



SILK MOTOR CYCLES

ENGINEERING SERVICES  
TWO STROKE RESEARCH  
INDUSTRIAL ENGINES  
SCOTT SPECIALISTS

BOARS HEAD MILL - DARLEY ABBEY - DERBY - TELEPHONE 44375

*Mr. Miller*

*To answer your questions -*

HBC/ALS

15th January 1976

*(1) With a new product it is difficult to say what will happen in 10 years time. We are expanding our production, our facilities and our capital; George Silk is only 33 yrs old, & intends to be still running this company when he's 60! And we shall depend on good press support for our reputation.*

*(2) Engine is designed for 60,000 miles between overhauls.*

*(3) Light-weight bike is more sensitive than a heavy bike to additional weight. But you have the advantages of light*

Dear Mr. Miller

Thank you for your enquiry for the Silk 700S. Here is our brochure and price list.

We do not intend to mass-produce the Silk 700S. Our production will be in limited numbers only, and sales and service will be direct from the works here at Derby. Our aim is to produce, for the enthusiast, an exclusive machine, with character, in the tradition of the great British motorcycles.

The first few production bikes have now been delivered, and we have orders for all that we can produce until February; the exact delivery we can offer you depends on the rate at which further orders and deposits are received.

Our prototype bike is used for development but is also available as a demonstrator. We would welcome the opportunity to give you a trial ride on it, because it gives you an experience that is quite different from - and we think better than - anything else available today.

Please telephone us to arrange a trial ride and a visit round our works. I look forward to welcoming you then.

Yours sincerely

*Hugh Cundall*

H.B. Cundall  
Director

*weight at all other times. Stability is not affected by loading because the wheels, road-holding are so outstanding.*

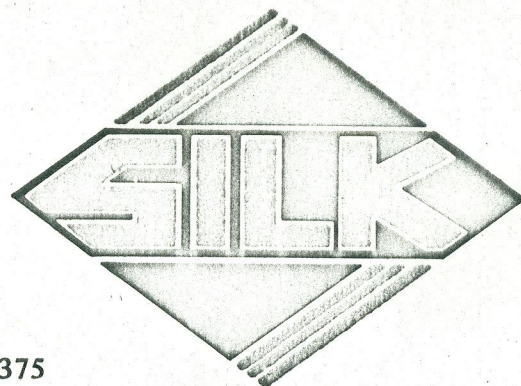
*(4) An order with 1/3 deposit now would be delivered around the second half of March.*

*(5) Spare parts prices are significantly lower than those of the foreign competition.*

*(6) It's too early yet to have much idea of reliability but see this month's Motor Cycle Mechanic!*

# SILK ENGINEERING

(DERBY) LTD.



BOAR'S HEAD MILL, DARLEY ABBEY, DERBY DE3 1DZ DERBY 44375

SILK MOTOR CYCLES

ENGINEERING SERVICES : INDUSTRIAL ENGINES : TWO STROKE RESEARCH : SCOTT SPECIALISTS

## THE SILK 700S

The Silk 700S is designed by enthusiasts and produced in limited numbers for enthusiasts, with character in the tradition of the great classical British motor cycles and the added advantages of light weight and low maintenance. The aeronautical saying "Simplicate and Add More Lightness" summarises our technical philosophy.

Its main features are its light weight, and superb steering and road holding. A flexible, lively engine gives a high power/weight ratio throughout the speed range and fuel economy of 50 to 60 m.p.g. This combination makes it attractive not only for occasional use by the enthusiast, but also for everyday use for business as well as pleasure. It has been designed from the start for long life and low-cost, trouble-free maintenance.

The major features are:-

- |                               |   |
|-------------------------------|---|
|                               | 660 cc, 760 mm bore, 720 mm stroke, 305 lb dry weight, 110 mph, 55 mpg.   |
| For lightness                 | Rigid, robust duplex frame.<br>Simple all-aluminium engine.   |
| For performance               | Special "velocity-contoured" charge/scavenge system.<br>Tuned porting and exhaust system.<br>Deflector pistons for low-speed torque.  |
| For long life                 | Water cooled.<br>Large safety factors, low stresses, large bearing areas.<br>Designed for 60,000 miles between overhauls.   |
| For simple, cheap maintenance | 2 cylinders, 1 carburettor, 1 silencer.<br>Valve-less 2-stroke, Lumenition ignition, without contact-breaker.<br>Separate pumped oil system - 1000 miles between refilling.<br>Enclosed rear chain with single eccentric adjustment.<br>Stainless steel handlebars, nuts, bolts, etc. |
| For customer's choice         | Colour scheme, fuel tank capacity, brakes, handlebars, footrest position, seat height, fairings, etc.   |

Production is now under way at a rate of 1 per week and orders can be accepted for deliveries in the Spring.

8th January 1976



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PRICE SUMMARY

SILK 700S SPORTS TOURER

Standard specification as amended: £1,355 (plus VAT £1465)

Customer's choice items

|   |                            |          |
|---|----------------------------|----------|
| Double disc front brake                   | £32.50                     | (£35.00) |
| Drum front brake                          | No charge                  |          |
| Front fork gaiters                        | £ 5.00                     | (£ 5.40) |
| 4 gallon fuel tank                        | £ 7.50                     | (£ 8.10) |
| "Occasional" dual seat and footrests      | £10.00                     | (£10.80) |
| Sidecar attachments                       | Depending on specification |          |
| 18 tooth or 20 tooth final drive sprocket | £ 5.00                     | (£ 5.40) |
| Alternative lining colours                | £ 5.00                     | (£ 5.40) |
| Registration, tax and number plate        | £24.33                     | (£25.00) |

All prices (except the road tax) are subject to VAT (presently at 8%), but include subscription to Silk Owners' Club. All prices are for delivery at the works.

It is hoped to hold these prices firm for the next five bikes sold, but with costs rising fast, we must reserve the right to change them at any time.

SILK 700S ORDER

This document constitutes an order for one Silk 700S Sports Tourer bicycle to the following specification:-

Surname \_\_\_\_\_ Christian Names \_\_\_\_\_

Address \_\_\_\_\_

Phone No. \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_

Standard specification, as amended from time to time

Customer's choice items

- Double disc front brake
- Drum front brake
- 4 gallon fuel tank
- "Long" or "short" dual seat & footrests
- Alternative final drive ratios
- Alternative colour scheme
- Craven "Concorde" panniers  
(other varieties by negotiation)
- Rear rack
- Full touring fairing
- "Production racer" fairing
- Registration & number plate &  
subscription to the Silk Owners' Club

TOTAL GOODS

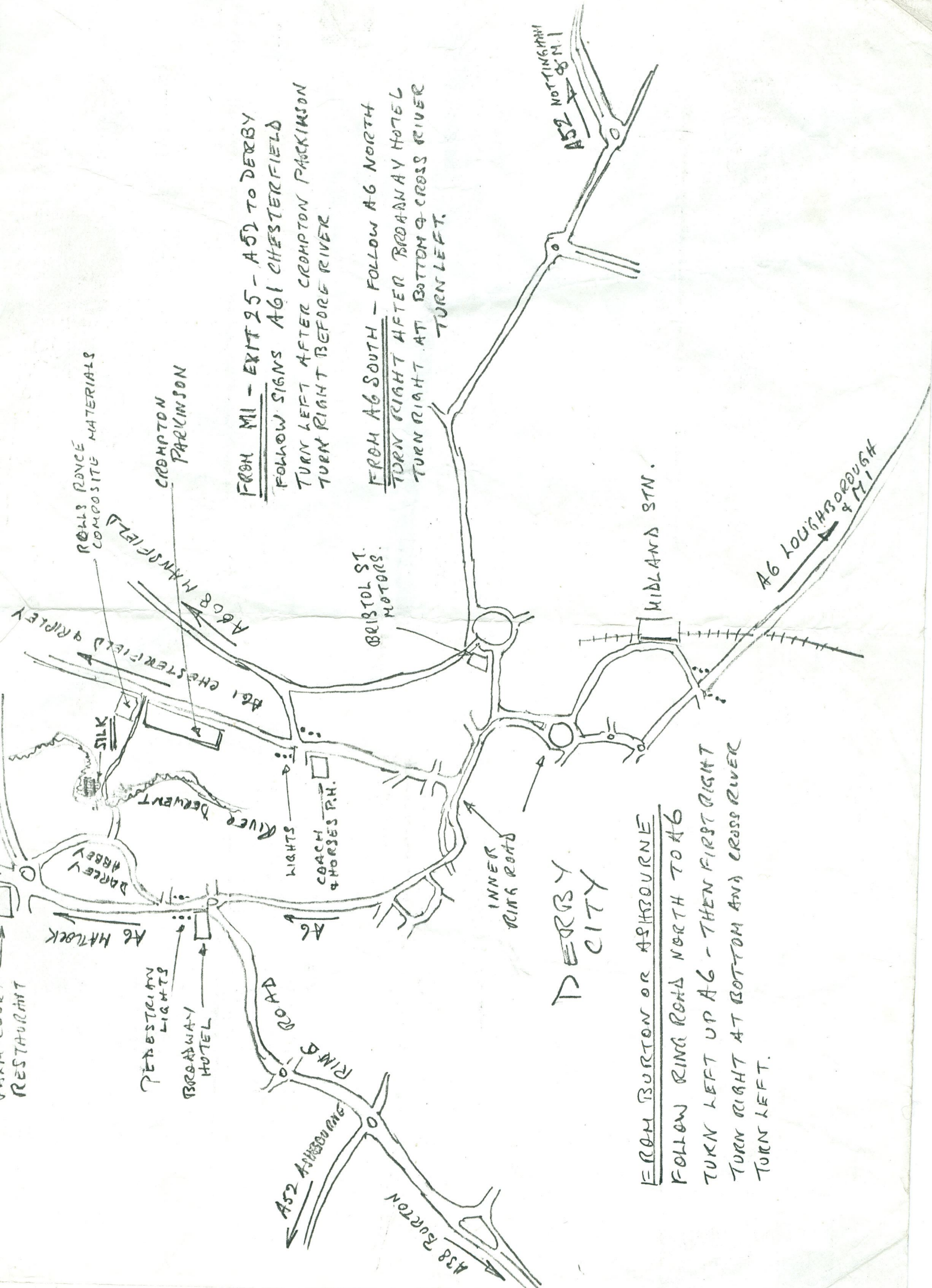
VAT @ 8%

Excise Licence  
(VAT zero rated)

TOTAL INVOICE PRICE

Received with thanks the above order for a Silk 700S and:-

- a. An Initial Deposit of £ \_\_\_\_\_  
Director \_\_\_\_\_ Date \_\_\_\_\_
- b. A Progress Payment of £ \_\_\_\_\_  
Director \_\_\_\_\_ Date \_\_\_\_\_
- c. A Final Payment of £ \_\_\_\_\_  
Director \_\_\_\_\_ Date \_\_\_\_\_



FROM M1 - EXIT 25 - A52 TO DERBY  
FOLLOW SIGNS A61 CHESTERFIELD  
 TURN LEFT AFTER CROMPTON PARKINSON  
 TURN RIGHT BEFORE RIVER

FROM A6 SOUTH - FOLLOW A6 NORTH  
TURN RIGHT AFTER BROADWAY HOTEL  
TURN RIGHT AT BOTTOM & CROSS RIVER  
TURN LEFT.

FROM BURTON OR ASHBOURNE  
FOLLOW RING ROAD NORTH TO A6  
TURN LEFT AT BOTTOM AND CROSS RIVER  
TURN LEFT.

**DERBY CITY**

A52 NOTTINGHAM  
 8.1 MI

A6 LOUGHBOROUGH  
 4 MI

MIDLAND STN.

BRISTOL ST.  
 MOTORS.

CROMPTON  
 PARKINSON

ROLLS ROYCE  
 COMPOSITE MATERIALS

A68 HAMPFIELD  
 A61 CHESTERFIELD & RIPLEY

SILK  
 RIVER DERWENT

DERBY ABBEY  
 A6 HATBEK

PEDESTRIAN LIGHTS  
 BROADWAY HOTEL

A52 ASHBOURNE  
 RING ROAD

A38 BURTON

INNER  
 RING ROAD

LIGHTS  
 COACH & HORSES PH.