

THE SILK 700

Silk Engineering have for months been concentrating their efforts on the launching of the Silk 700, the first all-British new motor-cycle to be launched for some years. The 700, in the tradition of the Silk Special, is a hand-built machine, which will be 'tailored' to suit the customer. The new machine at first glance is similar to the well-known specials, but the engine is entirely new and is to Silk Engineering design.

Maurice Patey brought a prototype along to the Banbury Run, and after that it was difficult to get close enough to really study the new model, because of the crowd it collected.

The engine and gearbox of unit construction is a masterpiece of aluminium casting. The engine is a twin water-cooled 2-stroke of 653cc, the crankcase being split horizontally, the counter-balanced crankshaft running in four caged needle-roller bearings, whilst the cylinders have centricast dry iron liners. Lubrication is by the crankshaft driven Silk 'DUPU' duplex pressure pump, which is throttle controlled.

Twin 10 inch disc brakes are fitted to the front wheel, whilst a 7 inch light alloy drum brake takes care of the rear.

There are a host of items which are listed as "customer choice" items. Price is in the region of £1,295 without VAT.

Silk Engineering are so confident of the low-speed torque of the new Silk 700, that most unusual for this day and age they offer side-car fittings.

We will give full specification of the 700 in our next edition.



The Silk 700. H. B. Cundall makes a final check-over.