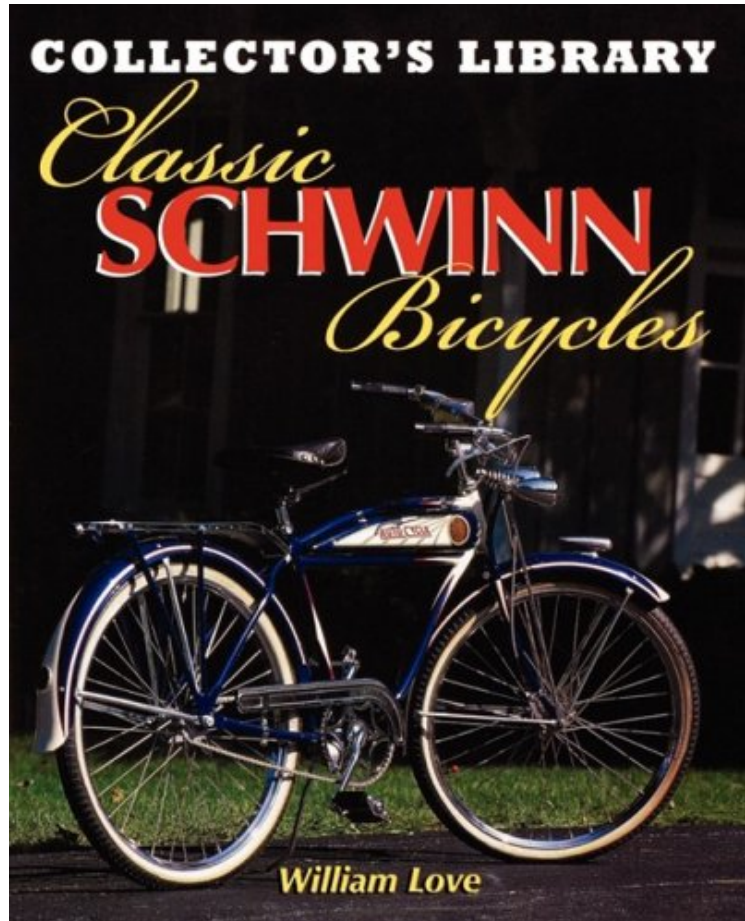


(Pdf free) Classic Schwinn Bicycles (Collector's Library)

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William Love

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William Love : Classic Schwinn Bicycles (Collector's Library) before purchasing it in order to gage whether or not it would be worth my time, and all praised Classic Schwinn Bicycles (Collector's Library):

6 of 6 people found the following review helpful. There's a lot of good detail info in this book on the Schwinn 'cruisersBy Stephan B. There's a lot of good detail info in this book on the Schwinn 'cruisers, from the mid-30's into the '70s. That is what I bought this book for. I have several negative comments on the book: a number of reviews ask why no color photos? I agree. A large part of what makes a 'classic' Schwinn are the vibrant colors and the chrome. When my copy was printed, the pressman was running too much water on the plate, many of the pages are washed out. Now I have a bone to pick with the author. Mr. Love emphasizes throughout the book that the only classic Schwinnns are cantilever frame balloon tire models with maximum chrome. Your childhood bike that you just recovered from Grandpa's barn, with the painted rims, no fender light, no tank, no luggage rack, you know, the plain old bike that your

dad had to make payments on? That's not a classic. From 1938 to 1988, Schwinn made some of the finest lightweight racing and touring models, comparable to anything else in the world, the Schwinn Paramount. In Mr. Love's book on 'classic' Schwinn's, the Paramount gets a paragraph dismissing it as a Lightweight with a plain straight-tube diamond frame. Not a classic. No mention of the thousands of racing victories and championships won by racers on the Paramount. No mention of how each Paramount was hand-built by a small crew, separate from the main production in the Chicago plant, using the finest materials and craftsmanship. OK, rant over. The point is, ALL Chicago made Schwinn's are survivors, they are still covered by the BEST warranty in the industry, and they are ALL classics. 0 of 0 people found the following review helpful. Disappointed in quality By Customer I got this book for my husband as a gift and was extremely disappointed with the quality of the pictures and images. Very distorted and blurry photos. Also the pictures were black and white which was a bummer. It was a disappointing purchase. Would not give it a rating 0 of 0 people found the following review helpful. Five Stars By Tom T. Excellent Reference !!!

Here is an illustrated guide to Classic Schwinn Bicycles from 1895 to present. Detailed text and 250 BW photographs depict the most classic Schwinn's including pre-World War II Aerocycles, Motorbikes (Cycleplanes), and Autocycles; post-war Panthers and Phantoms; '50s and '60s middleweights; '60s Sting Rays and Krates; and every other Schwinn. Special models including the Whizzer and Cycle Truck are featured, as well as the contemporary classic reproductions. There is even a chapter for the up-and-coming lightweights. Star ratings are used to stratify each model's classic status. You will also find information on serial numbers and identification methods. This book offers an historical perspective of the entire spectrum of classic Schwinn bicycle lineage.

From the Author Classic Schwinn Bicycles-Collector's Library pictures real bicycles that exist today; not factory archive shots. The photos are mainly of bikes currently in the hands of collectors. The detailed text is derived from my long time Schwinn affliction, collector interviews, countless dealer catalogs (sales and service), advertisements, periodicals, and books; actually the books were countable, as there are only a few published on the subject. This book will help you identify models and years, and their current collector status. The information is great, and so are the photos of these nifty old bikes! About the Author William Love seemed to be attracted to wheels at a young age. Before age five, he began to fashion vehicles out of raw materials like fruit crates and logs. By about age ten, he had advanced to building really dangerous "karts" out of salvaged soap box derby wheels, plywood, and two by fours. From age seven to fifteen, though, the trustiest steed in his stable was a Schwinn bicycle. He logged many miles on his 1957 Schwinn Spitfire through those years--enough miles so that he was forced to learn about maintenance and repair. This probably served as background for his first book, How To Restore Your Collector Bicycle, written in 1999. After Love experimented with ahead-of-its-time off-road riding, the old Spitfire needed a resto before it could be sold to gain automobile-buying funds. Yes, like so many boys, the lure of the auto was a strong one for Love, and for the next twenty years--ages 16 through 35--he was obsessed with the four-wheeled marvels. Through this period he owned over sixty vehicles, and restored a baker's dozen. These restorations got him necessarily interested in vintage vehicle research, which is a helpful interest to have for writing a book like this buyer's guide. Along the way, Love attained a degree in Communications, and a penchant for writing. At about age 36, this car nut became a bicycle nut, when he bought an old Schwinn that was similar to his early Spitfire, at a garage sale. About twelve hours later he had restored that bike, and had a few revelations: Bikes are a lot easier to restore than cars; bikes take up much less room than cars; bikes don't suffer from non-use like cars; bikes don't have clutch chatter or oil leaks. Fooling with bikes instead of cars also allowed Love more time with his wife and two children, which was another plus. Now, fifteen years later, Love has over sixty trusty Schwinn's in his stable, and time to enjoy his family. William Love grew up in western Washington State, but has lived in eastern Washington for the last thirty years. He now runs a specialty auto sales and service operation, which is a fifteen year old endeavor. That job is okay, but Love prefers his time spent traveling the country talking about, and searching for, old Schwinn bicycles, to any formal work.