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A Schwinn-style e-bike for adventure riders

Loading... This is a good time of the year to shop for electric bike deals. The selection of e-bikes has risen rapidly in the last two years. You can find great e-bike deals quite easily today. The best approach is to be sure you consider both the price and the best use of any electric bike deals. In the following sections, we include today's best e-bike deals and how to find the best electric bikes for every kind of ride. A true adventure-ready e-bike the Gizzy 52V has two motors, two batteries, and dual suspension. Fat Tires, fenders, and adjustable handlebars all add to your comfort. Go pretty much anywhere. more Super73's top-of-the-line performance e-bike with dual adjustable suspension, connected electronics, 2000-watt peak power motor, top speed 30+ and 40 to 75 mile range per charge depending on mode. more A good choice for a new rider, this smaller e-bike has a low seat height, maximum 20 mph speed and a range up to 20 miles per charge. A good choice for neighborhood riding. more This powerful minibike-style electric bike has front and rear suspension, mirrors, turn signals, and one or two batteries. Range up to 100 miles and top speed 30+. more Whether its for a leisurely ride in the suburbs or a commute to the big city, this Ancheer electric bike is adaptable to any purpose with its three modes that can adjust to your preferred speed. more All the features of the award-winning Scorpion and Scorpion X with a bigger motor, rearview mirrors, turn signals, hydraulic brakes and more. The most comfortable and versatile around-town e-bike. more This super-portable mini e-bike has a top speed of 20 mph, a 12 mile range per battery charge, and weighs just 24 pounds. Check the two-fer deal for Valentine's Day. more Pedal to your heart's content while getting where you need to go in no time with the Kent 700C 8-Speed 36V Step Through Electric Bicycle. It's perfect for ages 14 and up. more This minibike style e-bike has a long, comfortable seat and front fork suspension. The Scrambler is a good off-road bike and can go up to 28 mph. Headlight and brake light. more Minibike-style e-bike for adventure riders has two motors, one on each wheel for greater traction on the beach, in snow, or off-road. Range per charge varies from 20-40 miles, top speed is 28 mph. more Fat tire mini-bike style electric bike with up to 30 to 50 miles range per battery charge depending on speed, weight, and terrain. Fine for street and moderate off-road riding. Top speed up to 28 mph. more Go further faster with the 52-volt version of this fat tire moped-style adventure bike. Front and rear suspension add to ride smoothness and hydraulic disc brakes add stopping power. more If you're looking for an e-bike that goes pretty much anywhere, the PWR Dually can take you there and back. All-wheel drive has traction control to send power to the tire with greater traction. more Minibike style performance fat tire e-bike with aggressive tread 20-inch tires and an estimated range of 40 to 75 miles depending on speed. Good for urban sport riding. more Have a blast with this electric adventure bike with super comfortable seat and mini-bike styling. Up to 28 MPH top speed and up to 45 mile range per battery charge. Hydraulic disc brakes stop fast. more Enjoy one of the best bike rides of your life with this Electric Mountain Bike! Ride at top speeds of 20 miles-per-hour, whether you're in the city streets or up on the mountains. more This mountain-style e-bike sports a steel frame with a coil spring suspension fork, making it perfect for bike paths or roads. Its controllable motor provides assistance for lengthy travel times. more This moped-style e-bike gives a smooth ride fat tires and front and rear suspension. Easy to mount step-thru frame, includes mirrors, turn signals, and a luggage rack. Class 3, up to 28 mph. more Performance motorcycle-style electric bike with front and rear suspension, hydraulic brakes. Depending on rider weight (up to 325 pounds), range from 40 up to 75 miles. Wide aggressive tread tires. more It's not hard to find good deals on electric bikes. However, you need to be careful about the type of and design purpose of any e-bike. There are now electric bikes for such a wide range of purposes that you want to be sure you select an e-bike that's both a good deal and appropriate for your intended use. Activate and hold the button to confirm that you're human. Thank You! Try a different method loading reading saving searching There was an error loading the page; please try to refresh the page. American bicycle company Schwinn Bicycle Company2011 Schwinn logoTypeSubsidiaryFoundedJuly 14, 1895, 126 years ago (1895-07-14)FounderIgnaz SchwinnHeadquartersVancouver, Washington, USAKey peopleEdward Schwinn, President1|ParentDorel Industries (Pacific Cycle)WebsiteSchwinnbikes.com The Schwinn Bicycle Company was founded by German-born mechanical engineer Ignaz Schwinn (1860-1948) in Chicago in 1895.[2][3] It became the dominant manufacturer of American bicycles through most of the 20th century. After declaring bankruptcy in 1992, Schwinn has since been a sub-brand of Pacific Cycle, owned by the multi-national conglomerate, Dorel Industries.[4] History The classic Schwinn headbadge Founding of Schwinn Ignaz Schwinn was born in Hardheim, Baden, Germany, in 1860 and worked on two-wheeled ancestors of the modern bicycle that appeared in 19th century Europe. Schwinn emigrated to the United States in 1891. In 1895, with the financial backing of fellow German American Adolph Frederick William Arnold (a meat packer), he founded Arnold, Schwinn & Company. Schwinn's new company coincided with a sudden bicycle craze in America. Chicago became the center of the American bicycle industry, with thirty factories turning out thousands of bikes every day. Bicycle output in the United States grew to over a million units per year by the turn of the 20th century. The boom in bicycle sales was short-lived, saturating the market years before motor vehicles were common on American streets. By 1905, bicycle annual sales had fallen to only 25% of that reached in 1900. Many smaller companies were absorbed by larger firms or went bankrupt; in Chicago, only twelve bicycle makers remained in business. Competition became intense, both for parts suppliers and for contracts from the major department stores, which retailed the majority of bicycles produced in those days. Realizing he needed to grow the company, Ignaz Schwinn purchased several smaller bicycle firms, building a modern factory on Chicago's west side to mass-produce bicycles at lower cost. He finalized a purchase of Excelsior Company in 1912, and in 1917 added the Henderson Company to form Excelsior-Henderson. In an atmosphere of general decline elsewhere in the industry, Schwinn's new motorcycle division thrived, and by 1928 was in third place behind Indian and Harley-Davidson.[5] Depression years Schwinn AeroCycle in Longmont Museum & Cultural Center At the close of the 1920s, the stock market crash decimated the American motorcycle industry, taking Excelsior-Henderson with it. Arnold, Schwinn, & Co. (as it remained until 1967) was on the verge of bankruptcy. With no buyers, Excelsior-Henderson motorcycles were discontinued in 1931.[5] Ignaz's son, Frank W. "F. W." Schwinn, took over day-to-day operations at Schwinn. Putting all company efforts towards bicycles, he succeeded in developing a low-cost model that brought Schwinn recognition as an innovative company, as well as a product that would continue to sell during the inevitable downturns in business cycles. After traveling to Europe to get ideas, F. W. Schwinn returned to Chicago and in 1933 introduced the Schwinn B-10E Motorbike, actually a youth's bicycle designed to imitate a motorcycle. The company revised the model the next year and renamed it the AeroCycle.[6][7] For the AeroCycle, F. W. Schwinn persuaded American Rubber Co. to make 2.125-inch-wide (54.4 mm) balloon tires, while adding streamlined fenders, an imitation "gas tank", a streamlined, chrome-plated headlight, and a push-button bicycle bell.[6][8] The bicycle would eventually come to be known as a paperboy bike or cruiser. Schwinn was soon sponsoring a bicycle racing team headed by Emil Wastyn, who designed the team bikes, and the company competed in six-day racing across the United States with riders such as Jerry Rodman and Russell Allen. In 1938, Frank W. Schwinn officially introduced the Paramount series. Developed from experiences gained in racing, Schwinn established Paramount as their answer to high-end, professional competition bicycles. The Paramount used high-strength chrome-molybdenum steel alloy tubing and expensive brass lug-braded construction. During the next twenty years, most of the Paramount bikes would be built in limited numbers at a small frame shop headed by Wastyn, in spite of Schwinn's continued efforts to bring all frame production into the factory. On 17 May 1941, Alfred Larmer was able to beat the motor-paced world speed record on a bicycle, reaching 109.2 miles per hour (175.29 km/h) riding behind a car in Bakersfield, California. 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In 1946, imports of foreign-made bicycles had increased tenfold over the previous year, to 46,840 bicycles; of that total, 95 per cent were from Great Britain.[11] The postwar appearance of imported "English racers" (actually three-speed "sport" roadsters from Great Britain and West Germany) found a ready market among United States buyers seeking bicycles for exercise and recreation in the suburbs.[12] Though substantially heavier than later European-style "racer" or sport/touring bikes, Americans found them a revelation, as they were still much lighter than existing models produced by Schwinn and other American bicycle manufacturers. Imports of foreign-made "English racers", sports roadsters, and recreational bicycles steadily increased through the early 1950s. Schwinn first responded to the new challenge by producing its own middleweight version of the "English racer". The middleweight incorporated all of the features of the English racer, but had wider tires and wheels.[13] The company also teamed with other United States bicycle manufacturers in a campaign to raise import tariffs across the board on all imported bicycles.[14] In August 1955, the Eisenhower administration implemented a 22.5% tariff rate for three out of four categories of bicycles. However, the most popular adult category, lightweight or "racer" bicycles, were only raised to 11.25%.[14] The administration noted that the United States industry offered no direct competition in this category, and that lightweight bikes competed only indirectly with balloon-tire or cruiser bicycles. The share of the United States market taken by foreign-made bicycles dropped to 28.5% of the market, and remained under 30% through 1964.[15] Despite the increased tariff, the only structural change in foreign imports during this period was a temporary decline in bicycles imported from Great Britain in favor of lower-priced models from the Netherlands and Germany. In 1961, after a successful appeal by bicycle importers, the Eisenhower tariffs were declared invalid by the Court of United States Customs Appeals, and President Kennedy imposed a new tariff rate at 50% on foreign-made bicycles, a rate which remained in place until 1964.[14] While every large bicycle manufacturer sponsored or participated in bicycle racing competition of some sort to keep up with the newest trends in technology, Schwinn had restricted its racing activities to events inside the United States, where Schwinn bicycles predominated. As a result, Schwinn became increasingly dated in both styling and technology. By 1957, the Paramount series, once a premier racing bicycle, had atrophied from a lack of attention and modernization. Aside from some new frame lug designs, the designs, methods and tooling were the same as had been used in the 1930s. After a crash-course in new frame-building techniques and derailleur technology, Schwinn introduced an updated Paramount with Reynolds 531 double-butted tubing, Nervex lugsets and bottom bracket shells, as well as Campagnolo derailleur dropouts. The Paramount continued as a limited production line in the factory. On 17 May 1941, Alfred Larmer was able to beat the motor-paced world speed record on a bicycle, reaching 109.2 miles per hour (175.29 km/h) riding behind a car in Bakersfield, California. Industry dominance By 1950, Schwinn had decided the time was right to grow the brand. At the time, most bicycle manufacturers in the United States sold in bulk to department stores, which in turn sold them as store brand models. 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