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The Schwinn's taller fork and head tube give it a much more upright riding position  
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a forward-facing seat slot to fight spray, both bottle cage mounts inside the mainframe to keep nozzles clean, rack mounts at the rear, and mudguard mounts front and back.

The Schwinn gets a much shallower, rectangular-section top tube than the Voodoo. Brake and gear cables are internally routed but there's nothing to stop them rattling inside the frame. The straight head tube with external bearing cups and the flat-plate brace between the chainstays point to a cheaper chassis cost. There's only 1.5mm clearance between the fat 45mm tyre and the chainstays too, which wouldn't take much to clog on a dirty day on the Ridgeway. While there are rack mounts and mudguard mounts at the rear, the Schwinn doesn't have front mudguard mounts. That means that any bottle put in the cage mount under the down tube is going to get filthy even more quickly.

### Components

The cosmetic wins keep on coming for the Voodoo when it comes to the components.



**Top:** The chainstays aren't wide enough for these 45mm tyres if you're planning to ride off-road



**Bottom:** A single ring simplifies shifting but a 42/28 bottom gear is way too high

The Shimano Claris shifters have both gear and brake cables exiting under the hoods and tape for a clean look to the front end. The handlebar has an ergo, teardrop top profile and is slightly flared at the drop; while it's only 410mm on the top it's 480mm at the tips.

The Schwinn uses lumpier-looking Microshift levers with external routing, so there's a long length of shift cable dangling in the wind before it gets to the frame insertion point. The one lever controls all ten gears as the Scree has a single 42-tooth chainring (with alloy guides either side) on a chunky, 3D-forged

'Chariot' arm and spider. While I'd normally champion single chainring setups for gravel, as the sequential shifting is a lot easier to predict, it lacks the wide-ratio cassette essential for a good gear range. In fact it has the same small 11-28 tooth spread as the Limba, but over ten sprockets rather than eight. However, the Limba also has two (non-replaceable, pressed steel) chainrings, giving 46- and 30-tooth options up front.

The tyre choice and wheel builds of the

### Tech Spec SCHWINN SCREE

- **Price:** £499.99
- **Sizes:** S, M (tested), L
- **Weight:** 12.43kg
- **Frame & fork:** Schwinn 6061 aluminium gravel frame with internal brake and gear cable routing, QR dropouts, and fittings for two bottle cages, rear rack and mudguard. Schwinn steel gravel fork with QR dropouts.
- **Wheels:** 45-622 WD gravel tyres, double-wall 700C rims with 36 plain gauge spokes laced 3-cross on QR hubs.
- **Transmission:** Chariot aluminium chainset with 170mm cranks and 42 tooth chainring with twin alloy guards, 10-speed chain, square taper bottom bracket. Microshift R10 10-speed gearing with 11-28 tooth cassette. Ten ratios: 42-106in.
- **Braking:** JAK Super Brake cable-operated callipers with 160mm rotors.
- **Steering & seating:** 410mm aluminium drop bars, 95mm stem, threadless headset. Aluminium single-bolt seatpost, Schwinn colour-coded saddle.

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