

JACK TAYLOR CYCLES
STOCKTON-ON-TEES
ESTABLISHED 1936



Founders from Left to Right
MR. K. TAYLOR MR. J. TAYLOR MR. N. TAYLOR



My Visit to Jack Taylor Cycles

A longtime dream came true last fall when I was able to do a 3-week bicycle tour in England. As I have both a Taylor tandem and a single, the trip would not have been complete without visiting the old-world masters of tandem design and building.

We arrived unannounced one rainy morning (most mornings are rainy in England in September) hoping to find the Taylor brothers, Jack, Ken, and Norman. Fortunately, all were there and, as they were just sitting down for tea, they invited us in. Some of their cronies had come around for tea, too, so it lasted the better part of an hour. My first impressions were how friendly the brothers were and how large their shop was. We spent all day and part of the next with them, camping on the grounds that night at their invitation.

The Taylors have been building bikes since the late thirties. They started building because they could not afford better bikes in those hard times and wanted to have good, competitive bikes to race. Jack learned "welding" in night

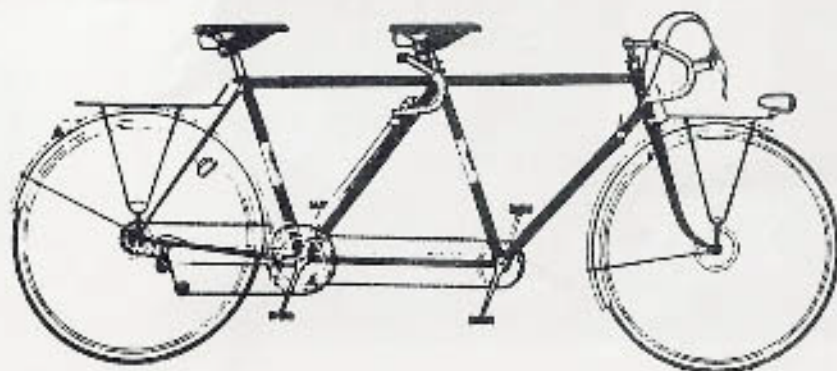
school and taught Norman how to "weld." (They call their lugless-brazed bikes welded.)

Norman has always brazed the frames, with Ken's help, while Jack finishes the frames with baked-on enamel, varnish transfers, and "box lining" (pin striping done by hand with a small wheel!). It takes all afternoon to apply transfers (decals) and box lining. Ken is the wheel builder and bike assembler. The brothers have worked together all their lives. While they had apprentices during the busy years--the seventies--none stayed around and now it is just the three of them in that large shop. "One young lad who worked for us kept at it," Jack told me. "His name is Colin Laing and now he builds bikes in America."

The frames are made using amazingly unsophisticated tooling, compared to American builders. A simple flat plate jig is used to tack together the frames and check them after final brazing. They are brazed by hand and straightened mostly by eye as each joint is brazed. Most mitering is done by hand, even though they have a vertical mil-

TOURING-TANDEM

With fifteen speed gearing, three brakes, front and rear pannier carriers and Dynamo with concealed wiring this tandem represents the finest model available today. Weight fully equipped, 47 lbs.



FRAME. Sizes to order with parallel or sloping top tube Double Diamond Design--63" wheelbase, 11" bracket height, 28" rake oval section forks. Brazed on parts for all fittings.

WHEELS. 27" dia. or 650 B Endrick Section Rims with Rear hub brake with open cable operation front lever on front bars.

TYRES. 27" dia. or 650 B.

BRAKES. Two Tandem Brake on Type Malac Rim brakes coupled to double lever on front bars.

BARs. Maes or Randonneur alloy on alloy stems. Front Stem specially designed for adjustment of Malac brake.

SADDLES. Brooks B.17 or B.15 or B.66 for rear.

CHAINSETS. Crossover drive with T.A. 28-40-50T Triple Driving Rings (or T.A. Alloy notcherless sets to order).

CHAINS. Brampton 1/2" x 3/32" derailleur.

GEARS. Campagnolo or Huret Tourist Gear brace on type with operation for wide ratios. R.H. down tube control. Front Changer with L.H. down tube control.

GUARDS. Lehd Alloy Wide Section Touring with 16" inflator to match.

CARRIERS. Front and Rear Pannier Carriers. Tubular of novel Jack Taylor design mounted on fork ends and above guards.

LIGHTING. Scobitzer Dynamo brazed to L.H. seat stay with concealed wiring to front and rear lamps as illustrated.

BOTTLES. Fitted to front and rear down tube detachable cages with brazed on fittings.

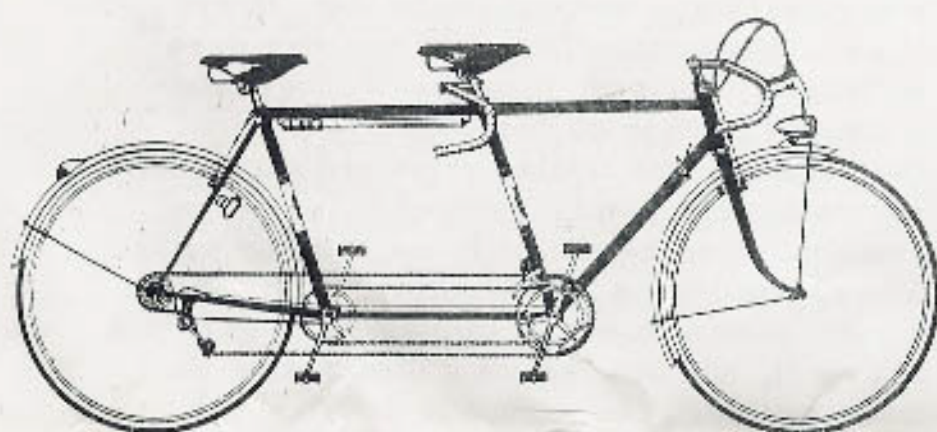
FINISH. Choice of Flamboyant, Red, Blue, Green, Yellow, Copper, Purple or Turquoise with lining or to order.



style, their "track" style, which has a single diagonal tube from head tube to rear seat tube, and a ladyback design. Recently, they have bowed to American whims and will make a longer rear top tube for more steerer comfort. They use a Reynolds extra-heavy tandem tube set which they specified many years ago. Only in the last few years have any companies come up with tubing which is as good.

SPORTS TANDEM

This model fills a long felt need among tandemists for a low priced machine built on modern high-class lines. Can be built with parallel top tube or sloping to the rear to accommodate the smaller rear rider. The specification includes many items of well proved performance and reliability. Weight 41 lbs. complete.



FRAME. 22"-21" with sloping top tube or to order. Open design as illustrated or double diamond. Built throughout from Reynolds 531 tubing and Bronze welded construction. 73-71-69 degs, 63" wheelbase, 11" bracket height, 2 1/2" rake oval section forks. All brazed parts for gears, brakes, etc.

FITTINGS. Stronglight head set and Bottom Brackets.

WHEELS. 27" dia. or 650 B Endrick rims with Tandem D/S gear hubs and 12-14 gauge spokes.

TYRES. 27" dia. or 650 B.

BARs. Alloy Maes on alloy stems.

BRAKES. Mafac Tandem Criterium. Braze on Type or Hub Brakes to front and rear.

SADDLES. Brooks B.15 Standard or Narrow.

CHAINSETS. Direct or Crossover drive. Not as illustrated.

CHAIN. Brampton Derailleur 1/2" x 3/32".

PEDALS. Lyotard Racing Double Sided.

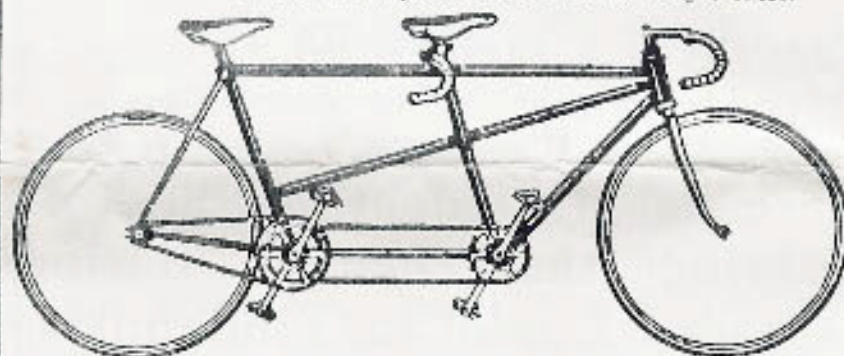
GEAR. Huret or Campagnolo Tourer for wide ratio gears. All parts Braze on. Control on Down Tube.

GUARDS. Lefel Wide section alloy with 18" Inflator to tel.

FINISH. Any colour enamel or flamboyant with pannels or lining to contrast.

TRACK TANDEM

Specially designed for use during the Olympics, this model has proved very successful for all types of tracks in many different countries. Weight 35 lbs.



FRAME. Any size to order, double diamond design or lateral tubes as illustrated. Built throughout from Reynolds 531 tubing and Bronze welded. 62" wheelbase, 11" bracket height, 1 1/2" rake oval section forks.

FITTINGS. Stronglight head set and Bottom Brackets.

WHEELS. 27" dia. Alloy Sprint Rims, Campagnolo Hubs for Fixed sprockets and lock rings. Large flange 12-14 gauge spokes.

TYRES. 27" dia. Tubular.

BARs. Alloy Maes or Cinelli on Underslung or Siding Steel Stems.

SADDLES. Brooks B.17 Competition.

CHAINSETS. Direct Drive with 1" x 3/16" pitch rings. Sizes to order or Campagnolo.

PEDALS. Lyotard double sided or Single Sided Quil type.

GEAR. Lyotard sprockets sizes to order.

FINISH. Any colour enamel, metallic or flamboyant to order with lining etc.

Our visit was highlighted that evening when we went out to some local pubs with Jack and Norman. One club had live country and western music, which seemed hilarious to us Yanks. Norman chauffeured us around in his WWII American army jeep, one of 16 he has completely restored.

Next day we got off to a late start. It was difficult to tear ourselves away from these fascinating fellows. They only let us go if we promised to return on our next trip to England.

Bob Freeman

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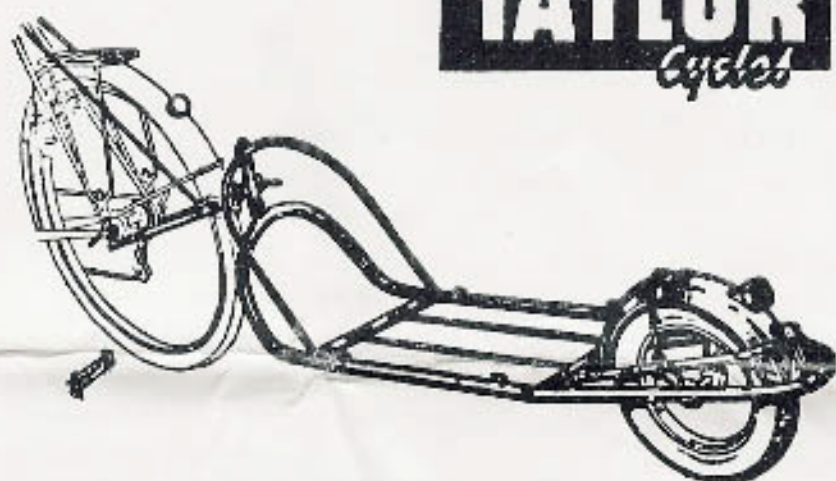
ling machine and a lathe. Watching Norman braze a lugless fillet was truly amazing. Brazing many thousands has given him complete control of the torch, and with what seems to be a minimum of heat he gets the brass to flow exactly where he wants it. "Several

Cycle - Campers !

Here is the ideal method of carrying that heavy touring baggage. Useful for tandemists, camping or club groups.

SINGLE WHEEL CYCLE TRAILER

by *Jack*
TAYLOR
Cycles



This camping trailer is constructed with a perfected design. The wheel is suspended on expanders and fitted with a large section balloon tyre. The head tube operates on annular bearings with rubber shock absorbers. Coupling is by quick release wing nuts to forks from the rear cycle fork ends, and stays from the seat lug bolt. The equipment includes a light wooden platform, four brazed baggage strap eyes, strong alloy mudguard, alloy rear lamp and reflector with full length cable. - Total weight only 11 lbs. maximum load 110 lbs.

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years ago, your Bicycling magazine compared our bikes to some others, and they said we didn't file our joints enough," Norman told me. "We never have filed our joints!"

Due to the poor state of the British economy and the greater availability of tandems in the U.S., their business has been slow of late. For the first time in their history, they have frames in stock to sell, and complete bikes in their showroom. We saw probably 50 single frames and 10 tandems. They have even commenced some special projects, namely Rann trailers, camping trailers, and racing tricycles. A Rann trailer is a small bike frame without a front wheel that attaches via a gimballed hitch to a tandem or single, so that little Cedrick can ride his own bike and still keep up with mummy and daddy on their tandem.

I had seen one of their camping trailers a few years ago and written to them to see if I could get one. They told me they were no longer produced, but recently they made a limited number of them. When I visited the Taylors, one trailer remained unpainted, so, naturally, I had it painted to match my tandem before returning home with my prize. The camper has a single wheel which follows a large platform with a canvas/vinyl carrying bag on it, and hitches via a gimbal like the Rann trailer. The weight is 11 lbs., yet it will carry a "hundredweight" (8-stone or 112 lbs).

The racing tricycle is totally foreign to most Americans, though there have been a few here, mostly Bob Jacksons. It has a left-side drive wheel (for British roads) and uses a 10-speed gear train. Both brakes of necessity are on the front wheel; one cantilever and one sidepull mounted ahead of the cantilever on a post. A unique contraption.

The Taylor tandems are made to three designs. Their traditional double-diamond