

NORWEGIAN SCOTT TEAM IN THE FIVA WORLD MOTORCYCLE RALLY 28.6 - 1.7.2006

4 glorious sunny days in Rheinland-Pfalz, with biker friends from all over Europe - forests, castles, rivers, splendid winding roads - sounds tempting, doesn't it?

FIVA is the international federation of Historic Vehicle Clubs, where most of us are affiliated through our national federations. Besides taking care of our interests internationally, in Brussels, Strasbourg and other political arenas, FIVA will annually designate one event for cars and one event for motorcycles as the FIVA World Rally.

Kjetil Fuhr, who is the chairman of our national federation, and I were tempted, and we agreed to participate with my two Scotts:

Flying Squirrel 1936, frame no. 4288M, engine no. DPY4346, Norwegian registration: A-1108, (ex DLM 450 in UK). Partly restored by previous owner - finished by me with expert help from Roger Moss who has prepared the engine with new Moss high strength cranks balanced with screwed in tungsten metal weights, gasflowed crankcase, hi-flow transfer port covers, high-compression head, Silk lightweight pistons, big end bearing roller cages and new sprockets (22T primary drive combined with 21T outrigger sprocket). Flexure slots have been made in the lower rear deck of the crankcase, and the front engine mount has been fitted with M16 helicoils and a M16 bolt going through to stabilise it. Finally, the weight of the flywheel has been increased with a steel ring to decrease vibration.

The other Scott is a completely standard Flying Squirrel 1938, frame no. 4603M, engine no. DPZ4665, Norwegian registration: A-1124, (ex EVM 541 in UK). Beautifully restored by previous owner, Clive Hook. Engine and gearbox rebuilt by xxxxxxxxxx.

I chose to ride the 1936 DPY, while Kjetil rode the 1938 DPZ.

We strapped both bikes into my Toyota Hi-Ace van together with tools, leathers, helmets and other gear, and boarded the luxurious car ferry from Oslo to Kiel, ready for action. The Rally would start every morning from the very interesting motor museum in Speyer, some 45 miles southwest of Frankfurt, in a forested and hilly area, close to the French border, and also very close to Hockenheim Ring race track, where we were allowed 2 laps with our bikes on the first day of the rally. The Speyer Museum has its own hotel where there was ample accommodation for all participants in a friendly atmosphere with good food and a well-equipped bar.

The rally was of the non-competitive touring concentration kind. Every day we rode for about 100 miles through beautiful landscape in gorgeous (and fairly hot) weather. Speed was a little bit slow the first day, but steadily increased, and on the last day some very spirited driving could be observed. Due to the heat, we were fairly dehydrated when arriving back to base camp, and several pints of beer had to take care of that. Sounds disgusting doesn't it?

There were 47 bikes participating, from 9 different countries. Several interesting and rare machines were among them - a German Mars MA21 from 1921, an UT500 with sidecar also from Germany, a CWS Sokol 1936 with sidecar from Slovenia, a Henderson 4-cylinder from 1929 from Switzerland and an Opel 500 Motoclub 1928 from Germany. The rally was ably directed by Willy Hof, who with a few friends managed to organise everything to everybody's satisfaction.

What I always notice at bike rallies is the complete absence of snobbery, and the friendly atmosphere. This is quite different from some international car rallies where there is a lot of money and prestige involved. If something happens during a bike event, other participants are queuing up to help. We broke throttle wires on both Scotts, and replacements arrived from all corners. We found many new friends.

How did the Scotts behave? It was of great interest to compare the two machines to find out whether the Roger Moss rebuild had improved the 1936-model.

Both bikes handled very well. Both were fast, but the Moss-engined bike was obviously faster. With its higher gearing it would accelerate gloriously in second up to 70-75 mph before shifting into third, which felt like an overdrive. The most amazing fact, however, was the almost complete absence of vibration. It ran like a steam engine. The vibration in the 1938-model DPZ was a lot more apparent. According to Roger, the lack of vibration is mostly due to the added weight of the flywheel. I noticed a slight tendency to clutch slipping with the Ferodo button type of friction plates installed. This has been cured afterwards with a new set of plates with ring friction faces from Ian Pearce.

Potty once pointed out as his personal opinion that water-cooled detachable heads over-cool in normal use, and that softer spark plugs should be used. The Moss High-compression head uses long-reach 14mm plugs, which therefore has a large cooling surface. I started out with NGK plugs in the 7-range which soon caused misfiring, changed to 6-range

