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What Does Cycling Mean To Me?

Being absorbed in the bike industry, it’s easy to lose perspective, so I often ask myself this question. For me cycling is about escape and being free, it’s about moving through the landscape under my own steam, while being exposed to the elements and being able to take in the world that’s going on around me. Riding is my thinking time, away from work, away from the day to day stresses, just me and the bike, pedalling and flowing, beautifully simple and honest. In a fast changing world where we are bombarded by the latest gadgets, distracted by poisonous marketing, or absorbed into the ether of social media, the simple process of riding a bike gives me something that I can understand, something beautifully utilitarian that somehow gives me a feeling of peace and a feeling of being truly alive. The bicycle itself should be the tool to enable me to do this.

My basic design principles are fed by this and those key principles are to create bikes that are functional and to let the function be the main focus of the design, to keep them as utilitarian as possible and to avoid trends like the plague. A bike shouldn’t be a ‘statement’ and risk going out of fashion in two minutes. Primarily it’s a tool, whether for commuting, touring, racing, exploring the woods, or just getting lost on. Finally, a bike should be designed to be ridden hard with minimum maintenance and fuss even when riding in the toughest conditions.

I can assure you that if you invest in a Genesis bike then you are purchasing a product that has been thoughtfully specced and designed. Like with any product it is better to buy quality and buy once, rather than to replace or renew every year, either due to poor quality or because the trend has moved on. Our bikes are designed to have timeless appeal and so we hope they will age beautifully and that they will give you many happy years of riding.

DOMINIC THOMAS
Genesis Bike Designer



“The simple process of riding a bike gives me something that I can understand, **something beautifully utilitarian** that somehow gives me a feeling of peace and a feeling of being truly alive.” – DOMINIC THOMAS



High Latitude

High Latitude is an all-new model for 2013 - a front suspended 29er taking much of what we've learnt from the much loved and long-serving Latitude 26" model and Fortitude rigid 29er. In many ways we were slow to commit to the 29er market, but we were simply taking our time, letting the hype settle down and judging the big wheel phenomenon for ourselves based, first and foremost, on ride quality. Of course geometry is king and wheel size is only one part of the equation - it has to be combined with good geometry for the bike to realise its' full potential. A relatively slack 69 degree head angle combined with a low bottom bracket height and short 435mm chain stays means that the bike handles best when ridden fast, inspiring confidence and urging you to push harder.



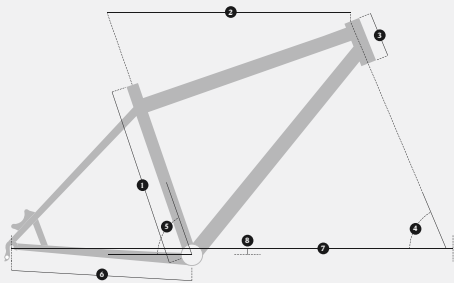
High Latitude Alfine

The High Latitude Alfine is a great choice for those who require minimum servicing fuss and less drivetrain wear-and-tear courtesy of the internal, fully-sealed 11sp hub gear and constant chainline. The 11sp version of Shimano's excellent Alfine hub offers increased gear range (409% vs. 307% - Alfine 8sp) and oil-bath internals for extended service intervals. Once the initial 200 mile oil change is carried out the Alfine hub will help keep you rolling through the seasons with zero fuss - More time spent on the trail and less in the workstand.

Specifications*

Frame	Reynolds 520 w/ XX44 Oversize HT
Fork	RockShox Recon Gold TK Solo Air w/ tapered steerer
Wheels	DT Swiss X470 29" Disc / Shimano Deore M595 & Alfine 11sp
Shifters	Shimano Alfine SL-S700 11sp
Deraillleurs	N/A
Chainset	Truvativ Stylo 32T
Tyres	Continental Mtn King II 2.2" 29er (wire
Brakes\Levers	Shimano Deore BR/BL-M596 (180/160mm rotors)
Sizes	16, 17.5, 19, 20.5"
SRP	£1,699.99 (Frame only £299.99)

Geometry**



Frame size	16"	17.5"	19"	20.5"
1 Seat Tube	405mm	445mm	480mm	520mm
2 Top Tube (Horizontal)	585mm	595mm	610mm	625mm
3 Headtube	95mm	105mm	110mm	120mm
4 Head Angle	69.5°	69.5°	69.5°	69.5°
5 Seat Angle	74°	74°	74°	74°
6 Chainstay	435mm	435mm	435mm	435mm
7 BB Drop	65mm	65mm	65mm	65mm
Stem Length	70mm	80mm	80mm	90mm
Fork Travel	80mm	80mm	80mm	80mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





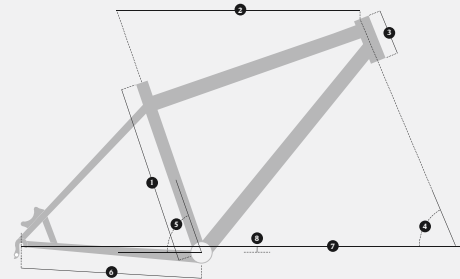
High Latitude 2x10

Sporting a full 2013 Shimano SLX drivetrain, the High Latitude 2x10 has unmistakably been specced with the dedicated trail rider in mind; someone for whom performance and durability are of upmost importance. We've also utilized the latest frame and component standards that offer genuine, tangible benefits to the ride. Upfront, you'll find the versatile XX44 head tube providing tapered steerer compatibility and additional weld surface area for the top and down tube junctions. Outback, you'll find Shimano's excellent SHADOW PLUS rear derailleur with its' one-way friction clutch mechanism which helps eliminate drivetrain noise and chain slap. Conquering trail centres, summer evening blasts, winter trail rides, this bike will do it all.

Specifications*

Frame	Reynolds 520 w/ XX44 Oversize HT
Fork	RockShox Recon Gold TK Solo Air tapered w/ ø15 mm
Wheels	DT Swiss X470 / Shimano SLX M678 (15mm) & M435 32H
Shifters	Shimano SLX M670 10sp
Derailleurs	Shimano SLX FD-M676 / SLX RD-M675 SGS Shadow Plus 10sp
Chainset	Shimano SLX FC-M675 38/24T
Tyres	Continental X-King 2.2" (folding)
Brakes\Levers	Shimano Deore BR/BL-M596 (180/160mm Rotors)
Sizes	16, 17.5, 19, 20.5"
SRP	£1,499.99 (Frame only £299.99)

Geometry**



	Frame size	16"	17.5"	19"	20.5"
1	Seat Tube	405mm	445mm	480mm	520mm
2	Top Tube (Horizontal)	585mm	595mm	610mm	625mm
3	Headtube	95mm	105mm	110mm	120mm
4	Head Angle	69.5°	68.8°	68.8°	68.8°
5	Seat Angle	74°	73.3°	73.3°	73.3°
6	Chain Stay	435mm	435mm	435mm	435mm
7	BB Drop	65mm	65mm	65mm	65mm
	Stem Length	70mm	80mm	80mm	90mm
	Fork Travel	80mm	100mm	100mm	100mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.



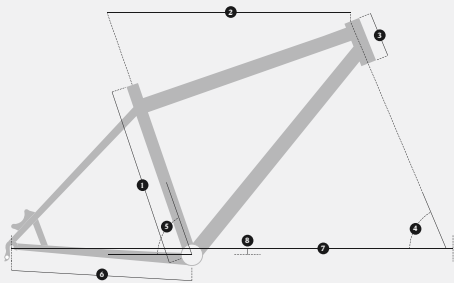
High Latitude 1x10

The 1x10 model is the most affordable steel 29er in our range, but we've not scrimped on the spec. We've used an air-sprung, tapered steerer Rockshox fork up front for easy, simple setup and for the drivetrain we've utilised a simple & lightweight 1x10 setup consisting of Sram X5 10sp components, rangy 11-36T cassette, 32T Truvativ chainset and a neat and tidy Mr Control chain guide to keep everything in check. Shimano hubs are easily-serviceable and form the basis of what should be a long-serving wheelset, whilst the Shimano M395 hydraulic disc brakes offer nothing short of spectacular performance for the money. A great value bike and a worthy platform for future upgrades.

Specifications*

Frame	Reynolds 520 w/ XX44 Oversize HT
Fork	RockShox XC32 TK Solo Air w/ tapered steerer
Wheels	Alex DP-20 29" Disc / Shimano RM35 32H
Shifters	SRAM X5 10sp (r/h only)
Derailleurs	Prime Aero Chainguide / SRAM X5 Mid Cage 10sp
Chainset	Truvativ Firex 32T
Tyres	Continental Mtn King II 2.2" 29er (wire)
Brakes\Levers	Shimano BR/BL-M395 (180/160mm rotors)
Sizes	16, 17.5, 19, 20.5"
SRP	£999.99

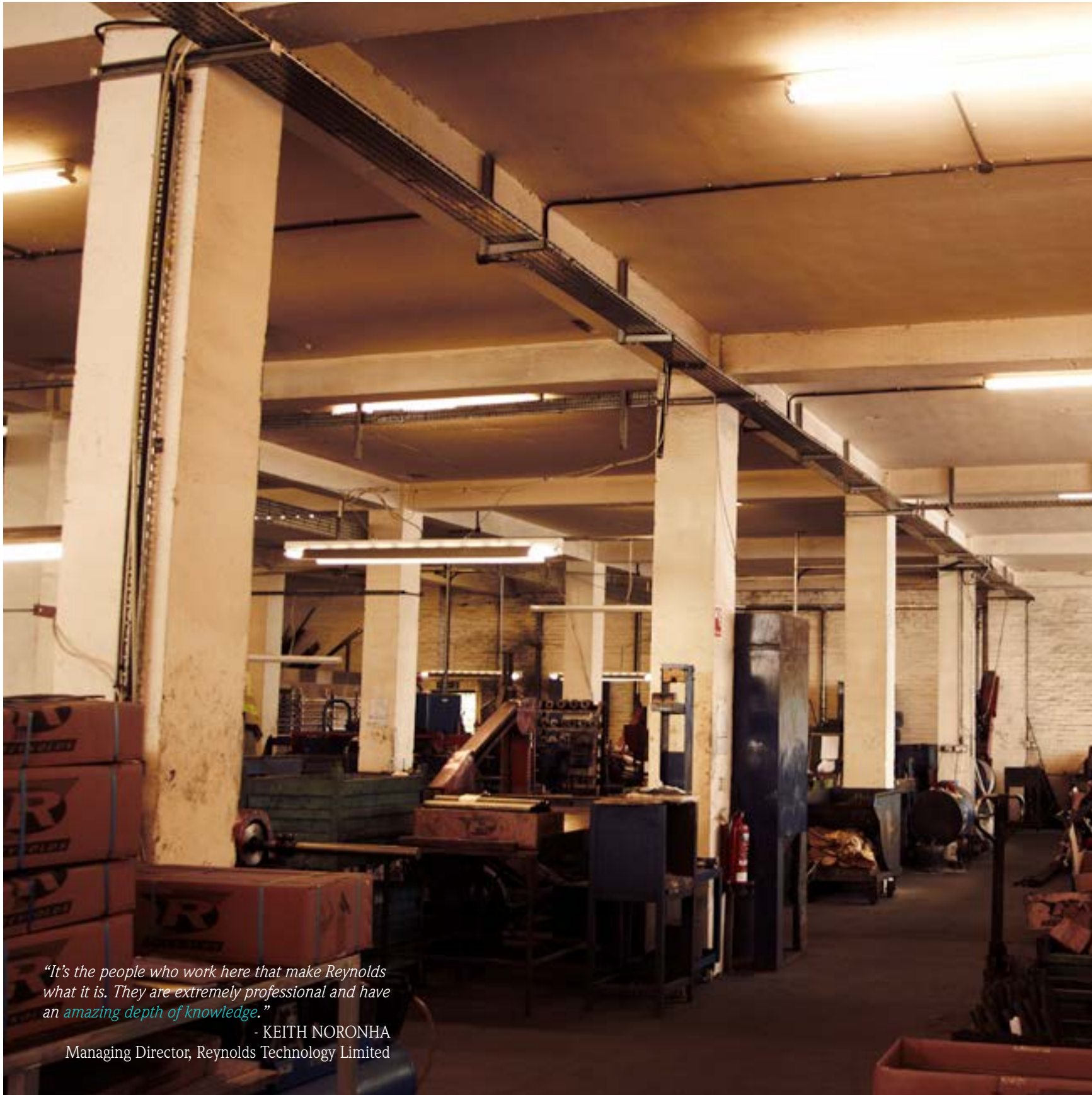
Geometry**



Frame size	16"	17.5"	19"	20.5"
1 Seat Tube	405mm	445mm	480mm	520mm
2 Top Tube (Horizontal)	585mm	595mm	610mm	625mm
3 Headtube	95mm	105mm	110mm	120mm
4 Head Angle	69.5°	68.8°	68.8°	68.8°
5 Seat Angle	74°	73.3°	73.3°	73.3°
6 Chainstay	435mm	435mm	435mm	435mm
7 BB Drop	65mm	65mm	65mm	65mm
Stem Length	70mm	80mm	80mm	90mm
Fork Travel	80mm	100mm	100mm	100mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





"It's the people who work here that make Reynolds what it is. They are extremely professional and have an amazing depth of knowledge."

- KEITH NORONHA
Managing Director, Reynolds Technology Limited



Steeling The Show - Reynolds Technology

"What's the best material for building a bicycle frame - steel, aluminium, titanium or carbon fibre?". This 'million dollar question' will depend first and foremost on budget, and secondly, the bikes' usage and priorities. Those of that know Genesis, will know that we've extensively used steel throughout the range where possible since the very start, provided the application is correct.

Why do we favour steel? First and foremost, that fabled ride quality that stems from its excellent natural damping capabilities. Secondly, it's pretty easy and economical to use (at a manufacture level), not to mention both reliable and sustainable too (ability to not only repair, but repair economically).

In choosing to work with steel, we are lucky enough to have built up a strong relationship over the years with the guys at Reynolds Technology Ltd in Birmingham, whom we regard as the best in the (steel) business. From humble beginnings as a nail manufacturer way back in 1841, to the turning point in 1897 when Alfred M. Reynolds and J.T. Hewitt patented the invention of butted tubing, Reynolds steel tubing has been material of choice for everything from WWII Spitfire frames to Jaguar E-Type sub-frames.

Reynolds, over the years, have amassed an invaluable bank of specialist steel knowledge and expertise, and it's this resource that we at Genesis hold in such high regard, ultimately resulting in better riding bikes for you.





Not All Steel Is Created Equal

Reynolds offer a vast selection of varying grades of steel for bicycle frame manufacture. Differing properties and yield strengths result in very different steel tubes, with each suited to some applications more than others.



Reynolds 953

This is Reynolds new flagship ‘Super Steel’. Using what is at this time the strongest steel alloy Reynolds is able to make stainless butted tubes with exceptionally thin walls down to 0.3mm. 953 should be able to produce a sub three pound road race frame. Because it is stainless steel it is corrosion resistant and also can be polished. Appropriate for either TIG or brazed construction



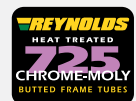
Reynolds 931

Very similar in properties to 853 but a designated a stainless steel offering excellent corrosion resistance. Using a slightly different blend of elements (17% Chromium, 4% Nickel and Copper content) to 953 and a differing heat treatment cycle, 931 tubes can easily be mated to 953 through TIG welding for more affordable frame construction. (Precipitation hardening Stainless Steel. UTS: 1200-1350 MPa)



Reynolds 853

Regarded by many as offering the perfect balance between performance and cost. The main advantage of Reynolds 853 is its ability to ‘air-harden’ after joining, a characteristic not shown by other chrome molybdenum/ manganese molybdenum materials presently on the market. Because joints are normally the critical zone for fatigue life, 853 frames will out-perform conventional steel alloys due to this innovation. Heat-treatment and the resulting high ultimate tensile strength mean lightweight 0.4/0.5mm butted wall thickness are the norm.



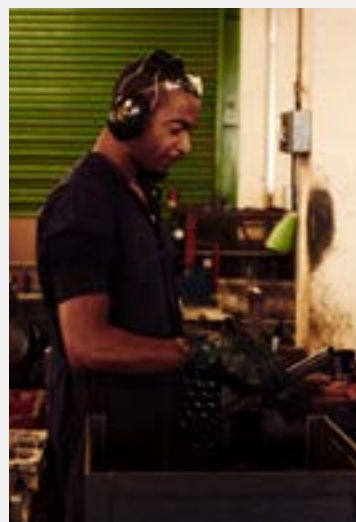
Reynolds 725

An industry standard steel alloy with the important addition of heat-treated means that it’s stronger for the same area of metal than 520, which in turn means that thinner walled tubes can be used to save weight. 725 can also be used and TIG welded in ‘Designer Select’ combinations with Reynolds air-hardened range of 853 and 631 tubing.



Reynolds 520

Manufactured in the Far East to Reynolds exacting specifications, 520 offers superb bang for your buck, with strengths similar to the famous 531 range. The starting point of many a great Cr-Mo frame.



No Ifs, Just Butts

Why Butted Tubes?

“Butted” means having a butt, i.e. a thick end. Butted tubing is usually made with a constant outside diameter, but thicker walls at the ends. Butting effectively drops weight (wall thickness) out of a tube where it’s not needed and adds it where it is (high stress areas), namely the ends where they’ll be configured into junctions (e.g. headtube).

The additional wall thickness also helps to cope with the temperatures associated with TIG welding and makes for a more secure weld. By carefully specifying the profile of the butt, the butting process can also be used to fine tune a frames’ overall strength, stiffness and ride quality.

How?

Predominantly, most Reynolds steel bicycle tubing is of a seamless construction and made from a pierced billet of steel about 10 inches in diameter and 3 feet long. After heating to over 1000°C, a hole is pierced through the centre to form a very thick-walled tube. The wall thickness and diameter of this tube are then progressively reduced by hot rolling and cold drawing until it is sized for the butting process...

Butting is accomplished by placing a mandrel into the tube and then drawing both tube and mandrel through a series of dies. The die determines the outside diameter and the profile of the tube, while the mandrel sets the inside diameters and defines the wall-thickness profile. After this process, the mandrel is trapped inside the tube in a conventional double-butt geometry, where the end wall thickness is greater than in the middle section. The mandrel is removed after reeling the tube between angled rotating rollers, which increases the diameter while having a negligible affect on the wall thickness. Finally, the outside diameter is sized by pushing the tube once again through a die.

Types:

Double-Butted: By far the most common type of butted tube. Double-butt tubes are thinner in the middle, and thicker at the ends (albeit same thickness). Two different thickness, hence the word double.

Triple-Butted: As per double-butt tubing but with x3 differing wall thicknesses as opposed to two (differing thicknesses at each end and also in the middle).



Mantle

The Mantles are our range of alloy-framed 29ers and born from our award-winning Core range and everything we've learned about 29ers from our Fortitude hardtail. Numbers-wise we've used the same geometry as the High Latitude to give a bike with sure-footed, fantastic handling and a definite lean towards fast and aggressive trail riding. Complimented by a slackish 69 degree head angle combined with a short stem, wide 700mm flat bars and a short 435mm rear end means that the bike inspires confidence and urges you to push harder. In true Genesis style we have kept hydroforming to a minimum, using round tubes wherever possible and focusing on tried and tested engineering rather than aesthetics. The perfect introduction to the world of 29ers.

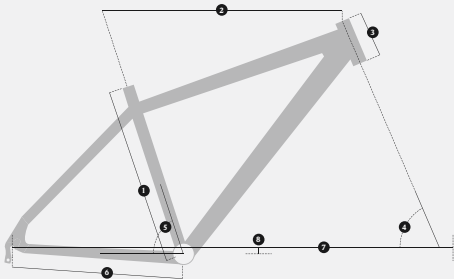
Mantle 30

At the heart of the Mantle 30 lies a proven 6069 ALX-9 triple-butted alloy frame, with carefully selected tube diameters and wall thicknesses to help ensure the frame is light and stiff, yet comfortable. The oversize XX44 headtube/tapered steerer & 20mm thru-axle Rockshox fork combo provide surefooted handling and tracking when the going gets rough and the true riders’ spec is topped off with a Shimano Deore/SLX 10sp drivetrain (featuring SHADOW PLUS rear derailleur) and inclusion of dropper-post compatibility/routing. Taking over from where the Core 50 left off, the Mantle 30 loses none of the legendary trail capability but enables you to roll further and faster courtesy of the larger diameter 29” wheels.

Specifications*

Frame	ALX-9 Triple Butted Alloy w/ XX44 Oversize HT
Fork	RockShox Recon Gold TK Solo Air Tapered w/ ø15 mm
Wheels	Alex FD-19 29” Disc / Shimano SLX M678 (15mm) & M435
Shifters	Shimano Deore SL-M591 Rapidfire Plus 10spd
Derailleurs	Shimano Deore FD-M591 / SLX RD-M671 SGS Shadow Plus
Chainset	Shimano Deore FC-M590 44/32/24 10spd
Tyres	Continental Mtn King II 2.2” 29er (wire)
Brakes\Levers	Shimano Deore BR/BL-M596 (180/160mm rotors)
Sizes	16, 17.5, 19, 20.5”
SRP	£1,299.99

Geometry**



	Frame size	16"	17.5"	19"	20.5"
1	Seat Tube	405mm	445mm	480mm	520mm
2	Top Tube (Horizontal)	585mm	595mm	610mm	625mm
3	Headtube	95mm	105mm	110mm	120mm
4	Head Angle	69.5°	68.8°	68.8°	68.8°
5	Seat Angle	74°	73.3°	73.3°	73.3°
6	Chainstay	435mm	435mm	435mm	435mm
7	BB Drop	65mm	65mm	65mm	65mm
	Stem Length	70mm	80mm	80mm	90mm
	Fork Travel	80mm	100mm	100mm	100mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





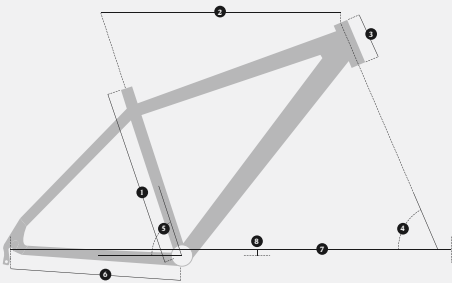
Mantle 20

The same great advanced and techy 6069 ALX-9 triple-butted frame as used on the flagship Mantle 30 but built up around a more affordable, yet, no less dependable, Shimano Deore/Alivio 9sp drivetrain. The ‘devil is in the detail’ as they say and look closely and you’ll find a subtly curved seat tube (3 degrees to be precise). This enables us to run reasonably short chain stays (435mm c-c) without compromising tyre, front mech or mud clearance, which can often be the 29er hardtails’ Achilles Heel. You’ll also notice 80mm travel forks specced on the 16” Mantle models (as opposed to 100mm) - this is to help keep the geometry balanced and the bike proportioned correctly for the smaller 16” frame.

Specifications*

Frame	ALX-9 Triple Butted Alloy w/ XX44 Oversize HT
Fork	RockShox Recon Gold TK Solo Air w/ tapered steerer
Wheels	Alex DP-20 29” Disc / Shimano Alivio RM435 32H
Shifters	Shimano Deore SL-M590 Rapidfire Plus 9spd
Derailleurs	Shimano Alivio FD-M431 / SLX RD-M662 SGS 9spd
Chainset	Shimano Deore FC-M590 44/32/22T
Tyres	Continental Mtn King II 2.2” 29er (wire)
Brakes\Levers	Shimano BR/BL-M446 (180/160mm rotors)
Sizes	16, 17.5, 19, 20.5”
SRP	£1,099.99

Geometry**



	Frame size	16"	17.5"	19"	20.5"
1	Seat Tube	405mm	445mm	480mm	520mm
2	Top Tube (Horizontal)	585mm	595mm	610mm	625mm
3	Headtube	95mm	105mm	110mm	120mm
4	Head Angle	69.5°	68.8°	68.8°	68.8°
5	Seat Angle	74°	73.3°	73.3°	73.3°
6	Chain Stay	435mm	435mm	435mm	435mm
7	BB Drop	65mm	65mm	65mm	65mm
	Stem Length	70mm	80mm	80mm	90mm
	Fork Travel	80mm	100mm	100mm	100mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.

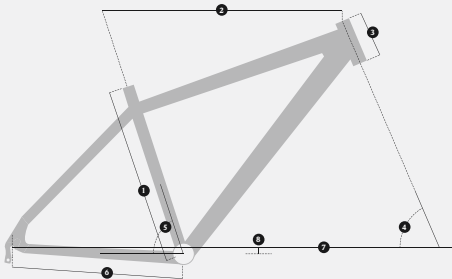
Mantle 10

At the heart of the Mantle 10 lies a 6061 double-buttressed aluminium frameset which drops weight (wall thickness) where it's not needed and adds it where it is (namely for welding at tube junctions). Upfront we've opted for a coil-sprung RockShox fork with 80mm of plush, preload-adjustable travel. We've also made a conscious decision to opt for a full Shimano 9sp drivetrain throughout, as we know it performs in season-round conditions and has proven durability regardless of component level/tier. Likewise, the non-series M446 brakes might not look flash but their performance vastly outweighs their looks. A well thought-out and sensibly specced entry level 29er mountain bike.

Specifications*

Frame	6061 Double - Butted Alloy
Fork	Rockshox XC30 TK Coil 80mm
Wheels	Alex DP-20 29" Disc / Shimano RM35 32H
Shifters	Shimano Alivio SL-M430 9spd
Derailleurs	Shimano Alivio FD-M431 / Deore RD-M591 9spd
Chainset	Shimano Alivio FC-M430 44/32/22T
Tyres	Continental Mtn King II 2.2" 29er (wire)
Brakes\Levers	Shimano BR/BL-M395 (180/160mm rotors)
Sizes	16, 17.5, 19, 20.5"
SRP	£749.99

Geometry**



Frame size	16"	17.5"	19"	20.5"
1 Seat Tube	405mm	445mm	480mm	520mm
2 Top Tube (Horizontal)	585mm	595mm	610mm	625mm
3 Headtube	95mm	105mm	110mm	120mm
4 Head Angle	69.5°	68.8°	68.8°	68.8°
5 Seat Angle	74°	73.3°	73.3°	73.3°
6 Chainstay	435mm	435mm	435mm	435mm
7 BB Drop	65mm	65mm	65mm	65mm
Stem Length	70mm	80mm	80mm	90mm
Fork Travel	80mm	80mm	80mm	80mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.





Core

The Cores are our range of award-winning, hard-riding 26inch alloy hardtails. For 2013 we stick with the same proven formula of dialled trail geometry combined with reliable performing componentry that's won the bikes many a glowing review and best-in-test accolade over the last few seasons. There's good reason why the Genesis Core is bike of choice for many UK trail centre hire fleets – a dependable and solid-specced established modern UK trail classic that's been 6 years in the making.



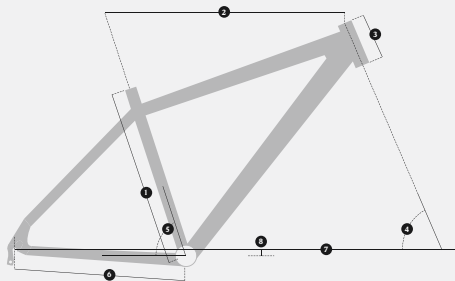
Core 120

We've focussed on getting the basics right – frames that offer confidence-inspiring handling, comfort and durability, together with components that can handle the riding that these frames inevitably inspire. The backbone of this model is a 6061 double-butted aluminium frame combined with a 120mm Rockshox fork. A full, no-holds barred Shimano specification throughout including splined Octalink chainset, Centre-Lock hubs and hydraulic disc brakes will ensure longterm reliability. The longer travel fork helps give extra confidence and enables the Core 120 to punch well above its weight. The perfect hardtail to help develop and progress your off-road riding.

Specifications*

Frame	6061 Double Butted Aluminium
Fork	Rockshox XC32 TK Coil 120mm
Wheels	Alex ACE-18 / Shimano RM35 32H
Shifters	Shimano Alivio SL-M430 Rapidfire Plus 9spd
Derailleurs	Shimano Alivio FD-M430 / Deore RD-M591 9spd
Chainset	Shimano FC-M391 44/32/22T
Tyres	Continental Mtn King II 2.2" (wire)
Brakes\Levers	Shimano BR/BL-M395 (180/160mm rotors)
Sizes	14, 16, 17.5, 19, 20.5"
SRP	£749.99

Geometry**



	Frame size	14"	16"	17.5"	19"	20.5"
1	Seat Tube	355mm	405mm	440mm	480mm	520mm
2	Top Tube (Horizontal)	550mm	570mm	585mm	600mm	615mm
3	Headtube	100mm	100mm	110mm	120mm	135mm
4	Head Angle	70.5°	70.5°	70.5°	70.5°	70.5°
5	Seat Angle	74.5°	74.5°	74.5°	74.5°	74.5°
6	Chainstay	423mm	420mm	420mm	420mm	420mm
7	BB Drop	32mm	32mm	32mm	32mm	32mm
	Stem Length	70mm	70mm	80mm	80mm	90mm
	Fork Travel	120mm	120mm	120mm	120mm	120mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





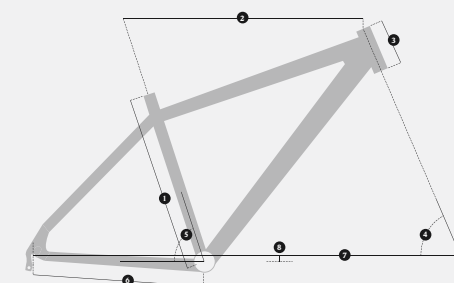
Core 100

The Core 100 is the ideal beginners' mountain bike, with a sturdy backbone, dependable spec formed around the solid backbone of a 6061 double-butted aluminium frame combined with a 100mm SR Suntour fork (with lockout function). We've used tried-and-tested Shimano specification where it counts most, including 9sp shifters & derailleurs, Centre-Lock hubs and hydraulic disc brakes to help ensure longterm reliability and performance. If you are looking for a good quality mountain bike to get into the sport with both great ride quality and a durable spec heading up the list of priorities, then aim for the Core 100.

Specifications*

Frame	6061 Aluminium
Fork	Suntour SF13-XCM-LO 100mm
Wheels	Alex ACE-18 / Formula DC-1/DC-25 32H
Shifters	Shimano Acera SL-M390 Rapfire Plus
Derailleurs	Shimano Acera FD-M390 / Acera RD-M390 9sp
Chainset	SR Suntour XCM 44/32/22T
Tyres	Continental Mtn King II 2.2" (wire)
Brakes\Levers	Shimano BR/BL-M395 (160mm rotors)
Sizes	14, 16, 17.5, 19, 20.5"
SRP	£569.99

Geometry**



Frame size	14"	16"	17.5"	19"	20.5"
1 Seat Tube	355mm	405mm	440mm	480mm	520mm
2 Top Tube (Horizontal)	550mm	570mm	585mm	600mm	615mm
3 Headtube	100mm	100mm	110mm	120mm	135mm
4 Head Angle	70.5°	70.5°	70.5°	70.5°	70.5°
5 Seat Angle	74.5°	74.5°	74.5°	74.5°	74.5°
6 Chain Stay	423mm	420mm	420mm	20mm	420mm
7 BB Drop	32mm	32mm	32mm	32mm	32mm
Stem Length	70mm	70mm	80mm	80mm	90mm
Fork Travel	100mm	80mm	100mm	100mm	100mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.



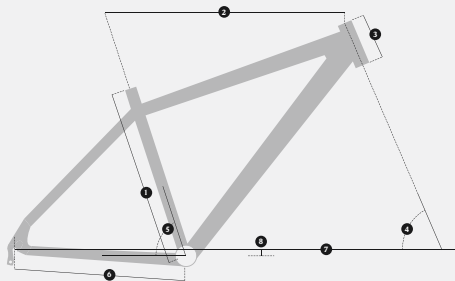
Core 24

A bike aimed at young adults who are beginning to enjoy off-road riding and looking to progress with a bike featuring a no-compromise spec that includes hydraulic disc brakes, 24sp drivetrain and a fully functioning coil-sprung suspension fork. This is a great little bike that shares the same ride qualities, ethos and winning formula as its bigger brothers. The ideal bike for the mtb stars of tomorrow to develop and grow their riding skills with a spec that won't hold them back or fall apart 3 months down the line. Underestimate the Core 24" at your peril.

Specifications*

Frame	6061 Aluminium
Fork	Suntour SF13-XCR-24 63mm
Wheels	HJC P6N / Shimano M475 32H
Shifters	Shimano Acera SL-M360 8spd
Deraileurs	Shimano FD-M190 / Acera RD-M360 8spd
Chainset	SR Suntour XCT Jnr 42/32/22T 152mm
Tyres	Kenda Psycho K829 24 x 1.95" (wire)
Brakes\Levers	Shimano Alivio BR/BL-M445 (160mm rotors)
Sizes	12"
SRP	£549.99

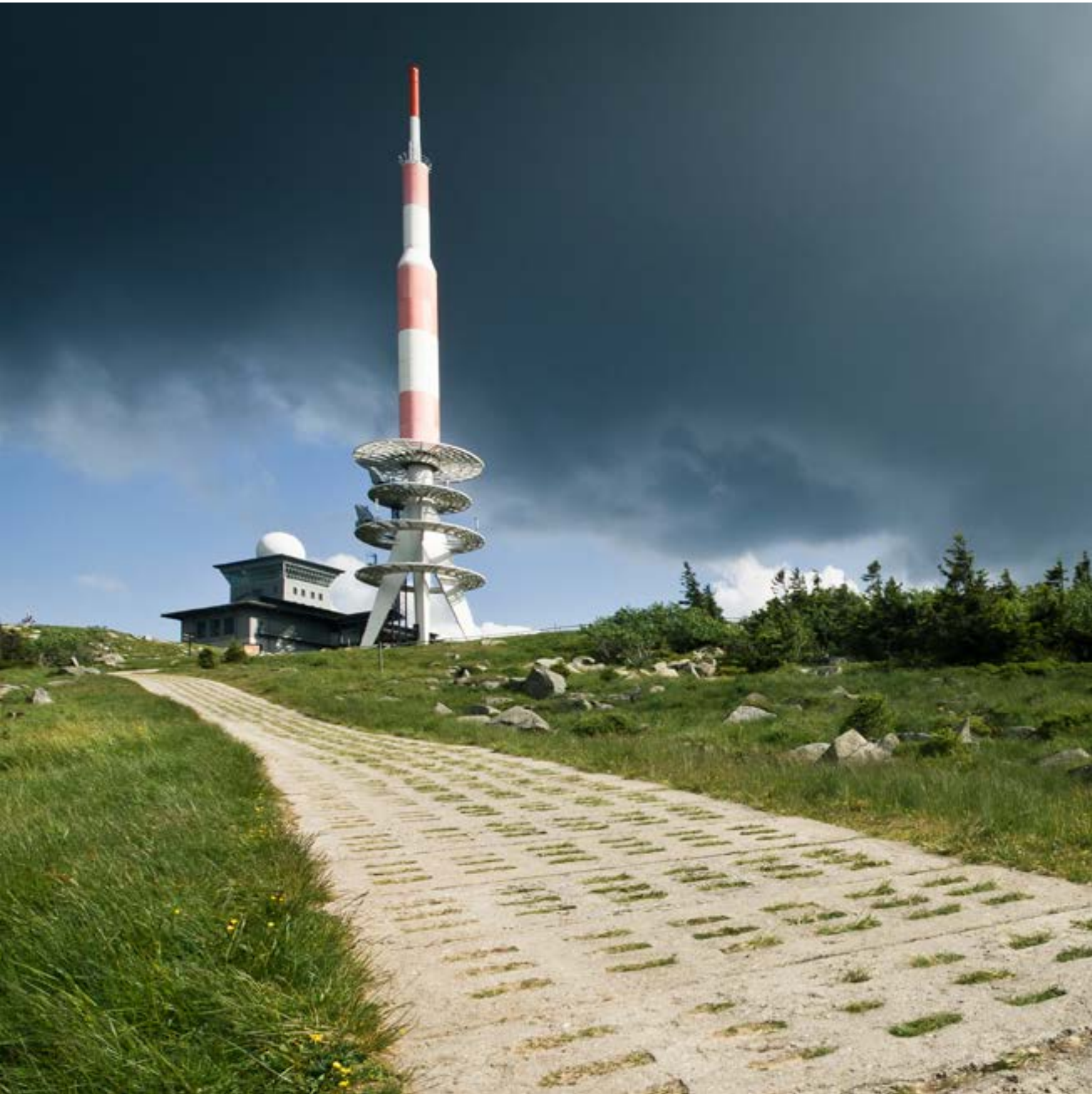
Geometry**



Frame size	12"
1 Seat Tube	305mm
2 Top Tube (Horizontal)	300mm
3 Headtube	100mm
4 Head Angle	69°
5 Seat Angle	74°
6 Chainstay	335mm
7 BB Drop	10mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





Bikepacking, Iron Curtain Style

“When you sit at a desk all week as I do, the idea that you can actually have too much of a good thing, riding your bike through new and undiscovered landscapes day after day, seems unfathomable.

It was two and a half days into the Grenzstein Trophy that I realised the possibility of this hitherto unimagined concept.

It was Monday afternoon and we’d covered 500 off-road kilometres since we left Lübeck on Saturday morning. We’d ridden 200km per day, slept wherever we ended up when the sun went down and existed on a diet of Haribo, cakes and one hot meal per day. We’d just ridden a frighteningly fast descent from the Cold War watch tower that looms atop the mountain Brocken in mid-Germany. The climb up had been tough, but it was the descent that really etched itself on my mind - 87kph on a heavily laden bike, on a narrow strip of communist-era concrete is plain scary.

We arrived in a small town and found a shop. We practically looted the place, shoving nondescript calories into the basket. Sitting outside on the pavement, force-feeding ourselves these calories I realised I wanted the rest of the day off. This town seemed nice; why not get a hotel? Have some real food? A proper sleep? Maybe even indulge such luxuries as having a shower?

When you’re part of a race, you can’t just pull the plug at a third distance, so when my riding partners got back on their bikes, I followed suit.

The final two hours of riding that day were magical. Predominantly downhill on loose, fast, fireroad, we ticked off the kilometres at an unimaginable rate. The evening light painted the forest orange, gold and green, and as I drifted the unflappable Fortitude round another corner my mood softened. I was having fun and there was nowhere else in the world I’d rather be. That night we bivvied out on a ridgeline overlooking tomorrow’s route; the beauty and the freedom of the situation combined in a sense of pure euphoria.

You learn a lot about yourself in an event like the Grenzstein Trophy. All the bike has to do is go the distance, be dependable, easily maintained and comfortable. The Fortitude fit the bill perfectly; the fact it was eager to make the most of any opportunity for fun on the route was a pure bonus. What struck me as we travelled through Germany is how the bicycle is really just a tool: the real journey takes place in your head and your heart. A bike that affords you the independence to make that journey is as good as it gets, and for me the Genesis Fortitude is that bike.”



Words and images
– ANDY WATERMAN,
PRIVATEER





Fortitude

No suspension doesn't necessarily have to mean no fun; introducing the Fortitude, our rigid-specific 29er hardtail. A relatively slack head angle (for a 29er) makes for a super stable ride, and, despite the rigid fork, the Fortitude is every bit a capable, singletrack destroyer. The Fortitude is all about the fine details (435mm chain stays, rolled seat tube, rigid-specific 445mm fork), which, when added together make for a surefooted, great handling 29er that's a hoot to ride. At the heart of the Fortitude lies a lively Reynolds 725 heat-treated Chrome-Moly steel frame and double-buttressed Cr-Mo fork, which, when combined, will happily tackle rougher terrain than you might otherwise expect. In an industry where we are always being sold the latest technology sometimes you just want to escape and reconnect with something simple. Pick your lines, learn how to read the trail again and become a better rider for it.



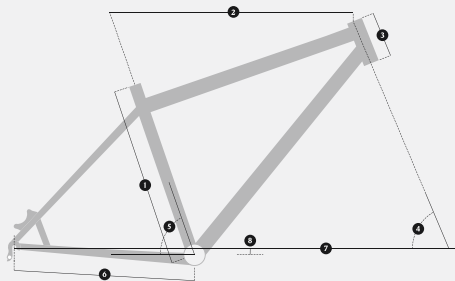
Fortitude Adventure

The Fortitude Adventure could well be the one thing that stands between you and a self-propelled 2-wheeled adventure into the unknown. Loaded with every braze-on, eyelet and mount under the sun, the Fortitude Adventure represents the perfect bikepacking steed. Add a framebag, a couple of drybags, bivvy bag and a sleeping mat and this fast rolling 29er is ready for lightweight off-road touring and backcountry adventures straight out of the box. But of course, the versatile Adventure is much more than just a bikepacking mule, and it'll happily turn its' hand to general trail duties too - the rangy Alfine 11sp oil-bath internal hub gear makes it the ideal low-maintenance, 4-seasons hardtail.

Specifications*

Frame	Reynolds 725 Steel
Fork	Double Butted Cro-Mo unicrown
Wheels	DT Swiss X470 29" / Shimano M595 & Alfine
Shifters	Shimano Alfine SL-S700 Rapidfire Plus
Deraillleurs	N/A
Chainset	Truvativ Stylo 32T
Tyres	Continental X-King 2.2" 29er (folding)
Brakes\Levers	Avid BB7 Mechanical Mtn (160mm rotors) & Avid Speed Dial 7
Sizes	17.5, 19, 20.5"
SRP	£1,499.99 (Frame £379.99 / Fork £79.99)

Geometry**



	Frame size	17.5"	19"	20.5"
1	Seat Tube	445mm	480mm	520mm
2	Top Tube (Horizontal)	595mm	610mm	625mm
3	Headtube	105mm	110mm	120mm
4	Head Angle	69.5°	69.5°	69.5°
5	Seat Angle	74°	74°	74°
6	Chainstay	435mm	435mm	435mm
7	BB Drop	65mm	65mm	65mm
	Stem Length	80mm	80mm	90mm
	Fork Length (A-C)	445mm	445mm	445mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





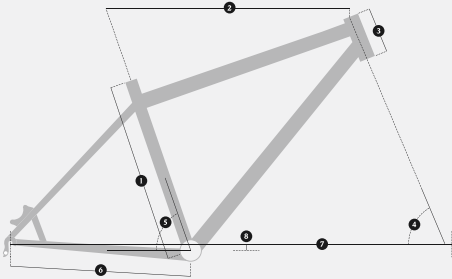
Fortitude Race

The Race retains the Fortitude ethic of keeping it clean, simple and functional. Sitting in the grey area between singlespeed and fully-g geared, the 1x10 drivetrain keeps things pared down and minimal up front but with enough scope and gear range provided by the 11-36T cassette out back to handle the majority of UK ascents. Chain tension is provided courtesy of the rear mech with a nice lightweight e13 XCX-ST chain guide up front to keep everything in check. Weighing in at a svelte 25lbs (17.5”), the Race really does climb like a mountain goat and accelerate from the blocks like a whippet. The quality kit list of trail-worthy components might even dupe you into thinking it’s a custom build at first glance - all killer, no filler.

Specifications*

Frame	Reynolds 725 Steel
Fork	Double-Butted Cro-Mo unicrown
Wheels	DT Swiss X470 29” / Shimano SLX M665 32H
Shifters	Shimano SLX SL-M660 Rapidfire Plus 10sp (RH only)
Derailleurs	e13 XCX-ST Chainguide / Shimano XT RD-M780 10sp
Chainset	Truvativ Stylo 32T
Tyres	Continental X-King 2.2” 29er (folding)
Brakes\Levers	Shimano Deore BR/BL-M596 (160mm rotors)
Sizes	17.5, 19, 20.5”
SRP	£1,249.99 (Frame £419.99 / Fork £79.99)

Geometry**



	Frame size	17.5"	19"	20.5"
1	Seat Tube	445mm	480mm	520mm
2	Top Tube (Horizontal)	595mm	610mm	625mm
3	Headtube	105mm	110mm	120mm
4	Head Angle	69.5°	69.5°	69.5°
5	Seat Angle	74°	74°	74°
6	Chain Stay	435mm	435mm	435mm
7	BB Drop	65mm	65mm	65mm
	Stem Length	70mm	80mm	90mm
	Fork Length (A-C)	445mm	445mm	445mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.



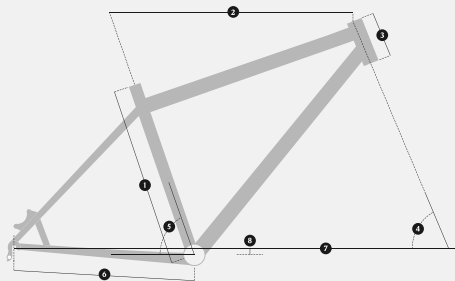
Fortitude SS

You initial intentions might be for this fast, lightweight, pared-down singletrack ripper to solely act as a winter season stand-in, whilst the trails are a mudbath and the Sunday best bike hibernates in the warmth and safety of the garage/shed. We guarantee though, that after a few outings, ol' one-gear here will inevitably see action on dry, dusty trails too! Offering great mud clearance, fast rolling 29er wheels, a maintenance-friendly singlespeed drivetrain, and an efficient, yet fantastically forgiving double-buttressed Cr-Mo fork up front, it's little wonder this is designer Dom's favourite bike in the range.

Specifications*

Frame	Reynolds 725 Steel
Fork	Double-Buttressed Cro-Mo unicrown
Wheels	Alex XD-Comp 29" Disc / Shimano M475 & Chosen 6-Bolt 32H
Shifters	N/A
Deraillleurs	N/A
Chainset	Truvativ Firex 33T
Tyres	Continental X-King 2.2" 29er (folding)
Brakes\Levers	Shimano BR/BL-M446 (160mm rotors)
Sizes	17.5, 19, 20.5"
SRP	£849.99

Geometry**



Frame size	17.5"	19"	20.5"
1 Seat Tube	445mm	480mm	520mm
2 Top Tube (Horizontal)	595mm	610mm	625mm
3 Headtube	105mm	110mm	120mm
4 Head Angle	69.5°	69.5°	69.5°
5 Seat Angle	74°	74°	74°
6 Chainstay	435mm	435mm	435mm
7 BB Drop	65mm	65mm	65mm
Stem Length	70mm	80mm	90mm
Fork Length (A-C)	445mm	445mm	445mm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.





Grapil

In a brand famous for its steel hardtails, bringing a suspension bike to the table is a bold move and one we didn't take lightly. Nearly 3yrs and many prototypes later, we've have settled on a 120mm link actuated single pivot with a low leverage ratio that is designed to run with a 140mm suspension fork. A miss-matched combination that we feel is perfectly suited to UK trail riding.

In typical Genesis fashion we've kept the hydroforming to a minimum and focused on the important things, namely sorted geometry, good reliability, durability and suspension that works well and predictably in every situation.

It wouldn't be a trail bike if it didn't come loaded with all the mod cons so we've included an oversize XX44 headtube for the tapered steerer compatibility and larger weld surface area (at the DT/TT junctions) it provides, ISCG05 tabs, 142 x 12mm Maxle rear end, routing for a dropper seatpost and last, but not least, low maintenance PTFE coated, self-lubricating NORGLIDE® bushings throughout (main pivot runs on large sealed cartridge bearings) – more time on the trail, less in the workshop!



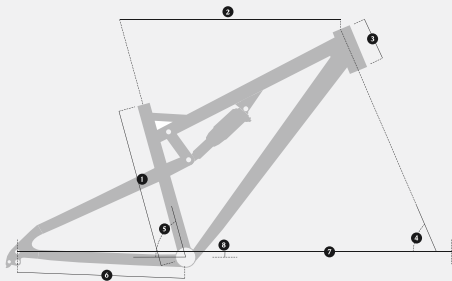
Grapil 20

Finished in a tough and durable UK-friendly stealthy black anodized finish, the Grapil 20 strikes a very subtle and understated pose. Don't be fooled by the modest looks, this is one fully-loaded trail bike that means business. Suspension duties are taken care of by Rockshox's excellent Rockshox Revelation RCT3 Solo Air (tapered steerer, 15mm thru-axle) and Rockshox Monarch RT3 HV whilst a full Shimano SLX 2x10 drivetrain (including hubs), complete with excellent SHADOW PLUS clutch rear derailleur (its' one-way friction clutch mechanism which helps eliminate drivetrain noise and chain slap on rough terrain) round out the enviable spec.

Specifications*

Frame	6061 Double-Butted Alloy
Rear Shock	Rockshox Monarch RT3 HV (120mm travel)
Fork	Rockshox Revelation RCT3 Solo Air Tapered w/ø15mm thru-axle
Wheels	DT Swiss M480 / SLX M678 (15mm) & SLX M678 (142x12mm)
Shifters	Shimano SLX SL-M670 10sp
Deraillleurs	Shimano SLX RD-M675 SGS Shadow Plus 10sp
Chainset	Shimano SLX FC-M675 38/24T 10sp
Tyres	Continental Rubber Queen 2.2" (folding)
Brakes\Levers	Shimano SLX BR/BL-M675 (180/160mm rotors)
Sizes	16, 18, 20"
SRP	£2,599.99 (Frame & Rear Shock £1299.99)

Geometry**



Frame size	16"	18"	20"
1 Seat Tube	410mm	455mm	505mm
2 Top Tube (Horizontal)	580mm	600mm	620mm
3 Headtube	580mm	600mm	620mm
4 Head Angle	67.5°	67.5°	67.5°
5 Seat Angle	73.5°	73.5°	73.5°
6 Chainstay	429mm	429mm	429mm
7 Wheelbase	1122mm	1142mm	1164mm
8 BB Height	335mm	335mm	335mm
Stem Length	60mm	70mm	80mm
Fork Travel	140mm	140mm	140mm

*Specs correct at time of going to print. **All measurements in mm unless stated. Frame angles measured static, without rider sag.





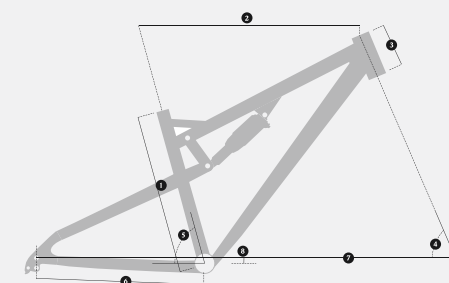
Grapil 10

Utilizing the very same 6061 Double-Butted Alloy frame as the Grapil 20, but in a distinctive green painted finish, the Grapil 10 is built around a slightly more affordable, equally well performing SRAM X5/7 2x10 drivetrain and Rockshox Sektor RL Solo Air (tapered steerer, 15mm thru-axle)/Monarch R HV suspension combo. No frills, just thrills.

Specifications*

Frame	6061 Double-Butted Alloy
Rear Shock	Rockshox Monarch R HV (120mm travel)
Fork	Rockshox Sektor RL Solo Air 140mm tapered w/ ø15mm thru-axle
Wheels	Alex FD-19 / Formula DC-81 (15mm) & DHL-142 (142x12mm)
Shifters	SRAM X5 10sp
Derailleurs	SRAM X5 / SRAM X7 Mid Cage 10sp
Chainset	SRAM X5 10sp 42/28T
Tyres	Continental Rubber Queen 2.2" (wire)
Brakes\Levers	Avid Elixir 1 (180/160mm rotors)
Sizes	16, 18, 20"
SRP	£2,099.99

Geometry**



Frame size	16"	18"	20"
1 Seat Tube	410mm	455mm	505mm
2 Top Tube (Horizontal)	580mm	600mm	620mm
3 Headtube	115mm	120mm	135mm
4 Head Angle	67.5°	67.5°	67.5°
5 Seat Angle	73.5°	73.5°	73.5°
6 Chain Stay	429mm	429mm	429mm
7 Wheelbase	1122mm	1142mm	1164mm
8 BB Height	335mm	335mm	335mm
Stem Length	60mm	70mm	80mm
Fork Travel	140mm	140mm	140mm

*Specs correct at time of going to print. **All measurements in mm unless stated. Frame angles measured static, without rider sag.



Grapil frame details

The Grapil 20 Bike is Anodized Black for extra durability and features a full 2013 SLX groupset, including hubs and brakes. Suspension is provided by Rockshox front and rear.

❶ XX44 Headtube

By far the most versatile of headtube standards available, the XX44 headtube ensures full compatibility with different fork steerer tube standards. It also provides a larger weld surface area at both the downtube and toptube junctions to allow for larger diameter tubing and a tube shaping, not to mention increasing front end stiffness, improving tracking and handling.

❷ Dropper Post Routing

Upgrade-friendly, removable dropper post routing runs along the underside of the toptube.

❸ Anodized Finish

The weather in the UK is crap. We know this. The Grapil 20 and frameset options come in a stealthy black anodized finish which is long lasting and extremely durable.

❹ Norglide Bushings

Super low-maintenance PTFE coated self-lubricating bushings throughout, apart from the large main pivot which runs on sealed bearings. Less time spent fixing; more time spent riding.

❺ Maxle Lite Rear End

The 142 x 12mm thru-axle rear end provides extra stiffness and ensures perfect rear wheel alignment in the dropouts.

❻ ISCG05 Tabs Maxle Lite Rear End

Prefer to run your Grapil with a little extra chain retention? No problem – the ISCG05 are the universal standard when it comes to chain device mounting.



❶ XX44 Headtube

❷ Dropper Post Routing

❸ Anodized Finish

❹ Norglide Bushings

❺ Maxle Lite Rear End

❻ ISCG05 Tabs



“The men and women that build our frames are no different, they are [masters of their craft](#), they build frames every day and for the vast majority of them it is what they have always done.”
– DOM THOMAS



Grapil – Built By Craftsmen

A craft is a profession that requires a high level of skilled work, in most instances it takes several years to properly learn your craft and even when your particular skill set becomes second nature you are still learning and always improving. The men and women that build our frames are no different, they are masters of their craft, they build frames every day and for the vast majority of them it is what they have always done. We live in a world now where craft seems like a rare thing, you may think of a bespoke suit tailor or a furniture maker and they are indeed usually great craftsmen, but so too are the people working in the factories making quality objects by hand, day in, day out.

Our frames are not welded by machines they are welded by people, in jigs and with beautifully accurate machine mitred tubes and cnc'd fittings. It is the exact same process that small independent frame builders use, all be it rather than one person building the frame from start to finish, there may be up to ten men or women who work on separate parts of the frame, but each of those people are incredibly skilled and the quality of the finished assembled frameset is testament to this.

I went to watch the first Grapil frames being produced in the factory in Taiwan and it was amazing to watch and to see the processes that went into producing the various parts. The factory is not huge, it perhaps employs around a hundred people and each person has his or her specialist role, some are welders, others operate CNC machines while others may be simply assembling the parts together. All of the work areas are extremely clean and you can literally watch the frame being passed from one weld bay to another and then wheeled away on racks to another part of the factory. The one thing that impressed me most of all is the incredible level of quality control, the frames were checked for alignment over and over again and at the end the front end mated to the rear end seamlessly.

A quality frameset built by craftsmen.



Croix de Fer

Last year's boundary-blurring, runaway success story returns for another year in a fresh new practical paintjob. Loved equally by commuters and weekend adventurers, the Croix De Fer is the ideal 'fun' bike to have in the shed. The spec hasn't really changed much since its' inception – testament to the fact that we got it right first time. Utterly timeless, subtly beautiful and shrewdly versatile, we think the new Croix de Fer looks better than ever. A bike for "someone who rides whatever is in front of him rather than aligning to a particular tribe."



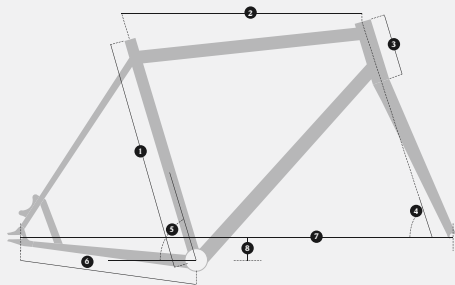
Croix de Fer

Now synonymous with the Genesis brand, we were unsure as to how the Croix de Fer would be received when we first introduced it back in 2010. We needn't have worried though; the Croix de Fer has become one of our greatest success stories. Equally well suited to year-round commuting duties as it is hammering down sun baked bridlepaths and exploring the world, it's a versatile and beautiful bicycle that crosses many boundaries. A forgiving steel frame and fork combo with a smattering of eyelets for load carrying versatility. One bike – many hats.

Specifications*

Frame	Reynolds 725 Steel
Fork	1-1/8" Double-Butted Cro-Mo unicrown
Wheels	Alex XD-Lite Disc / Shimano M475
Shifters	Shimano Tiagra 10spd ST-4600
Deraillleurs	Shimano Tiagra FD-4600 / Tiagra RD-4600 10sp
Chainset	Shimano Tiagra FC-4650 Compact 50/34T
Tyres	Continental Cyclocross Race 35c (wire)
Brakes\Levers	Avid BB7 Mechanical Road (160mm rotors)
Sizes	52, 54, 56, 58, 60 cm
SRP	£1,149.99 (Frame & Fork £374.99)

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	520mm	540mm	560mm	580mm	600mm
2 Top Tube (Horizontal)	538mm	545mm	560mm	567mm	575mm
3 Headtube	120mm	135mm	145mm	155mm	165mm
4 Head Angle	71°	71°	71.5°	71.5°	72°
5 Seat Angle	74.5°	74°	73.5°	73°	73°
6 Chainstay	425mm	425mm	425mm	425mm	425mm
7 BB Drop	65mm	65mm	65mm	65mm	65mm
Stem Length	90mm	100mm	110mm	110mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





CdF

Cross' is definitely the operative word in attempting to describe our boundary-blurring, super- versatile steel 'cross bikes. Sharing the same proven DNA as its' Croix de Fer bigger brother, the CdF retains the great handling and forgiving, all-day ride quality but in an affordable Reynolds 520-based package. Commuting, lightweight touring or long, off-road treks, the CdF can admirably turn its' hand to it all. 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.



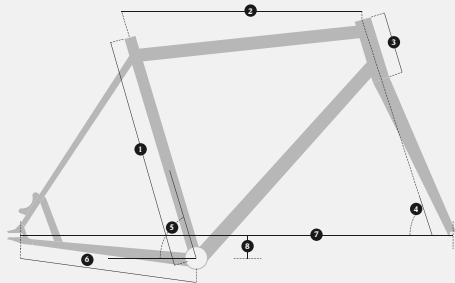
CdF

All of the great traits and ride characteristics of the legendary Croix de Fer at a Cycle Scheme/Bike To Work – friendly price. Updated with the vastly improved new 3500 Shimano Sora 9sp groupset (now with fully-integrated shifter unit) in a stealthy black finish to compliment the Cyan blue skinny steel frame and forks, the CdF now performs every bit as good as it looks. As all-rounders go, they don't get much better – a Swiss army knife of a bike.

Specifications*

Frame	Reynolds 520 Steel
Fork	1-1/8" Double-Butted Cro-Mo unicrown
Wheels	Alex G2000 Disc / Shimano M475
Shifters	Shimano Sora 9spd ST-3500
Deraileurs	Shimano Sora FD-3500 / Sora RD-3500 9sp
Chainset	Shimano Sora FC-3550 Compact 50/34T
Tyres	Continental Cyclocross Race 35c (wire)
Brakes\Levers	Avid BB5 Mechanical Road (160mm rotors)
Sizes	52, 54, 56, 58, 60 cm
SRP	£899.99

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	520mm	540mm	560mm	580mm	600mm
2 Top Tube (Horizontal)	538mm	545mm	560mm	567mm	575mm
3 Headtube	120mm	135mm	145mm	155mm	165mm
4 Head Angle	71°	71°	71.5°	71.5°	72°
5 Seat Angle	74.5°	74°	73.5°	73°	73°
6 Chainstay	425mm	425mm	425mm	425mm	425mm
7 BB Drop	65mm	65mm	65mm	65mm	65mm
Stem Length	90mm	100mm	110mm	110mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.



‘It wasn’t the name or the reputation or anything like that. I don’t know many cyclists and tend to cycle alone, so I wouldn’t know what is de rigueur. I came across the bicycle by chance. Being someone who has never driven a car, a trip to a bicycle shop is like the trip to the car showrooms that said driver has and [this particular bicycle stood out from a mile](#) [or the short 25 yards across the shop]. I didn’t even look at the price. I just wanted to show it all the places I love’.

- PAUL HEATON



Happy Hour Tour

When ex-Housemartins and The Beautiful South frontman, Paul Heaton reached a milestone in his life, he chose to celebrate it with a slightly decidedly different approach to your average music tour. It was to centre around three things he holds dear to his heart; cycling, music and pubs. What’s not to like, I hear you ask?

The remit was simple; a celebratory 50th birthday, environmentally-friendly, music tour of the British Isles by bicycle, taking in some 2500 miles - 50 miles for each of his 50 years on the planet. The vulnerable British Public House would serve as the only gig venues en-route, helping drive punters through the doors and money through the tills whilst highlighting their on-going plight and the ever-present threat of closures.



“I can’t remember any of the big shows I did with [The Beautiful South](#), but I remember every single one of the gigs on this tour, even the names of the landlords and landladies.” – PAUL HEATON





Vapour

Can you justify a 'cross bike? You can when they're as versatile as a Vapour. At first glance the Vapour models like look like traditional cyclocross steeds in every sense of the term, but delve a little deeper into the specs and you'll see much more potential (mudguard, rack and bottle mounts). Very much modern day, lightweight all-rounders – chuck on a pair of pair of slicks for weekday commuting duties and back on with the knobbles for weekend off-road fun. The best of both worlds.



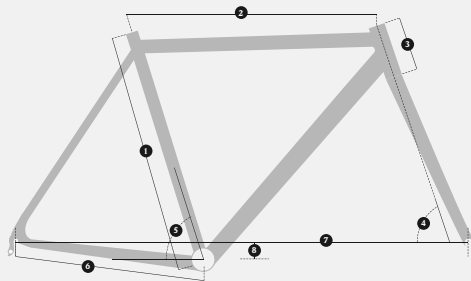
Vapour Disc

As ready to race as it is to explore, our new lightweight triple-butted ALX9 6069 cyclocross frameset features a beefed-up XX44 oversize headtube and matching tapered steerer fork to help keep the steering precise with minimal deflection when tackling the rough stuff. Specced with Shimano's new CX50 46/36T cyclocross chainset and Avid's excellent BB5 mechanical disc brakes, the Vapour Disc is capable and race-ready straight from the box whilst mudguard and rear rack eyelets add a smattering of everyday versatility.

Specifications*

Frame	6069 Triple butted Alloy w/ XX44 Oversize HT
Fork	1.5" - 1-1/8" Tapered Carbon w/ mudguard eyelets
Wheels	Alex G2000 Disc / Shimano M475
Shifters	Shimano Tiagra 10spd ST-4600
Deraileurs	Shimano FD-CX70 / Tiagra RD-4600 10sp
Chainset	Shimano FC-CX50 Cyclocross 46/36T
Tyres	Continental Cyclocross Race 35c (wire)
Brakes\Levers	Avid BB5 Mechanical Road (160mm rotors)
Sizes	52, 54, 56, 58, 60 cm
SRP	£1,199.99

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	520mm	540mm	560mm	580mm	600mm
2 Top Tube (Horizontal)	540mm	550mm	560mm	570mm	585mm
3 Headtube	100mm	100mm	122mm	142mm	160mm
4 Head Angle	72°	72°	72°	72°	72°
5 Seat Angle	73.5°	73°	73°	73°	73°
6 Chainstay	425mm	425mm	425mm	425mm	425mm
7 BB Drop	65mm	65mm	65mm	65mm	65mm
Stem Length	90mm	100mm	110mm	110mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





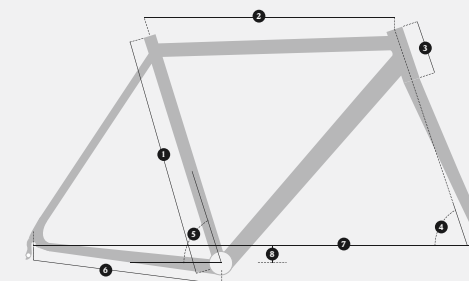
Vapour

At first glance the Vapour is a traditional CX bike in every sense of the term (canti brakes, toptube routed cables for easy shouldering, bags of mud clearance, etc.) but look a bit closer and you'll find some choice specing that signals much wider scope; 34/50T compact chainset matched to a long range 12-28T cassette provides ample gear range for both on and off-road escapades whilst the rear rack and mudguard eyelets provide a bit of everyday practicality. A hybrid, but a damn fun one!

Specifications*

Frame	6061 Double Butted Alloy
Fork	1-1/8" Carbon w/ mudguard eyelets
Wheels	Alex DF-23 / Shimano Tiagra 4600 32H
Shifters	Shimano Tiagra 10spd ST-4600
Derailleurs	Shimano Tiagra FD-4600 / Tiagra RD-4600 10sp
Chainset	Shimano Tiagra FC-4650 Compact 50/34T
Tyres	Continental Cyclocross Race 35c (wire)
Brakes\Levers	Tektro CR-520 Cantilever
Sizes	52, 54, 56, 58, 60 cm
SRP	£999.99

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	520mm	540mm	560mm	580mm	600mm
2 Top Tube (Horizontal)	540mm	550mm	560mm	570mm	585mm
3 Headtube	100mm	100mm	122mm	142mm	160mm
4 Head Angle	72°	72°	72°	72°	72°
5 Seat Angle	73.5°	73°	73°	73°	73°
6 Chain Stay	425mm	425mm	425mm	425mm	425mm
7 BB Drop	65mm	65mm	65mm	65mm	65mm
Stem Length	90mm	100mm	110mm	110mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.

"If the weather is like this I won't be riding ever again, it's been an horrendous experience and not what I want to be doing, I like it to be warm and sunny when I'm riding a bike not like today."

- VICTORIA WILKINSON



"I'm a fell runner really, and still competing internationally, I was racing in Italy a couple of weeks ago. I've always wanted to do this race, I live in Skipton just down the road so it's on my doorstep."

- VICTORIA WILKINSON



A Sunday in Hell

So, how did a Vapour Disc press bike lent to Singletrack magazine end up being commandeered by eventual ladies winner, Victoria Wilkinson (JD Cycles, Ilkley) in the 2012 Three Peaks Cyclo-Cross race, on her racing debut, no less?...

'Great spectacle', 'unique event' and 'toughest cyclo-cross race on the UK calendar' is how race organisers describe this longstanding and distinctly British event. A 'byword for hurt and suffering on inappropriate bikes' is how you'd normally hear it described by anyone crazy enough to have competed in it; this year's 50th Anniversary edition certainly didn't disappoint.

In some of the worst conditions the race has ever experienced, Victoria Wilkinson completed the gruelling 38-mile circuit (starting from Helwith Bridge and taking in the peaks of Ingleborough, Whernside and Pen-y-Ghent) in a time of 3.59.17 and earning herself the overall ladies win (placing 47th overall). Victoria completed the course on her spare bike after an earlier crash, loaned courtesy of the nice people at Singletrack magazine, based in her home town of Hebden.

Day One

Our steel framed, horizontal dropout, CX-inspired do-it-all Day One series have proved so popular since their inception that we've not changed a great deal for 2013. The Day One models are built around a nice neutral geometry which is definitely CX-inspired without going to the compact and relaxed-angle extremes. There's the slightly higher BB to aid clearance over ground, a nice and stable longer wheelbase, acres of tyre clearance (35c + mudguards) but with a slightly taller headtube for more everyday usability. To match the low-maintenance theme of Alfine internal hub gears and singlespeed drivetrains you'll full length cable outers across the board for ultimate element-beating protection.

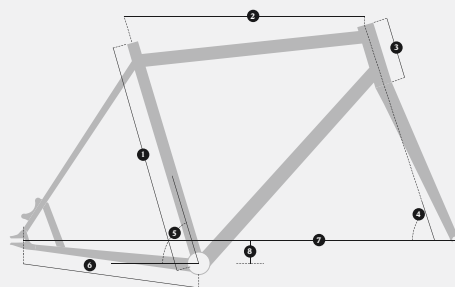
Day One Alfine 11

This round-the-world proven, Reynolds 853-framed beauty is aimed squarely at the adventurers! The Day One 11 returns unchanged for this year (if it ain't broke...), after being one of our most successful models in 2012. Unique and a bike inspired and born from Vin Cox's successful round-the-world record attempt ride on a Shimano Alfine hub-equipped Croix De Fer. The extra gear range and low maintenance provided by the 11sp Alfine hub combined with the full accoutrement of braze-on mounts is a must for fully laden trips into the unknown.

Specifications*

Frame	Reynolds 853 Steel
Fork	1-1/8" Double-Butted Cro-Mo unicrown
Wheels	Alex CXD-26 Disc / KT 6-Bolt Disc & Alfine 11sp 32H
Shifters	Virsa VRS-11
Deraillleurs	N/A
Chainset	Driveline TK-13 40T 3/32"
Tyres	Continental Ultra Gatorskin 28c (wire)
Brakes\Levers	Avid BB7 Disc (160mm rotors)
Sizes	52, 54, 56, 58, 60 cm
SRP	£1,749.99

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	520mm	540mm	560mm	580mm	600mm
2 Top Tube (Horizontal)	545mm	550mm	555mm	565mm	575mm
3 Headtube	125mm	135mm	150mm	165mm	185mm
4 Head Angle	71.5°	71.5°	71.5°	71.5°	71.5°
5 Seat Angle	74°	74°	74°	74°	74°
6 Chainstay	415mm	415mm	415mm	415mm	415mm
7 BB Drop	64mm	64mm	64mm	64mm	64mm
Stem Length	90mm	100mm	100mm	110mm	110mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.





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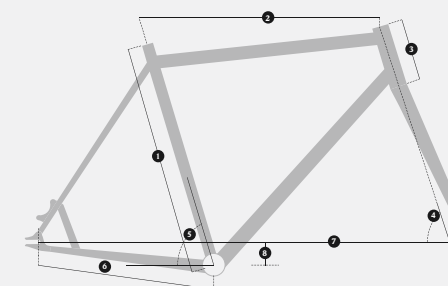
Day One Aline 8

With drop bars paired with Versa shifters for maximum ride comfort and all-day efficiency, a comfortable, yet affordable Reynolds 520 steel frame and Cr-Mo fork, the Day One Aline 8 is perfectly suited to anything from the daily commute to inspiring epic rides. We opted for parts list that's both reliable and minimal, complimenting the workhorse ethos of the Day One. Add a frame bag, mudguards, a rear rack and rolled-up bivi gear and it could be the inspiration for an epic lifestyle change.

Specifications*

Frame	Reynolds 520 Steel
Fork	1-1/8" Double-Butted Cro-Mo unicrown
Wheels	Alex G2000 Disc / KT 6-Bolt Disc & Aline 8sp 32H
Shifters	Virsa VRS-8
Derailleurs	N/A
Chainset	Driveline TK-13 40T 3/32"
Tyres	Continental Cyclocross Race 35c (wire)
Brakes\Levers	Avid BB5 Disc (160mm rotors)
Sizes	52, 54, 56, 58, 60 cm
SRP	£1,149.99

Geometry**



	Frame size	52cm	54cm	56cm	58cm	60cm
1	Seat Tube	520mm	540mm	560mm	580mm	600mm
2	Top Tube (Horizontal)	545mm	550mm	555mm	565mm	575mm
3	Headtube	125mm	135mm	150mm	165mm	185mm
4	Head Angle	71.5°	71.5°	71.5°	71.5°	71.5°
5	Seat Angle	74°	74°	74°	74°	74°
6	Chain Stay	415mm	415mm	415mm	415mm	415mm
7	BB Drop	64mm	64mm	64mm	64mm	64mm
	Stem Length	90mm	100mm	100mm	110mm	110mm
	H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.

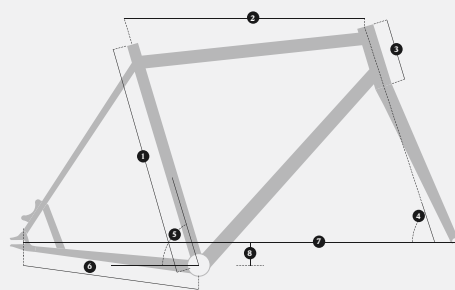
Day One SS Disc

Lovely clean lines and the perfect bike for a 2 hour Sunday blast down bridleways, woodland trails and country lanes. Pretty much as simple as a 'cross bike gets – two wheels, one gear and an awesome set of anchors. Here at Genesis we're big fans of the ol' 'one gear' and believe there is no purer way to ride. It may not be the bike you ride day in day out, but in the darker months of the year you'll find yourself pulling this bike out the shed time and time again. Ride it all through winter and come Spring you'll be strong as an ox. Lightweight, no fuss and with very low maintenance – Day One Disc, simplicity defined.

Specifications*

Frame	Reynolds 520 Steel
Fork	1-1/8" Double-Butted Cro-Mo unicrown
Wheels	Alex XD-Lite Disc / KT 6-Bolt Disc 32H
Shifters	N/A
Deraileurs	N/A
Chainset	Driveline TK-13 42T 3/32"
Tyres	Continental Cyclocross Race 35c (wire)
Brakes\Levers	Avid BB7 Disc (160mm rotors) w/ Tektro RL-340
Sizes	52, 54, 56, 58, 60 cm
SRP	£699.99

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	520mm	540mm	560mm	580mm	600mm
2 Top Tube (Horizontal)	545mm	550mm	555mm	565mm	575mm
3 Headtube	125mm	135mm	150mm	165mm	185mm
4 Head Angle	71.5°	71.5°	71.5°	71.5°	71.5°
5 Seat Angle	74°	74°	74°	74°	74°
6 Chainstay	415mm	415mm	415mm	415mm	415mm
7 BB Drop	64mm	64mm	64mm	64mm	64mm
Stem Length	90mm	100mm	100mm	110mm	110mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.





“The track through no man’s land is littered with burnt out cars and TV sets. *The track at best is rock and at worst sand with tyre marks in it. No signposts or guides but just other traffic to follow. After 4KM you reach the Mauritanian border control. Despite being told we’d need to give away a couple of bricks of the infamous American Legend cigarettes for a smooth border crossiang we had no problems with corruption or even being held up. We got out passports stamped and were on our way.*”
- PARISTODAKAR.ORG



Cross-Continental Challengers

When a team of 5 riders from Imperial College London got in touch to see if we could help out with suitable bikes for a 5,000km expedition from Paris to Dakar, taking a little over 2 months, we were only too happy to oblige. Crossing two continents and taking a very similar route to the infamously gruelling Paris-Dakar Rally, the aim was to fundraise for Action against Hunger, raise awareness for the huge potential for solar power generation in the North African area, and to satisfy that inner adventurer spirit that lingers in us all.

For us, sadistic as it may sound, there’s nothing better than seeing images of our bikes and their riders in exotic far-off destinations, both being pushed to the limits. I guess you could liken it to a ‘proud parent’ sensation. Reminiscent of Vin Cox’s circumnavigation of the world by bicycle and taking in similar levels of varied terrain, we knew the bikes needed to offer equal levels of comfort, efficiency, reliability, together with some load carrying potential. To us, this sounded a heck of a lot like the same sort of bike that a number of the Genesis team use to conquer the blown-out UK roads, bridleways and canal towpaths that make up their everyday commute; the jack-of-all-trades Day 01 Afline 8sp ticked all the boxes.

Congratulation to Shamoon, Chris, Ed, Ben and Dan on completing their expedition.



“Leaving Sidi Ifni we **got involved with some impromptu goat herding.** At the top of a climb we sat down to watch some locals at work loading goats into lorries and Chris showed he had some natural flare, helping pen the goats in one place while the locals wheelbarrowed the goats into the transport.” – PARISTODAKAR.ORG





Equilibrium Ti

The steel road bike that defined a genre is now available in Titanium! The obvious progression for the Equilibrium range was to produce a model from Titanium as it shares all the fantastic ride qualities of steel, but with a considerable weight saving. Factor in Titanium's non-oxidizing properties, strength and durability together with the award-winning Equilibrium geometry and ability to fit full-length mudguards and you have the unbeatable combination for the perfect all-season road bike.



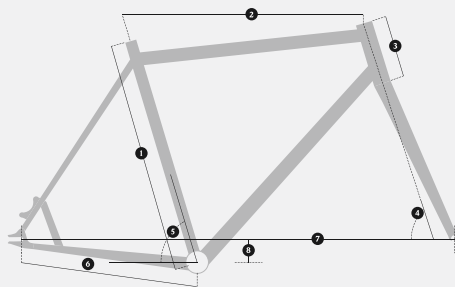
Equilibrium Ti

The Equilibrium Ti frame is crafted from 3AL/2.5V double-buttet titanium and is probably our most technically advanced frameset thus far. Every tube, weld and frame feature has been designed and engineered to offer the perfect ride and to carefully combine stiffness and high degrees of comfort so to stay true to the Equilibrium formula. We've taken all we've learnt about Titanium from our Latitude Ti and applied it to our much acclaimed Equilibrium platform. Stiff upfront thanks to the XX44 oversize headtube and tapered fork combo but nice and forgiving out back via the flattened, pencil thin seatstays.

Specifications*

Frame	3AL/2.5V seamless DB Ti w/ XX44 Oversize HT
Fork	1.5" - 1-1/8" Tapered Carbon w/ mudguard eyelets
Wheels	DT Swiss R 450 / Shimano 105 5700 32H
Shifters	Shimano 105 10spd ST-5700
Deraileurs	Shimano 105 FD-5700 / 105 RD-5700 10sp
Chainset	Shimano FC-R565 Compact 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Tektro R317 57mm
Sizes	52, 54, 56, 58, 60 cm
SRP	£2,299.99 (Frame, Fork & Headset £1499.99)

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	490mm	510mm	530mm	550mm	570mm
2 Top Tube (Horizontal)	538mm	545mm	558mm	567mm	578mm
3 Headtube	132mm	140mm	150mm	160mm	170mm
4 Head Angle	72°	72°	72°	72°	72°
5 Seat Angle	74°	74°	73.5°	73.5°	73.5°
6 Chainstay	413mm	413mm	413mm	413mm	413mm
7 BB Drop	70mm	70mm	70mm	70mm	70mm
Stem Length	100mm	110mm	110mm	120mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





Equilibrium

One bike to rule them all! The holy grail combination of good looks, speed, efficiency and comfort. Our much acclaimed practical road classic returns for another year with some striking new colours that complement the clean lines of the skinny steel tubeset and prove that steel still has a place in today's carbon-flooded marketplace. Road riding isn't just about taking your place on the start line every Sunday morning, it's also about getting together with good friends, exploring country lanes and covering lots of ground comfortably, and at speed. The Equilibrium was designed just for this.



Equilibrium

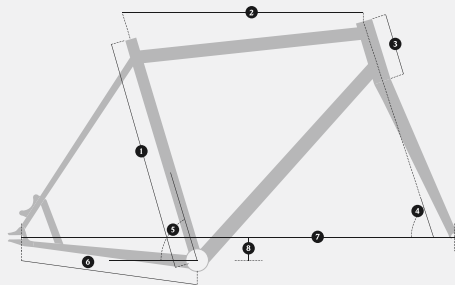
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A much acclaimed Reynolds 725 frameset mixes comfort, speed and efficiency together with pure, classic aesthetics to prove that steel is still very much a current and viable frame material given the right application. With relaxed ‘all day’ geometry and careful tube selection we’ve created a bike that rides every bit as good as it looks. The Equilibrium is the perfect ‘one’ bike for any tarmac occasion. Whether that be commuting to work, or sucking up the pothole thumps, riding all day with friends at the weekend or even tackling the cobbles and climbs of the spring classics like Roubaix or Flanders. Add mudguards to the equation and it becomes a true all-seasons bike.

Specifications*

Frame	Reynolds 725 Steel
Fork	1-1/8" Carbon w/ mudguard eyelets
Wheels	DT Swiss R 450 / Shimano 105 5700 32H
Shifters	Shimano 105 10spd ST-5700
Derailleurs	Shimano 105 FD-5700 / 105 RD-5700 10sp
Chainset	Shimano FC-R565 Compact 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Tektro R317 57mm
Sizes	52, 54, 56, 58, 60 cm
SRP	£1,299.99 (Frame £329.99 / Fork £139.99)

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	490mm	510mm	530mm	550mm	570mm
2 Top Tube (Horizontal)	538mm	545mm	558mm	567mm	578mm
3 Headtube	132mm	140mm	150mm	160mm	170mm
4 Head Angle	72°	72°	72°	72°	72°
5 Seat Angle	74°	74°	73.5°	73.5°	73.5°
6 Chainstay	413mm	413mm	413mm	413mm	413mm
7 BB Drop	70mm	70mm	70mm	70mm	70mm
Stem Length	100mm	110mm	110mm	120mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





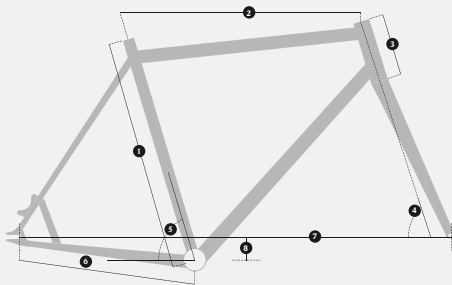
Equilibrium 10

Sublime damping characteristics and a no-nonsense 32H wheelset will shake off all but the worst of the UKs' road surfaces and the high-polished finish of the Shimano Tiagra 10sp wide-range drivetrain ensure classic looks and reliable, dependable performance. The classic metallic green frame and fork of the Equilibrium 10 combined with the silver componentry is a throwback to the handsome steel road bikes of the 70's. Some would say label it retro, we'd prefer timeless – a modern performing mile-muncher with classic looks.

Specifications*

Frame	Reynolds 725 Steel
Fork	1-1/8" Carbon w/ mudguard eyelets
Wheels	Alex AT450 / Shimano Tiagra 4600 32H
Shifters	Shimano Tiagra 10spd ST-4600
Derailleurs	Shimano Tiagra FD-4600 / Tiagra RD-4600 10sp
Chainset	Shimano Tiagra FC-4650 Compact 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Tektro R317 57mm
Sizes	52, 54, 56, 58, 60 cm
SRP	£1,149.99

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	490mm	510mm	530mm	550mm	570mm
2 Top Tube (Horizontal)	538mm	545mm	558mm	567mm	578mm
3 Headtube	132mm	140mm	150mm	160mm	170mm
4 Head Angle	72°	72°	72°	72°	72°
5 Seat Angle	74°	74°	73.5°	73.5°	73.5°
6 Chain Stay	413mm	413mm	413mm	413mm	413mm
7 BB Drop	70mm	70mm	70mm	70mm	70mm
Stem Length	100mm	110mm	110mm	120mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.



Equilibrium

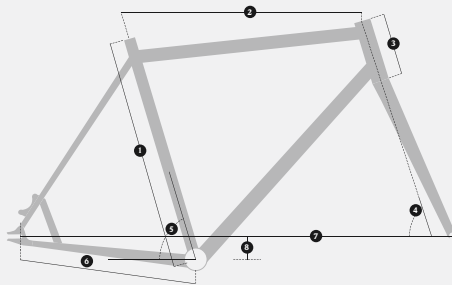
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If you're looking to cover ground quickly but without sacrificing comfort and durability at a price that won't break the bank, then the Equilibrium 00 could be the perfect choice. It uses a Reynolds 520 frameset and a Cr-Mo fork, which, combined with sensible specced kit offers fantastic value but with the exact same geometry and ride quality as the more expensive Equilibrium models. Updated for 2013 with the vastly improved new 3500 Shimano Sora 9spd groupset (now with fully-integrated shifter unit) in stealthy black, the Equilibrium 00 now performs every bit as good as it looks.

Specifications*

Frame	Reynolds 725 Steel
Fork	1-1/8" Triple Butted, Tapered Cro-Mo unicrown
Wheels	Alex AT450 / Shimano 2200 32H
Shifters	Shimano Sora 9spd ST-3500
Derailleurs	Shimano Sora FD-3500 / Sora RD-3500 9sp
Chainset	Shimano Sora FC-3550 Compact 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Tektro R317 57mm
Sizes	52, 54, 56, 58, 60 cm
SRP	£899.99

Geometry**



Frame size	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	490mm	510mm	530mm	550mm	570mm
2 Top Tube (Horizontal)	538mm	545mm	558mm	567mm	578mm
3 Headtube	132mm	140mm	150mm	160mm	170mm
4 Head Angle	72°	72°	72°	72°	72°
5 Seat Angle	74°	74°	73.5°	73.5°	73.5°
6 Chainstay	413mm	413mm	413mm	413mm	413mm
7 BB Drop	70mm	70mm	70mm	70mm	70mm
Stem Length	100mm	110mm	110mm	120mm	120mm
H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





Volant

The Volant is a refreshing, very Genesis take on an alloy-framed road race bike - straight tubes, clean lines, performance-orientated components and eye-catching paintjobs. Utilizing a brand new frame design with carefully selected tube profiles and geometry, the Volant matches traditional race bike close-clearances and a short wheelbase with an oversize 44mm diameter headtube for a nimble feeling ride with secure, confidence-inspiring front end handling. The ideal entry/mid-level race geometry road bikes with a racier look and feel than our Equilibrium range and ideal for those looking for a speedy and efficient introduction to the world of drop bar road bikes, be it racing, sportives or competitive rides with friends on a Sunday morning, heck, even your first triathlon.





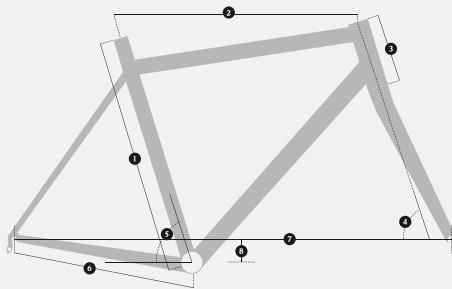
Volant 30

Our flagship Volant 30 model uses a 6069 ALX-9 Double Butted Aluminium frame that is both lightweight but stiff where needed for optimal power transfer. Upfront the oversize XX44 headtube brings with it increased stiffness and precise handling, not to mention upgrade potential on the fork front to a tapered steerer model. The Shimano 105 10sp components offer exceptional bang for your buck, sharing many of the functions and features found on Shimano’s higher tier road groupsets. Special mention goes to the DT Swiss R 450 / Shimano 105 wheels, offering unbeatable performance, durability and weight and usually only found on custom builds. A very distinctive and classy looking bike that has a unique aesthetic.

Specifications*

Frame	6069 ALX-9 Double Butted Alloy w/ XX44 Oversize HT
Fork	1 1/8” alloy steerer w/ carbon legs
Wheels	DT Swiss R 450 / Shimano 105 5700 32H
Shifters	Shimano 105 10spd ST-5700
Derailleurs	Shimano 105 FD-5700 / 105 RD-5700 10sp
Chainset	Shimano FC-R565 Compact 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Shimano 105 BR-5700
Sizes	50, 52, 54, 56, 58, 60 cm
SRP	£1,249.99

Geometry**



	Frame size	50cm	52cm	54cm	56cm	58cm	60cm
1	Seat Tube	525mm	535mm	575mm	595mm	615mm	655mm
2	Top Tube (Horizontal)	530mm	540mm	550mm	565mm	580mm	595mm
3	Headtube	130mm	137mm	145mm	160mm	170mm	180mm
4	Head Angle	72.25°	72°	72°	72°	72°	72°
5	Seat Angle	74°	73.5°	73.5°	73°	73°	73°
6	Chainstay	410mm	410mm	410mm	410mm	410mm	410mm
7	BB Drop	72mm	72mm	72mm	72mm	72mm	72mm
	Stem Length	100mm	100mm	110mm	110mm	120mm	120mm
	H/Bar Width	42cm	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





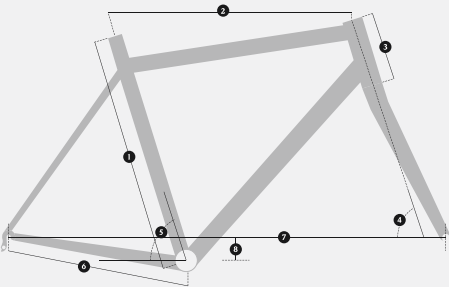
Volant 20

Sharing the same frame and fork combo as the flagship Volant 30, the Volant 20 comes equipped with a full Shimano Tiagra groupset (including hubs), bringing with it the welcome arrival of 10spd transmission and a clean, light shifting feel and wider gear range to a new, lower pricepoint. The compact chainset (50/34T) and wide-range cassette (12-28T) combo offers true Col-destroying gear range.

Specifications*

Frame	6069 ALX-9 Double Butted Alloy w/ XX44 Oversize HT
Fork	1 1/8" alloy steerer w/ carbon legs
Wheels	Alex AT450 / Shimano Tiagra 4600 32H
Shifters	Shimano Tiagra 10spd ST-4600
Derailleurs	Shimano Tiagra FD-4600 / Tiagra RD-4600 10spd
Chainset	Shimano Tiagra FC-4650 Compact 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Shimano Tiagra BR-4600
Sizes	50, 52, 54, 56, 58, 60 cm
SRP	£999.99

Geometry**



Frame size	50cm	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	525mm	535mm	575mm	595mm	615mm	655mm
2 Top Tube (Horizontal)	530mm	540mm	550mm	565mm	580mm	595mm
3 Headtube	130mm	137mm	145mm	160mm	170mm	180mm
4 Head Angle	72.25°	72°	72°	72°	72°	72°
5 Seat Angle	74°	73.5°	73.5°	73°	73°	73°
6 Chainstay	410mm	410mm	410mm	410mm	410mm	410mm
7 BB Drop	72mm	72mm	72mm	72mm	72mm	72mm
Stem Length	100mm	100mm	110mm	110mm	120mm	120mm
H/Bar Width	42cm	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.



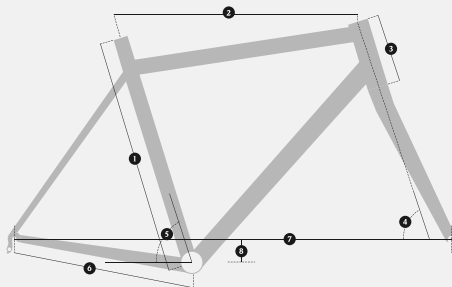
Volant 10

Sporting a Italian-inspired painjob that Coppi, Gimondi and Bartali would be proud of, the Volant 10 comes equipped with Shimano’s excellent revised 3500 Sora 9sp groupset (now with fully-integrated shifter unit) in a satin black finish for a contemporary stance. The contrasting tan brown bartape and saddle are more traditional nod to the past – a real head turner with performance to match looks.

Specifications*

Frame	6069 ALX-9 Double Butted Alloy w/ XX44 Oversize HT
Fork	1 1/8” alloy steerer w/ carbon legs
Wheels	Alex AT450 / Shimano 2200 32H
Shifters	Shimano Sora 9sp ST-3500
Deraillleurs	Shimano Sora FD-3500 / Sora RD-3500 9sp
Chainset	Shimano Sora FC-3550 Compact 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Shimano Sora BR-3500
Sizes	50, 52, 54, 56, 58, 60 cm
SRP	£799.99

Geometry**



	Frame size	50cm	52cm	54cm	56cm	58cm	60cm
1	Seat Tube	525mm	535mm	575mm	595mm	615mm	655mm
2	Top Tube (Horizontal)	530mm	540mm	550mm	565mm	580mm	595mm
3	Headtube	130mm	137mm	145mm	160mm	170mm	180mm
4	Head Angle	72.25°	72°	72°	72°	72°	72°
5	Seat Angle	74°	73.5°	73.5°	73°	73°	73°
6	Chainstay	410mm	410mm	410mm	410mm	410mm	410mm
7	BB Drop	72mm	72mm	72mm	72mm	72mm	72mm
	Stem Length	100mm	100mm	110mm	110mm	120mm	120mm
	H/Bar Width	42cm	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





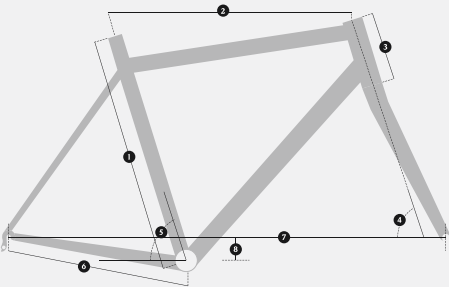
Volant 00

The Volant 00 is a culmination of carefully selected tube diameters, wall thicknesses and butt profiles, combined that with good geometry to produce a frame that mixes stiffness, comfort and weight in the right ratio to help give a fast and precise ride. Add into the mix a carbon-legged fork, bringing with it a little bit of compliance and comfort alongside significant weight savings, and you've got the firm foundation for a great performing road bike. The 8sp Shimano 2300 groupset is every bit as functional as the higher tier Shimano groupsets and offers swift and precise shifting and the proven legendary Shimano long term reliability.

Specifications*

Frame	6061 Alloy w/ XX44 Oversize HT
Fork	1 1/8" alloy steerer w/ carbon legs
Wheels	Alex R450 / Formula RB21/22 32H
Shifters	Shimano 2300 8sp ST-2300
Derailleurs	Shimano 2300 FD-2300 / 2300 RD-2300 8sp
Chainset	Shimano 2300 Compact FC-2350 50/34T
Tyres	Continental Ultra Sport 25c (wire)
Brakes\Levers	Tektro R320
Sizes	50, 52, 54, 56, 58, 60 cm
SRP	£649.99

Geometry**



Frame size	50cm	52cm	54cm	56cm	58cm	60cm
1 Seat Tube	525mm	535mm	575mm	595mm	615mm	655mm
2 Top Tube (Horizontal)	530mm	540mm	550mm	565mm	580mm	595mm
3 Headtube	130mm	137mm	145mm	160mm	170mm	180mm
4 Head Angle	72.25°	72°	72°	72°	72°	72°
5 Seat Angle	74°	73.5°	73.5°	73°	73°	73°
6 Chainstay	410mm	410mm	410mm	410mm	410mm	410mm
7 BB Drop	72mm	72mm	72mm	72mm	72mm	72mm
Stem Length	100mm	100mm	110mm	110mm	120mm	120mm
H/Bar Width	42cm	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with approx. 25% fork sag.



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“It’s that little bit of pain and suffering that reminds you that you’re alive, that life is precious and it helps keep you grounded.”
– DOMINIC THOMAS



A Belgium Adventure

“Being a mountain biker at heart I don’t follow road racing much, but I’ve heard people telling stories about the ‘classics’ of Roubaix and Flanders. Tales of cobble stones as big as footballs, where the cracks between them get so wide that if you fall between them you’ll probably end up at the centre of the earth. Short, sharp climbs that are so steep that rope and crampons are seriously worth considering, and a constant driving wind blowing in from the coast that in invariably ‘head’ as opposed to the favoured ‘tail’.

The last big ride I had done on it was LEJOG (Land Ends to John O Groats) back in September, we did the ride in 4 days 15 hours averaging 176 a miles a day so I knew the steel Equilibrium would be more than a match for the Ronde Van Vlanderen sportive, cobbles-and-all; comfort of the bike being second to none.

At about 8am I started riding and got my head down and tried to warm up as quickly as I could. Slowly but surely, the hills came, nothing too steep to begin with but enough to get the legs, heart and lungs pumping. Then came the first long, flat stretch of the infamous Belgian cobbles. It’s hard to get a rhythm going and it’s oh-so-tempting to drop down into the little ring, but I kept the cadence up, ploughed forward and tried to lessen my ‘deathgrip’ on the handlebars - inevitably the upper body takes a bit of a beating. With about 120km to go you hit the first of the 16 marked climbs, mostly cobbled, all between 360m and 2200m in length and up to 22 degrees in gradient. Most of them are short, sharp and horrible; the longer, less steep climbs are just annoying - cobbled and frustrating. All, however, are perfectly climbable and, as long as you avoid the traffic you’re generally ok.

From that point forward it is all a bit of a blur, I stopped feeling fresh and declared to go to war with the course. I kept my mind thinking happy thoughts, sucked up the pain, rode whatever was in front me, just kept pedalling, grabbed food and drink from the food stops when and where I could and just kept pushing on.

Looking back my strongest memory from the day was when I was nearly facing disaster after I had realised I had run out of water and knew that I had some way to go to the next feed station. I saw an old man ahead of me who was parked by the side of the road with his boot open and was giving someone he knew a drink. So I stopped by his car and kindly asked if he could spare me some drink for which I said I would happily pay him. He turned to me, put his hand on my shoulder, looked me in the eye, smiled and said “You pay with your honour”.

Ten minutes after crossing the line I was eating chips and mayonnaise, thirty minutes after that I was laid flat out in the back of my truck fast asleep, probably with a small smile on my face.”



Flyer

The Flyer has been a staple in the Genesis range for many years now. As suited for everyday inner-city commuting duties as it is strength-building winter trainer miles, the Cr-Mo frame and fork together with a sensible, solid spec promises many maintenance-free miles. It's pretty damn light and can climb like a mountain goat too - you'd be surprised how much weight you save when derailleurs, cassettes and shifters are omitted from the spec sheet.



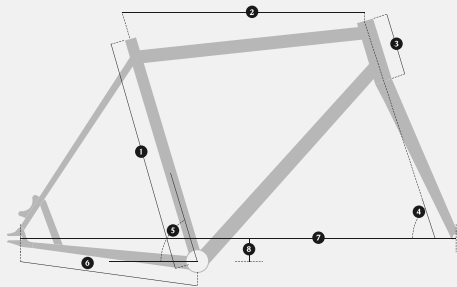
Flyer

A Reynolds 520 Cr-Mo frame with slim-stays and a relatively stiff mainframe matched to a slim, triple-butted lugged Cr-Mo fork is a combination that gives a wonderful mix of smooth comfort, lightning responses and beautifully clean lines. Geometry-wise it's a 'modern track bike meets road classic' kind of ride that's won praise from everyone that's ridden it. With a refined, well thought out spec including Shimano square taper BB, Tiagra brakes, Sealed bearing hubs (with a flip-flop rear for fixed gear option) the Flyer is definitely a result of real world riding demands as opposed to the latest fashion trend.

Specifications*

Frame	Reynolds 520 Steel
Fork	1-1/8" Lugged Cro-Mo
Wheels	Alex DA-28 / Formula Track (Fixed/Free) 32H
Shifters	N/A
Deraileurs	N/A
Chainset	Driveline TK-13 46T 3/32"
Tyres	Continental Ultra Race 25c (Wire)
Brakes\Levers	Shimano Tiagra BR-4600 / Shimano BL-R400
Sizes	52, 54, 56, 58, 60 cm
SRP	£699.99

Geometry**



	Frame size	52cm	54cm	56cm	58cm	60cm
1	Seat Tube	520mm	540mm	560mm	580mm	600mm
2	Top Tube (Horizontal)	533mm	545mm	552mm	560mm	573mm
3	Headtube	120mm	130mm	145mm	160mm	175mm
4	Head Angle	72.5°	72.5°	73°	73°	73°
5	Seat Angle	75°	74.5°	74.4°	74.5°	74°
6	Chainstay	415mm	415mm	415mm	415mm	415mm
7	BB Drop	66mm	66mm	66mm	66mm	66mm
	Stem Length	90mm	100mm	100mm	110mm	120mm
	H/Bar Width	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





Madison

Track cycling is increasing in popularity in Great Britain not least because we have some of the very best riders in the world, proven at this year's Olympic Games, where we claimed no-less than 9 medals on the track - a staggering 7 of which were gold! Track cycling is a great sport to watch and with the Olympic success on home soil this year, cyclists of all ages should be tempted to get down to their local velodrome and give it a go themselves - the Madison is just the machine to do it on.



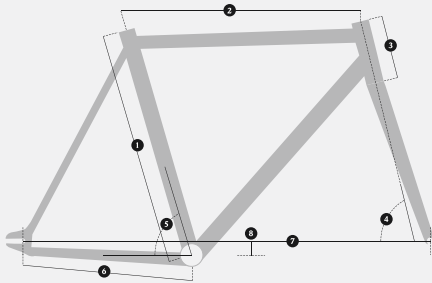
Madison

Designed for velodrome use as opposed to street, the supplied 50/15T gearing is a great starting place for the majority of the UKs’ velodromes. The Madison is a fully UCI compliant, entry-level track bike built around an oversized 6061 aluminium frameset that provides maximum power transfer and efficiency, no matter how much wattage you throw at it. Sharing its’ name with the Madison track team event, the Japanese top tube decal (which reads ‘Madison’) is a nod to the popularity and heritage of track cycling in Japan, particularly the Keirin discipline.

Specifications*

Frame	6061 Double-Butted Alloy
Fork	1 1/8” Full Alloy Aero Bladed
Wheels	Alex DA-28 / Formula Track (Fixed/Free) 32H
Shifters	N/A
Deraillleurs	N/A
Chainset	Driveline TK-13 50T 1/8”
Tyres	Continental Ultra Race 23c (wire)
Brakes\Levers	N/A (Drilled F&R)
Sizes	50, 52, 54, 56, 58, 60 cm
SRP	£599.99

Geometry**



	Frame size	50cm	52cm	54cm	56cm	58cm	60cm
1	Seat Tube	500mm	420mm	540mm	560mm	580mm	600m
2	Top Tube (Horizontal)	517mm	525mm	542mm	550mm	565mm	580mm
3	Headtube	110mm	120mm	132mm	145mm	160mm	175mm
4	Head Angle	74°	74°	74.5°	74.5°	74.5°	74.5°
5	Seat Angle	74	74°	74°	74°	74°	74°
6	Chainstay	390mm	390mm	390mm	390mm	390mm	390mm
7	BB Drop	54mm	54mm	54mm	54mm	54mm	54mm
	Stem Length	90mm	100mm	100mm	110mm	110mm	120mm
	H/Bar Width	42cm	42cm	42cm	42cm	44cm	44cm

*Specs correct at time of going to print. **All measurements in mm unless stated. MTB angles & BB heights taken with aprox. 25% fork sag.





⊗ GENESIS ⊗
Guild Prototype

*“Prototyping and testing is a key part of bringing our products to market, most completely new frame designs will take around 3 variations before we get it right. With steel frames everything boils down to tube selection, geometry and clearance. Clearances can be accounted for in the drawings, but **geometry and tube layup have to be tested** and it’s very much a trial and error process until we get it right.”*

- DOMINIC THOMAS



The Guild

The Guild is our test bed program for potential new product made up of a fleet of riders including staff members, industry folk, and close acquaintances. People who have ridden an array of different bikes and for long enough to give valued, reliable feedback to aid the development of a frame.

Whether it’s a completely fresh idea or some new test geometry, some frames make the cut to production, others either don’t or are shelved for release at a later date. All Guild prototype frames are signalled by their distinctive black, orange and blue paintjobs, and designed to signal the fact that we’re working on new ideas rather than shrouding them secrecy and testing behind closed doors - keep an eye out for them on the road or trails.

For 2013 the newly formed Madison Genesis road team will act as a test team for Genesis and will ride in the distinctive Guild colourway.



Images shown
– MADISON STAFF



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Prototype 953 Volare

When Reynolds quietly introduced 953 back in late 2005, it replaced 853 as their flagship steel alloy. Little did the cycle industry at the time know that this new material would completely reshape the way we view steel in frame production and its' performance-use credentials. In 953 Reynolds had produced a steel tubeset to trump Titanium (even 6AL-4V). Banish those 80's-based misconceptions of steel as an old school, heavy, flexy material, this is the new benchmark in high-end steel tubing.

How so? 953's unparalleled UTS (Ultimate Tensile Strength) of 1750-2050 MPa results in a superior strength to weight ratio, enabling Reynolds, in combination with oversize tube profiles, to draw very thin walled tubes (down to 0.3mm in places) and give an overall frame weight comparable to that of Titanium (circa 1600-1700g for 54cm). To give you a bit of perspective Reynolds' former flagship 853 steel alloy has a UTS of 1250-1400 MPa, 7075-T6 (heat treated) aluminium - 510-538 Mpa and premium Grade 5 Ti-6Al-4V Titanium - 900-1150 Mpa.

The liveliness and legendary smooth riding properties of steel combined with unrivalled durability and longevity (superior strength, high impact and corrosive resistance) and the stiffness of aluminium in this oversize guise - the re-birth of British racing steel.



ABOVE: RShimano BB86 Press-Fit BB shell and round 24mm chainstays

RIGHT: Swaged/Tapered seat tube and flat-ovalised seatstays





Prototype 931 Volare

Co-developed with some of Reynolds' Taiwanese partners, 931 is designed to plug the considerable gap between 953 and 853, whilst offering consumers the option of a Reynolds Stainless Steel frame at a slightly more affordable pricepoint. Like 953, 931 also belongs to the family of Martensitic stainless steel, where strong crystal structure is formed by heat treatment.

However, where it does differ to 953 is in its' seamless construction and slightly lower UTS (Ultimate Tensile Strength) of 1250-1300 Mpa (similar to 853). This means it's considerably easier for frame manufacturers to work with, is more ductile for tube shaping and manipulation, and, can be cold drawn to a wall thickness of 0.4mm.

Thanks to 931's 17% Chromium element it has excellent anti-corrosive properties (trumping even 953). 931 also allows us to mix and match it with 953 in TIG-welded construction (we've used 931 HT and BB shell on the 953 Volare Prototype) to help meet design, performance and cost parameters for a full stainless steel frame.



Madison Genesis Team

2013 is set to be a huge year for Genesis with the debut of the Madison Genesis road team. Not only will the team's first season raise the profile of the brand, it will also cast a light on a material which is at the very core of the Genesis brand: Steel.

The concept of steel-framed race bike is one that is not unheard of, but in the modern peloton it is far from a common sight. Reynolds have been key to the development of our new 953 steel race bike, the Volare, which will be ridden by the team in the 2013 season. This project has seen us work very closely with the company to create what we believe will be a competitive race bike that balances many of the standards of modern race bike, with the traditional aesthetic and feel of a steel bike.

Although steel may be viewed as an "old" material, the design and manufacturing process involved in the creation of the Volare is cutting edge. In many instances throughout the Volare we are breaking new ground with Reynolds, which is an extremely exciting thing to be a part of.

UK road cycling legend, Roger Hammond has been appointed as the Madison Genesis team manager. Roger has enjoyed a distinguished professional career, riding for some of the biggest teams in the world, including Discovery, HTC Columbia and Garmin Cervélo and has been involved in the development of the team from day one.

The aim of the Madison Genesis Team is to identify and develop talent from the UK with the goal of advancing their careers within cycling. We have hand picked a team that draws on a plethora of riders that combines some of the UK's most experienced riders with some of the brightest young hopefuls on the race circuit.

Here's to a successful debut season for the team!

"It has always been one of my desires to pass on my knowledge and help young British riders to achieve their goals without having to experience the sometimes hard lessons I did."

— ROGER HAMMOND

Madison Genesis Team Manager

The Team



TEAM MANAGER
ROGER HAMMOND



RIDER
SEBASTIAN BAYLIS



RIDER
ALEX PETERS



RIDER
BRENNAN TOWNSHEND



RIDER
DOMINIC JELFS



RIDER
JACK PULLAR



RIDER
LIAM HOLOHAN



RIDER
CHRIS SNOOK



RIDER
DEAN DOWNING



RIDER
IAN BIBBY



RIDER
ANDREW TENNANT





A bit of a return for us in that the original 2008 Equilibrium was Reynolds 853 constructed before we switched to 725 a year later. If you're the proud owner of an original Equilibrium 853 then consider yourself one of the lucky few – we didn't make many! This version differs in that it uses the later, tried-and-tested current Equilibrium geometry and, of course has the much loved 57mm long-drop brake calipers and mudguard eyelets for all-season use. To help compliment the sublime ride of some of the finest tubes Reynolds produces we've picked a nice lightweight, lugged 853 fork (you can never have enough good steel, right?). A bike designed for somebody wants to spend a long time in the saddle, and for whom ride quality is of the utmost importance – a timeless 'forever' bike.





Prototype Fugio

We've been offering our versatile, multi-purpose, steel framed CX bikes like the Croix de Fer for a number of years now. Whilst they're great at all-round duties, the only hurdle they probably fall at is in a race scenario. We've often been asked "Why haven't Genesis ever made a CX race bike from steel?", well, now we have! Based on a similar geometry to the current Vapour Disc and sporting the very same XX44 oversize headtube for tapered steerer compatibility, the Fugio is a disc-specific, aggressive angled, 853-framed, race-ready CX frame that's ideal for thrashing around the park for an hour on a Sunday afternoon.



GENESIS



Prototype High Latitude 853

When drawing up the High Latitude we settled upon Reynolds 520 Cr-Mo in order for the full bikes and framesets to hit competitive pricepoints and offer excellent bang-for-their-buck. In our heart of hearts though, we all knew the frame design was deserving of better steel. Step forward Reynolds 853 – perhaps the ultimate performance tubeset offered by the Birmingham-based steel tube wizards with its' fabled superb ride quality and excellent strength to weight ratio thanks to its' air hardening properties (meaning thinner walled tubes and lower overall weight). The DZB (Double Zone Butted) top and downtube are the stars of the party and are butted to x4 differing wall thicknesses, designed specifically to increase tube fatigue strength without resorting to the need for gussets, larger tube profiles or excess material in other areas of the tube.



www.genesisbikes.co.uk



Thanks

Whilst we're a small brand, we do lean on and call upon the services of many a good folk to keep the Genesis wheels turning. We'd like to extend a big thanks to the following people for their help and contributions to this catalogue and the day-to-day running of the Genesis brand...

- CARL FINDLEY-KENYON – for dropping everything when we need new bike logos and graphic styles creating and for helping with overall catalogue and website concept
- LIZ DICKINSON – for turning our jibber jabber and the lovely images into the nice catalogue you hold in your very hands and for also doing sterling work on our adverts
- MARK COPELAND – for making our website look amazing
- JACOB GIBBINS – for the excellent location photography
- NICK HILL (nmdesign.co.uk) - for the striking studio photography and ability to turn around our frantic last minute demands
- ANDY JONES (Cycling Weekly) – for his Three Peaks shots
- ANDY WATERMAN (privateer.cc) – for his great Grenzstein Trophy images and writeup
- KEITH NOROHNA & PAUL MURPHY (Reynolds Technology) – for their invaluable knowledge and experience with all things steel-tubed
- JUAN TRUJILLO ANDRADES (trulipphoto.com) – for his brilliant documentation of our visit to Reynolds Technology, Birmingham

Last, but by no means least we'd like to thank our dealers, customers and followers, both past and present, for their continued support and belief in the brand.

– DOMINIC THOMAS & ALBERT STEWARD

