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 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