

**First look**

The frame has good features and fittings for all-round use, while the spec cuts few corners



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The faster, wider-gear-range, full-mudguard-ready Limba is the more versatile bike  
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two bikes are noticeably different. The Voodoo gets 35mm WTB Riddler tyres with a small-knob, 'semi-slick' tread and retro-look skinwall carcasses; the Schwinn uses much fatter but unbranded 45mm rubber with a very shallow tread. Neither bike's tyres or rims are tubeless compatible. The Schwinn's wheels have 36 spokes threaded into hubs with a crude metal plate seal over the bearings, while the Voodoo has 32 spokes each end and rubber-sealed hubs.

Both bikes are specified with cable-operated disc brakes with 160mm rotors front and rear. The brands are different (JAK and Tektro) but the single-piston design and (eventually) adequate function are basically the same. It's well worth bedding in the brakes on both bikes by following an alternating pedal-hard-and-brake-hard protocol until you can feel the rotors and pads scrub in and start to work properly

Saddles and seatposts are different. The Voodoo has a centre-channeled, kevlar-reinforced WTB Volt saddle on



**Top:** While the tread is okay off-road, you may want to go wider: 45mm tyres will fit  
**Bottom:** Claris shifters route the cables under the bar tape these days, like Sora etc

top of a tidy looking two-bolt seatpost with a fully forged head. In contrast, the Schwinn has a long, amorphous white-striped saddle on top of a long post with a pressed steel upper cradle.

**Ride**

With the frame and components all looking like they've had more time and money spent on them, you'd be forgiven for presuming the Voodoo Limba was the runaway winner of this test. It certainly rides very well for the money if you're looking for a conventional all-rounder with decent tyre space and off-road

capability. The lower-set handlebar gives a 'proper' bike fit that stokes the speed in terms of a more purposeful position. The handling is well balanced too, with enough weight on the front wheel for tracking loose or otherwise slippery corners well.

The Schwinn's taller fork and head tube give it a much more upright riding position. This makes it lighter on the front wheel, so even though the head angles are only 0.5° different, it didn't feel as

**Tech Spec  
VOODOO  
LIMBA**

- **Price:** £525
- **Sizes:** S, M (tested), L
- **Weight:** 12.26kg
- **Frame & fork:** 6061 aluminium frame with QR dropouts and fittings for two bottle cages, rear rack and mudguard. Steel fork with QR dropouts and mudguard fittings.
- **Wheels:** 37-622 WTB Riddler Comp tyres, Voodoo aluminium rims with 32 plain gauge spokes laced 3-cross on QR hubs.
- **Transmission:** Prowheel double chainset with 175mm arms and 46-30 tooth chainrings, Shimano CS-HG50 8-speed 11-28T cassette. Shimano Claris R2000 shifters and derailleurs. 16 ratios: 30-117in.
- **Braking:** Tektro Mira cable-operated discs with 160mm rotors
- **Steering & seating:** aluminium 410/480mm flared drop bar, 80mm stem, threadless headset. WTB Volt saddle, 27.2x350mm aluminium seatpost.

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