



GENETIC  
**CARBON STAY  
 MICRO FENDER**  
**£47.50**

Neat and unobtrusive protection

WORDS  
 RICHARD HALLETT

'Surely', one is entitled to think on first catching sight of Genetic's Carbon Stay Micro Fender, 'that can't do much.' Unashamedly minimalist, it is clearly not designed to offer the same protection from road spray as a full-length mudguard. On the other hand, it is marketed as a 'fender' and might therefore be expected to have some level of effectiveness.

As it happens, it is pared down to the minimum needed to keep spray off the saddle and rider's back. It works because, as the wheel rotates, muck and water is thrown off the tyre at a tangent. The Micro Fender blade covers about one tenth of the tyre's circumference and catches the spray flung off over that arc; extend the 'spray shadow' as far as the cycle and rider and it encompasses a substantial area. Where coverage falls depends on dropout slot angle; the fender mount has a locating peg designed to sit in a vertical dropout.

The level of protection on offer is about the same as that given by other minimalist rear 'guards; if keeping muck off your back and backside is all you ask, then the Micro Fender will do the job. It

is primarily intended to cover the rear wheel but can be fitted at the front.

Simple in concept and neatly-executed, it weighs just 75g and comprises a forged aluminium bracket clamped to the right-hand rear dropout by a threaded part that replaces the q/r skewer nut, a carbon-fibre strut clamped to the bracket and a blade attached to the top of the strut via a ball-joint to allow precise alignment. The strut can be moved within its clamp to fine-tune tyre clearance and the device will work with 700x25c tyres. Moulded chevrons on the underside of the blade are designed to direct water to the edge of the tyre.

The one notable problem we found is that the dropout attachment bracket is not designed for a recessed rear dropout. It can be made to work using the three-arm spacer provided for front wheel mounting, but this in turn requires a longer q/r skewer and means the bracket locating peg does nothing. It's worth checking dropout compatibility before purchase.

Overall finish is impressive,

with black clamp parts nicely complementing the carbon-fibre strut. This looks vulnerable to a knock, which might prove expensive since, at £47.50 per wheel, the Fender is undeniably a

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pricy piece of kit. It is, however, one that, in this reviewer's opinion, wouldn't look out of place on even the highest-end of high-end road bikes. Its looks alone make it worthy of consideration by the sportive rider and superbike-riding commuter alike.

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