

Unfortunately, this disappeared without trace, and Reg was unable to locate the remnants.

Not to be deterred however, Les, with only photographs and a few drawings, mostly prepared from the photographs, set to planning.

But what a task for an amateur!

To make up the parts from scratch!

Night classes at various technical institutes saw him acquiring knowledge in pattern making—casting, turning and machining etc., etc., with the result that at last, seventeen years of hard work are nearing the end.

For years, some of us at the National Rally, have been treated to the sight of little gems of engine work etc., completed by Les, and this year with luck, the completed machine should be on view at the '76 Rally.

If it is so, we'll let you know in good time.

If you cannot picture the T.T. model, go back a few issues for the excellent drawing by F. Litz of this most interesting machine.

A very special frame, pannier tanks with saddle operated petrol pump, oscillating valve gear, four spark magnetos, a special deraillieur gear changing arrangement, are but few of the features—doubt whether anything was from the standard machine.

If Les can complete his machine in time for the Rally, we hope that every home-based member can come along and cheer, and add his congratulations for another "rare and outstanding feat".

THE SILK 700

SPECIFICATION

General description. A lightweight high performance, sports-tourer, designed and manufactured in limited quantities by enthusiasts for enthusiasts.

The engine. Inclined twin cylinder piston-port 2-stroke, water cooled, pressure pump lubricated. Patented 'Velocity Contoured' charge/scavenge system for low-speed torque and good fuel consumption. Bore and stroke 76mm x 72mm, 653 c.c.

Engine construction. Separate cast aluminium head, block and crankcase with integral water cooling. Centricast iron dry liners, jig machined for accurate porting. 2-piece crankcase, horizontally split for rigidity and avoiding oil leaks. Pressed up counter-balanced crankshaft running in four caged roller bearings. Forged con-rod with floating gudgeon pins and caged needle roller big ends. Specially designed ported skirt pistons.

Lubrication. Crankshaft driven Silk 'Dupu' micrometering duplex pressure pump meters oil according to r.p.m. and throttle opening, through pressure retaining non-return-valves.

Approximate rate of oil usage—around 300 miles per pint. Separate 3½ pint oil tank with dipstick on filler cap.

Ignition. 'Lumenition' transistorised ignition with centrifugal advance/retard and dual coils.

Frame. Lightweight duplex frame, triangulated for strength and rigidity of steering head and swinging arm pivots. Manufactured in high grade aircraft tubing by Spondon Engineering and race proved. Complete engine gearbox removal by taking out four bolts, without dismantling.

Steering head and forks. Twin Timken tapered roller, pre-packed with grease. Race proved hydraulic damped forks.

Rear Suspension. Rigid swinging arm pivoted on substantial Tufnol bushes. Grease nipple lubricated to ensure long life and accurate road holding. Girling suspension units readily adjustable for load.

Brakes: Twin 10 in. Lockheed hydraulic front brakes. Finned alloy calipers. Discs in cast iron for optimum braking in dry or wet conditions. Robust light alloy handlebar mounted master cylinder. 7 in. light alloy drum rear brake.

Wheels. Aluminium or chrome plated steel rims. Stainless steel spokes. Matched pairs Dunlop T.T. tyres. Sizes 3.60 x 18 front, 4.10 x 18 rear.

Electrical generation. Crankshaft driven 12 volt alternator.

CUSTOMER CHOICE ITEMS

Wheels: Chrome plated steel or polished alloy rims.

Front brake: Twin disc standard. Alternatives are hydraulically operated single disc or 8 in. 2-leading shoe cable operated drum brake.

Front forks: Dirt excluding full gaiters if required.

Handlebars: To suit.

Fuel tank: Long range 4 gallon or sprint 3 gallon capacity.

Seat: Single seat or occasional dual seat and pillion footrests. Height 28 in. or to suit.

Sidecar attachments: If required with lighting and braking.

Colour scheme: White background on tank and panels, black frame. "Silk purple and gold" linings as standard. Alternative coloured linings to customer choice if required.

Dimension: Wheelbase 56 in., length 81 in.

Ground clearance: approx. 8 in. Weight less than 320 lb.

APPROXIMATE PERFORMANCES

Approximate performances

Max. speed in top gear: in excess of 115 m.p.h.

Fuel consumption: Average touring 65 m.p.g.

Further details on request from Silk Engineering (Derby) Ltd., Boars Head Mill, Darley Abbey, Derby. Tel. Derby (0332) 44375.

LIKE ROB WILTON!

"The day war broke out . . . I sold my Scott!" Being in the T.A. I immediately went down to Aldershot—now 36 years later, I long for another Scott, and in fact have done since 1939! I have, however, kept in touch, and have all issues of Yowl. Three years ago I had a mild coronary and I am not of very big build, so if I could get a machine, it would have to be one of the lighter models. I suppose there is no one who would have