

I had been told of the epic descents, crushing hike-a-bike sections, challenging conditions and the relentless effects of altitude and it was as punishing as I expected. Even with the year-long targeted training of long rides and altitude tents, it was one of my toughest races to date.

By mid afternoon on this first day, three spokes had gone and the wheel was buckling badly. I wasn't able to think too much of it. I had to stay determined to push on but it got worse...

I nursed the wheel to Breckenridge arriving at about 2am. I grabbed a few hours sleep until the town awoke. Unfortunately 15mm bolt-through hubs hadn't taken this area by storm and it was two hours before I found a bike shop which had a few spare spokes of the right length. With the wheel repaired I kept going only to find on the next descent that the wheel wasn't holding out – a re-build was the only option and it wasn't a good one. I coaxed my bike down to Copper Mountain where I found no shops able to service the wheel which meant a five hour detour off-route. Only one person was able to fix the wheel and he was out until the morning... I waited and waited. At 9am I took the bike to be serviced one last time.



Colorado



radido



'The Bicycle Doctor' rebuilt the wheel and with a day and a half lost I put my foot down and rode 'til my legs fell off, catching and passing a dozen riders.

I rode through the night on some unbelievably good singletrack... The altitude was giving me some stick as I climbed but my legs felt good and I just kept pushing on. After another day's riding, I was confronted with Sergeants Messa, one of the more demanding sections that climbs to a lung-busting 12,500 feet. The descent was worth the pain of the climb – mile upon mile of technically demanding rocky singletrack.

By now I had forgotten about my mechanicals and was totally involved with every moment of the ride. It was like every type of singletrack you could think of, all in one punishing 500 mile route. But I was close to running out of time and I couldn't rest.

With less than 90 miles to go the final issue arose. A split tyre ended any dream of managing to pull myself back into the race. I tried to fix the split but it was too large and the closest town meant a long detour and no time to get back on-route and complete the race in time for my flight home.

This race is a true challenge, up there with La Ruta de los Conquistadores and Idafabike you can take on with a bike. This year the terrain dealing out the cruel mechanicals and the demanding riding at altitude combined to crush my dream. But I will be back next year to finish with both rider and bike in one piece...

trail

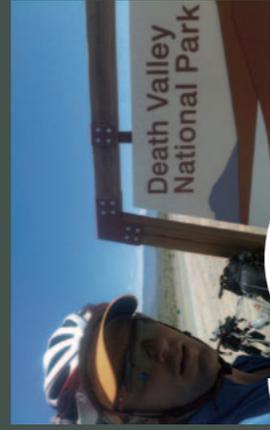


race



Las Vegas glittered into view in the valley ahead. In the evening twilight and surrounded by vast deserts and mountainous terrain, the distant twinkle was a comforting target for a bed after a sweltering day when I'd cycled 110 miles out of Death Valley in California and into Nevada.

This was the 120th day of cycling since I'd left Greenwich, England. What were the chances that I'd have made it this far at all, especially this fast? I'd been in many close scrapes on the road, had dysentery... twice, been detained by police... twice... and just 24 hours earlier I'd run out of water in the hottest place in the world. I realised I was some kind of gambling addict mid-way through this non-stop record-attempting binge. Vegas was a very appropriate place to be passing through.



▲ The spine of America

A huge storm 'weather bomb' hit in New Zealand and I fought cold gales and floods for days. Transferring to California brought the surprise of mountain passes still blocked with snow. In June, the highest point of the whole tour was the American Continental Divide – the 11,312ft Monarch Pass in the Rockies.



▲ Europe

Returning to Europe, I dashed for the finish from Lisbon to London. Spain's hills and empty inefrta was tough, but crossing the mountains into France brought a tear to my eye as I joined pleasant and familiar roads.



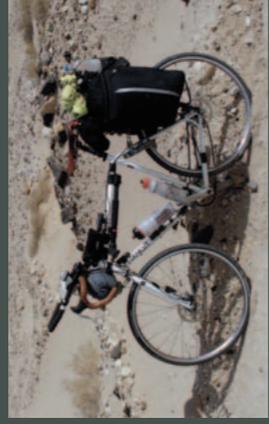
▲ Finish

15:21 on 1st August 2010. The finish was a blur of photographers, but my strongest memory is of being reunited with my wife Helen right on the finish line. We gave the Crak de Fer one last test as Helen climbed on the panniers for a lift to the hotel and party.



▲ Start

As an athlete, the Great Bike Ride began with an energetic, outdoors upbringing. As a concept, it began watching the BBC documentary on record-breaker Mark Beaumont. On the roads, it began at the Royal Observatory, Greenwich, zero degrees longitude on 7th Feb. 2010. I set out to enjoy an adventure as much as aiming for a new round-the-world record.



▲ Sinai desert, Egypt

One week after setting off I'd survived a freezing dash south through France, caught the ferry across the Med, and was heading east on the North African coast road, two thousand miles of easy navigation through Tunisia, Libya, and Egypt lay ahead. Language was a problem, as was crazy traffic, filthy accommodation and dysentery, but the people were amazingly friendly.

▲ Thailand

I'd devised a route to meet the Guinness World Records criteria and included interesting places to motivate me. I paused at Leptis Magna in Libya, Mt Sinai in Egypt, Petra in Jordan, beautiful, holy places in India and Thailand and crossed the equator in Sumatra.



round the world



▲ Australian sunset

In the vast Australian Outback, lethal snakes and spiders were bad company, but the beautiful song of the Kookaburra kept me sane despite 27 days of headwinds and rough roads. I visited the home of Waltzing Matilda, and I dared against all advice to ride after sunset, finding the road-trains not so bad and the wind less strong.



Returning to Europe, I dashed for the finish from Lisbon to London. Spain's hills and empty inefrta was tough, but crossing the mountains into France brought a tear to my eye as I joined pleasant and familiar roads.

the world



▲ Guinness World Record Certificate

Vin Cox receives his Guinness World Record certificate for the 'Fastest Circumnavigation of the Globe by Bicycle' at the Cycle Show in London.

www.justliving.com/vin-cox – Vin rode in support of the Geoff Thomas Foundation.

▲ Midwest desolation

I enjoyed the scale of mid-west USA. Small, friendly communities separated by enormous farms. It was hot and humid though and bad weather always meant thunderstorms. The worst night was spent with my tent lashed to fence posts in a severe thunderstorm, with hail and tornadoes buffeting us.





tuned for



trail performance



— latitude^{TI}

The features list of the Latitude Titanium represents the level of design that has shaped this frame. The asymmetric chainstays, the taper-oval double butted top tube, a triple butted down tube that has added wall thickness and a round section at the front end for enhanced durability and an XX44 head tube for taper-steerer fork compatibility.

A revised geometry then enhances the capability of the whole package. Using a fully butted, 3Al\2.5V Grade 9 seamless and cold-worked tube set that's been designed from scratch to offer everything for the demanding trail rider, this is a frame we're very proud of. Now available with Shimano XT or XTR specifications, this is our ultimate trail ride that can take on the best head-to-head.



Latitude Ti XTR

Frame
—3 Al\2.5 V cold-drawn
seamless butted Titanium

Fork
—DT Swiss XMM 120 mm,
15 mm axle + tapered steerer

Wheels (rims/r hub/f hub)
—DT Swiss Tricon 1700 UST

Shifters
—Shimano XTR Dynasys

SRP
£3799.99

Derailleurs Rear\Front
—Shimano XTR Dynasys\
Shimano XTR Dynasys

Chainset
—Shimano XTR Dynasys
42-32-24T

Brakes\Brake Levers
—Shimano XTR 180mm F\
160mm R rotors with Shimano
XTR brake-levers

Sizes
—16, 17.5, 19, 20.5"

Latitude Ti XT

Frame
—3 Al\2.5 V cold-drawn
seamless butted Titanium

Fork
—DT Swiss XMM 120 mm,
15 mm axle + tapered steerer

Wheels (rims/r hub/f hub)
—DT Swiss Tricon 1700 UST

Shifters
—Shimano XT Dynasys

SRP
£3199.99

Frame\Rolling Chassis
DT XMM120 fork
DT Tricon 1700 wheels
£2399.99

Derailleurs Rear\Front
—Shimano XT Dynasys\
Shimano XT Dynasys

Chainset
—Shimano XT Dynasys
42-32-24T

Brakes\Brake Levers
—Shimano XT 180mm F\
160mm R rotors with Shimano
XT brake-levers

Sizes
—16, 17.5, 19, 20.5"

Frame only
£1249.99



— latitude \ 853



The classic steel hardtail, refined for the future. We've been working closely with Reynolds to offer unique 853 tube dimensions that produce a lighter and more comfortable steel frame that comfortably exceeds the CEN standards with 140mm forks. The 853 top and down tubes are triple butted and gusset-free. The XX44-compatible head tube is made from air-hardening Reynolds 631. The added diameter of this head tube also allows a wider top tube section, so the top tube is tapered and ovalised to optimise

both stiffness and overall comfort. The heat-treated Cr-Mo seat stays are slimmer. The asymmetric chainstay design gives room for 2.4" tyres and narrower Q-factor 2x10 drivetrains. The frame is internally rust-proofed. We even adjusted the geometry to get the best from tapered steerer, bolted-axle forks. More comfortable and better handling than before, impressively durable and detailed, the new Latitude 853 may be about as good as steel hardtails get.



Frame

—Reynolds 853 heat-treated air-hardening steel

Fork

—Rockshox Recon Gold RL Solo Air 120 mm 20 mm Maxle

Wheels (rims/r hub/f hub)

—DT Swiss X430D 32H Shimano Deore SLX 20 mm axle Centre-Lock

Shifters

—Shimano Deore 9-speed

Derailleurs Rear/Front

—Shimano XT/Shimano Deore

Chainset

—Shimano Deore 44-32-22T

Brakes/Brake Levers

—Shimano Deore 180mm F/160mm R rotors with Shimano Deore brake-levers

Sizes

—16, 17.5, 19, 20.5"

SRP
£1599.99

Frame only
£399.99

latitude\10



Frame

—Reynolds 520
double butted Cr-Mo

Fork

—Rockshox Recon Gold
K 120 mm

Wheels (rims/r hub/f hub)

—Alex XCR Comp 32H
Shimano HB-M435 Centre-Lock

Shifters

—Shimano Deore 9-speed

Derailleurs Rear/Front

—Shimano SLX/Shimano Deore

Chainset

—Shimano Deore 44-32-22T

Brakes/Brake Levers

—Shimano BR-M445 180mm F
160mm R rotors with Shimano
BL-M505 brake-levers

Sizes

—16, 17.5, 19, 20.5"

SRP

£1099.99



latitude\00



Frame

—Reynolds 520
double butted Cr-Mo

Fork

—Rockshox Recon Silver
K 100 mm alu

Wheels (rims/r hub/f hub)

—Alex DP-17 32H/Shimano
RM-65 Centre-Lock

Shifters

—Shimano Deore 9-speed

Derailleurs Rear/Front

—Shimano Deore
Shadow/Shimano Deore

Chainset

—Shimano Alivio Octalink
44-32-22T

Brakes/Brake Levers

—Shimano BR-M445
160mm rotors with Shimano
BL-M445 brake-levers

Sizes

—16, 17.5, 19, 20.5"

SRP

£849.99



embroidered
ruggeds



and wild
terrain



alitude



Our long-travel, Alpine-influenced 853 steel hardtail. As with the new Latitude frame, we've produced a lighter, more comfortable and gusset-free 140mm-fork optimised frame that comfortably exceeds the CEN standards with 160mm forks. The 631 XX44 head tube allows tapered steerer forks. The head angle is now 66.5 degrees static with a 140mm fork – DH stable and still day-ride friendly.

The new Alitude is for riders who need a bike that climbs technical ground in order to reach the most challenging descents, who ride out toward the most remote and wild trails. It may be the lightest, most all-round capable taper-steerer compatible long-travel frame available.



Frame
—Reynolds 853 heat-treated, air-hardening steel

Sizes
—16.5, 18, 19.5"

SRP
£429.99

**44°
44' — 35'**

**53°
44' — 30'**



aluminum
hardtail



decent
|
decent



— core\50

With the Core you can have it all – fast and light yet capable of handling any trail. 'Dead-centre, always on target', was what we said about 2010's Core bikes and 'What Mountain Bike' magazine agreed – the Core 50 won their 2010 'Trail Bike of the Year' award with its combination of technical handling ability and impressive turn of speed.

For 2011 we've taken the triple butted ALX-9 6069-T6 Core 40 and 50 frames a step further.

By using custom-specified forks from Rockshox we're able to offer tapered steerers and bolted 20mm axles on a light 120mm fork. Using a tapered head tube and a revised geometry developed to suit these new-school forks, we've got the best from our Core range of trail hardtails.

To us, the definition of UK hardtails is this mix of technical handling ability, comfort and light weight, offering complete all-round performance. The Core series take this definition to the trail.



Frame
—6069 ALX-9 6 triple butted aluminium

Fork
—Rockshox Recon Gold RL 120 mm 20 mm Maxle

Wheels (rims/r hub/f hub)
—DT Swiss X430D 32H \ Shimano SLX 20 mm Centre-Lock

Shifters
—Shimano SLX Dynasys

Derailleurs Rear/Front
—Shimano SLX Dynasys \ Shimano SLX Dynasys

Chainset
—Shimano FC-M552 Dynasys 42-32-24T

Brakes/Brake Levers
—Shimano SLX \ 180mm F \ 160mm R rotors with Shimano SLX brake-levers

Sizes
16, 17.5, 19, 20.5"

SRP
£1399.99

 — core\40
Frame

—6069 ALX-9 6
triple butted aluminium

Fork

—Rockshox Recon Gold
K 120 mm 20 mm Maxle

Wheels (rims/r hub/f hub)

—Alex XCR Comp 32H
Shimano M435/S LX 20 mm
axle Centre-Lock

Shifters

—Shimano Deore 9-speed

Derailleurs Rear/Front

—Shimano SLX/Shimano Deore

Chainset

—Shimano Deore 44-32-22T

Brakes/Brake Levers

—Shimano BR-M445/180mm
F/160mm R rotors with Shimano
BL-M505 brake-levers

Sizes

16, 17.5, 19, 20.5"

SRP

£1099.99


 — core\30
Frame

—6061 6 double butted
aluminium

Fork

—Rockshox Recon Silver
K 120 mm alu

Wheels (rims/r hub/f hub)

—Alex DP-17 32H/Shimano
M435 Centre-Lock

Shifters

—Shimano Deore 9-speed

Derailleurs Rear/Front

—Shimano Deore
Shadow/Shimano Deore

Chainset

—Shimano Alivio Octalink
44-32-22T

Brakes/Brake Levers

—Shimano BR-M445/180mm
F/160mm R rotors with Shimano
BL-M505 brake-levers

Sizes

16, 17.5, 19, 20.5"

SRP

£849.99



 — core\20
Frame

—6061 6 double butted aluminium

Fork

—Rockshox Tora K 120 mm alu

Wheels (rims/r hub/f hub)

—Alex DP-17 32H/Shimano RM-65 Centre-Lock

Shifters

—Shimano Alivio 9-speed

Derailleurs Rear/Front

—Shimano Deore Shadow/ Shimano Alivio

Chainset

—Shimano Alivio Octalink 44-32-22T

Brakes/Brake Levers

—Shimano BR-M445 160mm rotors with Shimano BL-M445 brake-levers

Sizes

16, 17.5, 19, 20.5"

SRP

£749.99


 — core\10
Frame

—6061 6 double butted aluminium

Fork

—Rockshox Tora K 100 mm

Wheels (rims/r hub/f hub)

—Alex Ace-18 32H/Shimano RM-65 Centre-Lock

Shifters

—Shimano Acera 8-speed

Derailleurs Rear/Front

—Shimano Acera/Shimano FC-M310

Chainset

—Shimano Acera Octalink 42-32-22T

Brakes/Brake Levers

—Shimano BR-M445 160mm rotors with Shimano BL-M445 brake-levers

Sizes

16, 17.5, 19, 20.5"

SRP

£649.99





specific conditions in filthy roads



io id



The alternative drive-train that makes a mockery of derailleurs in really filthy conditions and keeps you climbing longer than you might on a single speed. A constant chain tension for silent running over the rough and the ability to change gears without pedalling means this winter-ride favourite has advantages in any conditions, not just the mud-fests.

We've championed the cause of the hub-gear mountain bike for some time and can now offer the io ID with either 8-speed or 11-speed Alfine hubs.

Lighter than the 8-speed version with improved shifting and pick-up, a wider gear range, reduced steps between gears and a revised MTB-style 2-way release shifter, 11-speed Alfine is a step closer to being the future of mountain bike gearing.

When you ride an io ID there's no such thing as bad conditions. Be out there when others are indoors.



Frame

—Reynolds 520
double butted Cr-Mo

Fork

—Rockshox Recon Gold RL
Solo air 100mm

Wheels (rims/r hub/f hub)
—DT X430 \ Shimano Alfine \
Deore Centre-Lock

Shifters

—Shimano Alfine

Derailleurs Rear/Front

—Shimano Alfine

Chainset

—RaceFace Ride 32T

Brakes/Brake Levers

—Shimano Deore \ 160mm
rotors with Shimano Deore
brake-levers

Sizes

—16, 17.5, 19, 20.5"

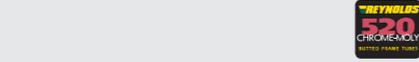
SRP

£1319.99 8spd
£1499.99 11spd



Effort levels that go from all to nothing at the flick of a switch, a focus on momentum that never wanes and an overall feeling of involvement that can become addictive?

The combination of a rigid steel frame and a lack of gears become something more than the sum of its parts and under an experienced rider it can suggest weaknesses in the 'more is better' school of thought.



Commitment and involvement from the rider combined with enviable durability under the harshest of conditions from the bike make this a match for riders who have seen what a UK winter can do to complex bikes. Simplify and blend finesse and power to enlighten your riding.



Frame

—Reynolds 520
double butted Cr-Mo

Fork

—Genesis butted Cr-Mo
80 \ 100 mm-corrected

Wheels (rims \ hub \ f hub)

—Alex XD-Life \ Genesis SS
bolted \ Shimano 525 QR

Shifters

—N/A

Derailleurs Rear/Front

—N/A

Chainset

—RaceFace Ride 32T

Brakes \ Brake Levers

—Shimano BR-M486 160mm
rotors with Shimano BL-M486
brake-levers

Sizes

—16, 17.5, 19, 20.5"

SRP

£649.99





crossing

boundaries





— croix de fer



Our most popular export. The Croix De Fer is as popular in Scandinavian countries as it is in the UK; it's a road bike that won't get bogged down in the winter, can join in on summer singletrack rides and copes with all-weather cross-terrain riding in a way that few bikes can match. We hear it's a lot of fun on spiked ice tyres too...

With improved, wider, separate rack eyelets it's perfect for the lightweight touring approach that gained Vin his record.

This is simply a cross-boundaries, cross-continent, 'cross-inspired kind of bike. Wherever you find yourself, there's fun to be had on a Croix De Fer.

It's now also the holder of a Guinness World Record – in pursuit of an often-contested record, during 2010 Vin Cox rode his Croix De Fer around the world faster than anyone has managed before.



Frame

—Reynolds 725 double butted heat-treated Cr-Mo

Fork

—Double butted Cr-Mo

Wheels (rims/hub/hub)

—Alex DF-23 32H/Shimano Deore 32H

Shifters

—Shimano Tiagra STI 9-speed

Derailleurs Rear/Front

—Shimano 110/Shimano Tiagra

Chainset

—Shimano Tiagra compact 50-34T

Brakes/Brake Levers

—Shimano BR-R505 Disc with Shimano Tiagra STI levers brake-levers

Sizes

52, 54, 56, 58, 60cm

SRP

£1099.99

Frame

£279.99

Fork

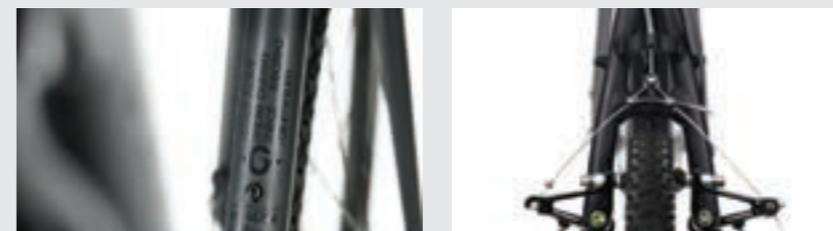
£59.99



— vapour

Cyclo-cross races, the 'hour in hell' that becomes a lot of fun in the mud for more and more riders every Autumn. For other riders, a 'Cross bike is the answer to a wide range of needs, light enough for a sportive, tough enough for light off-road use and comfortable enough for weekend touring.

The Vapour's ALX-9 6069 triple butted frame and carbon/aluminium fork is perfectly race-ready and now has more mud room around the rear brake. Top tube routed cables mean snag-free shouldering when it's time to pick it up and run and rear rack or 'guard eyelets give scope for wider use than a pure race bike. Whether a roamer, a racer or simply a commuter/escaper, the Vapour answers the call.



Frame
—6074 ALX-9 6
triple butted aluminium

Fork
—Carbon blades/
aluminium steerer

Wheels (rims/r hub/f hub)
—Alex DF-23 32H/Shimano
Tiagra

Shifters
—Shimano Tiagra STI 9-speed

Derailleurs Rear/Front
—Shimano Tiagra/
Shimano Sora

Chainset
—Shimano Tiagra compact
50-34T

Brakes/Brake Levers
—Tektro 992AG cantilevers
with Shimano Tiagra STI +
Tektro top-mount brake levers

Sizes
52, 54, 56, 58, 60cm

SRP
£899.99

spirit



and adventure



1 — day one \alfine



A wider-ranging Day One, a Day One that takes the simple explorer-bike concept to the fullest. A bike that many of us have been waiting for.

A combination of features inspired by winter-bike experiments in garages as well as Vin Cox's 'Great Bike Ride' – a fast-and-light record-breaking round-the-world ride on a Shimano Alfine hub equipped Croix De Fer.

The Day One Alfine has both braking and 8-speed gearing tucked well out of the way of the dirt. With drop bars for maximum ride comfort and all-day efficiency, a comfortable Reynolds 520 Cro-Mo steel frame and fork and a parts list that's both reliable and minimal, it's perfectly suited to anything from the daily commute to inspiring epic rides.

Add a frame bag, a rear rack and some bivi gear and it could inspire an epic lifestyle.



Frame

—Reynolds 520
double butted Cr-Mo

Fork

—Double butted Cr-Mo

Wheels (rims/r hub/f hub)

—Alex XD-Lite disc 32H
Shimano Alfine/BR-505

Shifters

—Virus VRS1 8-speed STI

Derailleurs Rear/Front

—Shimano Alfine
8-speed/NA

Chainset

—Driveline 42T

Brakes/Brake Levers

—Tektro Lyra ball-bearing
cable discs with Virus STI levers

Sizes

—52, 54, 56, 58, 60cm

SRP

£999.99





1 — day one \cross



Bikes like this have always existed. We're not claiming to have something new here. Look back through Tour de France history or the log books of the Rough Stuff Fellowship and there were single-g geared bikes with steel frames and balloon tyres that took on roads, paths and tracks and were hike-a-biked over high passes.

These bikes will always have a place with open-minded, adventurous riders unconcerned with technology or genres.

Whether you're mixing it up between tarmac and trail on the way to work, opening up new routes and exploring trail link-ups in mid-winter, or simply enjoying the challenge of riding distilled to its purest form, the Day One is a constant in cycling as well as more fun than it has any right to be.



Frame
—Reynolds 520 double butted Cr-Mo

Fork
—Double butted Cr-Mo

Wheels (rims/r hub/f hub)
—Alex Ace-19 32H
KT MTB Flip-flop

Shifters
—NA

Derailleurs Rear/Front
—NA

Chainset
—Driveline 42T

Brakes/Brake Levers
—Tektro RX-5 mini-V with
Tektro RL-340 brake-levers

Sizes
52, 54, 56, 58, 60cm

SRP
£549.99

1 — day one \flat bar



The Day One\flat bar is another challenge to cycling genres. When you start thinking that a single-speed road bike just isn't quite wide-ranging enough, when a 29er seems a bit overbuilt for simple singletrack fun and too sluggish on the road, when a flat-bar fixie doesn't quite feel right anymore but the minimalism still appeals

— well, that's when you're thinking what we were thinking when the Day One\flat bar came into being.

With brakes and tyres that are up to off-road riding and a fast, relaxed riding position it's a potent combination for possibly the fastest point-to-point single-speed out there.



Frame

—Reynolds 520
double butted Cr-Mo

Fork

—Double butted Cr-Mo

Wheels (rims\ hub\ f hub)

—Alex Ace-19 32H
KT MTB Flip-flop

Shifters

—N/A

Derailleurs Rear\Front

—N/A

Chainset

—Driveline 42T

Brakes\ Brake Levers

—Tektro RX-5 mini-V with
Tektro RL-570 mini levers

Sizes

—52, 54, 56, 58, 60cm

SRP

£549.99







— equilibrium \20



A success story that proves that steel is still a material to be reckoned with for a fast road ride. The Equilibrium is designed to mix comfort, speed and efficiency in a package suited to the less-than-perfect tarmac of the UK, the type of road bike that can mix it up in the bunch on Sunday morning as well as tackle a country lane descent as fast as your nerves allow.

For 2011 we've upgraded the Equilibrium's frame to Reynolds 725 tubing to add durability and reduce the wall thicknesses in places, saving a bit of weight without noticeable loss of stiffness.



Frame

—Reynolds 725 double butted heat-treated Cr-Mo

Fork

—Carbon blades/ aluminium steerer

Wheels (rims/r hub/f hub)

—Shimano WH-RS10 wheelset

Shifters

—Shimano 105 STI

Derailleurs Rear/Front

—Shimano 105/Shimano 105

Chainset

—Shimano 105 compact 50-34T

Brakes/Brake Levers

—Tektro BR358 57 mm with Shimano 105 STI levers brake-levers

Sizes

52, 54, 56, 58, 60cm

SRP
£1299.99

Frame
£279.99

Fork
£119.99



— equilibrium 10



Fast, fun and comfortable all the way with a nod to both modern frame design and racing bikes of past generations, the Equilibrium 725 is a bike that we'd recommend to anyone that loves the feel of a taut steel frame and the hum of 100psi tyres; to those who dream of Alpine cols and are inspired by the feats of the

'giants of the road' yet have no aspirations beyond Cat 4. However if your aspirations include high-speed riding for fun, Audax-distances and credit-card tours, just add a 3-point rack and/or 'guards and off you go, quickly and in style.



Frame

—Reynolds 725 double butted heat-treated Cr-Mo

Fork

—Carbon blades, aluminium steerer

Wheels (rims/r hub/f hub)

—Alex A1400 32H Shimano Tiagra

Shifters

—Shimano Tiagra STI 9-speed

Derailleurs Rear/Front

—Shimano Tiagra, Shimano Tiagra

Chainset

—Shimano FC-3450 compact 50-34T

Brakes/Brake Levers

—Tektro BR358 57 mm with Shimano Tiagra STI levers brake-levers

Sizes

—52, 54, 56, 58, 60cm

SRP

£999.99



— aether\30

Our aim with the Aether range was to mix two elements of road riding that some see as being like oil and water – lightweight race-bike speed with touring bike practicality and comfort.

With a triple butted ALX-9 6069 T-6 Aluminium frame plus a carbon fork with Aluminium steerer on all models, the Aether is a light frameset that's stiff under power. A compact frame design with slim seatstays and a tapered top tube add comfort and compliance. Deep-drop brakes and eyelets make fitting larger tyres and/or 'guards simple, a seat-clamp rack mount can even be used to fit a rack to this compact frame without fouling the rear brake.

Sharing geometry and design brief with the Equilibrium, the Aether is as UK-inspired and wide-ranging as road bikes can be – after all, our roads can be a long way from the smooth European tarmac that a Pro race bike is usually designed for.

From winter training and summer sportives to simply enjoying the twisting roads of the UK, the Aether copes with it all without being jack, master of none – rather Aether, master of tarmac.



Frame
—6074 ALX-9 6 triple butted aluminium

Fork
—Carbon blades/
aluminium steerer

Wheels (rims/r hub/f hub)
—Alex DA22 32H/
Shimano Tiagra

Shifters
—Shimano 105 STI

Derailleurs Rear/Front
—Shimano 105/Shimano 105

Chainset
—Shimano 105 HTII compact 50-34T

Brakes/Brake Levers
—Tektro BR358 57 mm
with Shimano 105 STI levers
brake-levers

Sizes
52, 54, 56, 58, 60cm

SRP
£1099.99

— aether\20

Frame

—6074 ALX-9 6 triple butted aluminium

Fork

—Carbon blades/aluminium steerer

Wheels (rims/r hub/f hub)

—Alex Race 24 32H/Shimano 2200

Shifters

—Shimano Tiagra STI 9-speed

Derailleurs Rear/Front

—Shimano Tiagra/Shimano Tiagra

Chainset

—Shimano Sora compact 50-34T

Brakes/Brake Levers

—Tektro BR358 57 mm with Shimano Tiagra STI levers brake-levers

Sizes

52, 54, 56, 58, 60cm

SRP

£849.99



— aether\10

Frame

—6074 ALX-9 6 triple butted aluminium

Fork

—Carbon blades/aluminium steerer

Wheels (rims/r hub/f hub)

—Alex R450 32H/Shimano 2200

Shifters

—Shimano 2300 STI 8-speed

Derailleurs Rear/Front

—Shimano Sora/Shimano 2300

Chainset

—Shimano 2350 compact 50-34T

Brakes/Brake Levers

—Tektro R316A 57 mm with Shimano 2300 STI levers brake-levers

Sizes

—52, 54, 56, 58, 60cm

SRP

£649.99



brand new



still
and
tro



— flyer



Timeless, modern, retro, the Flyer is many things to many riders. A Reynolds 520 Cro-Mo frame with slim-stays and a relatively stiff mainframe matched to a slim, triple butted fork that gives a wonderful mix of smooth comfort and lightning responses, a modern track bike meets road classic kind of ride that's won praise from everyone that's ridden it.

A flip-flop hub adds options, the Shimano BB and freewheel are durable and the quality Shimano brakes are essential. For summer evening rides, cross-town transport or even just for the sake of owning something so simple and elegant, the Flyer is our take on road fixed/singlespeed bikes, a real 'rider's bike' where ride quality and looks are equally important and equally refined.



Frame
—Reynolds 520
double butted Cr-Mo

Fork
—Triple butted Cr-Mo

Wheels (rims/r hub/f hub)
—Alex DA28/Formula
track flip-flop

Shifters
—N/A

Derailleurs Rear/Front
—N/A

Chainset
—Driveline 46T

Brakes/Brake Levers
—Shimano Sora with Shimano
BL-R400 brake-levers

SRP
£649.99

**Frame, fork,
headset**
£299.99

‘Look Mum No Hands’, the cyclist’s cafe and workshop in London, hosted the launch of a limited edition Genesis Flyer this summer.

A collaboration project styled by AllCity Creative in London and specified by Genesis’s resident fixed gear Flyer rider, Albert Steward, the limited Edition AllCity Flyer retails at \$749.99.

Upgrades include a tougher buffed Cr-Mo unicrown fork, 105 brake callipers, Continental Gatorskin Harshell tyres, chrome pedals and clips with leather straps and a tougher crank.

The graphics are a striking urban design, inspired by warning barriers, road markings and the need to stand out in a crowd. Individually numbered in a series of 100 and strictly a one-off, these unique bikes are in the shops now.

A big thank you to everyone involved in this project and to those who made it down to the launch night. It was a great night and nice to see so many familiar faces!



genesis x all-city creative

Frame
— Reynolds 520
— double buffed Cr-Mo

Fork
— Double buffed Cr-Mo

Wheels (rim/r hub/f hub)
— Alex DA28 Formula track
— 11p-10p

Shifters
— N/A

Derailleurs Rear/Front
— N/A

Chainset
— Ditzelire 46T

Brakes/Brake Levers
— Shimano 105 with Tekro
— BX-2C BMX style brake-levers

SRP
\$749.99



flyer

— geometry

The detailed stuff that turns a quality tubeset into a great handling bike. Small changes in these numbers can make tangible improvements to weight distribution or handling ability, yet overall balance is more important than any one measurement alone.

With a wide range of variables to play with and experience from developing different frame types, the geometry of Genesis frames is something that we spend as much time on as is necessary to tune the ride characteristics to be just the way they need to be.

All measurements in mm unless stated. MTB frame angles and BB heights taken with approximately 25% fork travel as sag.



All measurements in mm unless stated. MTB frame angles and BB heights taken with 25-30% fork travel as sag.

Altitude 00 with 100mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16"	405	570	100	71	74	423	305
17.5"	445	585	110	71	74	423	305
19"	480	600	120	71	74	423	305
20.5"	520	615	135	71	74	423	305

Altitude 10 with 120mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16"	405	570	100	70	73	423	310
17.5"	445	585	110	70	73	423	310
19"	480	600	120	70	73	423	310
20.5"	520	615	135	70	73	423	310

Altitude 20 and Titanium; Altitude 853 and Titanium frames with 120mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16"	405	570	100	69.5	73.5	423	310
17.5"	445	585	110	69.5	73.5	423	310
19"	480	600	120	69.5	73.5	423	310
20.5"	520	615	135	69.5	73.5	423	310

Altitude 853 frame with 140mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16.5"	420	575	110	68	73	425	312
18"	460	590	115	68	73	425	312
19.5"	461	605	120	68	73	426	312

Core 10 with 100mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16"	405	565	100	71	74	420	305
17.5"	445	580	110	71	74	420	305
19"	480	595	120	71	74	420	305
20.5"	520	610	135	71	74	420	305

Core 20, 30 with 120mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16"	405	565	100	70	73	420	310
17.5"	445	580	110	70	73	420	310
19"	480	595	120	70	73	420	310
20.5"	520	610	135	70	73	420	310

Core 40, 50 with 120mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16"	405	570	100	69.5	73.5	420	310
17.5"	445	585	110	69.5	73.5	420	310
19"	480	600	120	69.5	73.5	420	310
20.5"	520	615	135	69.5	73.5	420	310

iO, iO ID; iO frame with 445-450mm rigid fork or 100mm fork travel							
Named size — inches	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB height
16"	405	570	100	70.5	73.5	415-430	312
17.5"	445	585	110	70.5	73.5	415-430	312
19"	480	600	120	70.5	73.5	415-430	312
20.5"	520	615	135	70.5	73.5	415-430	312

Croix de Fer							
Named size — cm	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB drop
52	520	538	120	71	74.5	425	65
54	540	545	135	71	74	425	65
56	560	560	145	71.5	73.5	425	65
58	580	567	155	71.5	73	425	65
60	600	575	165	72	73	425	65

Vapour							
Named size — cm	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB drop
52	520	540	100	72	73.5	425	65
54	540	550	100	72	73	425	65
56	560	560	122	72	73	425	65
58	580	570	142	72	73	425	65
60	600	585	160	72	73	425	65

Aether, Equilibrium							
Named size — cm	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB drop
52	490	538	132	72	74	413	70
54	510	545	140	72	74	413	70
56	530	558	150	72	73.5	413	70
58	550	567	160	72	73.5	413	70
60	570	578	170	72	73.5	413	70

Flyer							
Named size — cm	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB drop
52	520	533	120	72.5	75	400-415	66
54	540	545	130	72.5	74.5	400-415	66
56	560	552	145	73	74.5	400-415	66
58	580	560	160	73	74.5	400-415	66
60	600	573	175	73	74	400-415	66

Day one/Day One Affine							
Named size — cm	seat tube length, mm	top tube — horizontal	head tube	head angle/degrees	seat angle/degrees	chainstay length	BB drop
52	520	545	125	71.5	74	415-430	64
54	540	550	135	71.5	74	415-430	64
56	560	555	150	71.5	74	415-430	64
58	580	565	165	71.5	74	415-430	64
60	600	575	185	71.5	74	415-430	64

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Contact

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