

Spanish Scrambler

Jacksonville, Florida's Alan Singer has a serious thing for vintage Bultaco two-strokes, having restored several of the Spanish-built bikes over the past couple of decades. Among them have been motocrossers and trials machines, but never a cafe racer. Until now, that is. His first ton-up Taco is based upon a 1971 Campera 175 trail bike that utilizes "numerous leftover and takeoff parts from prior restorations. I had a basis for a café bike built of primarily Bultaco components," Alan said.

The Campera was torn down allowing Alan to clean up the chassis and add gussets to the known weak points. A bit of parts swapping garnered a 250cc Pursang motor set up for road racing. The meager trail bike brakes were replaced with a Matador drum with an air-scooped Metralla plate for the front while in the rear, he fitted a stronger, longer, Sherpa S scrambler swingarm and hub. Both are laced to 18" Akront rims, each one size wider than original.

The Pursang motor got a new piston, crank seals, primary and other bits as well as a Mikuni carb. It slotted in nicely after a bit of machining on the case, Alan says. Astro head stays were modified to provide added stabilization while the gearing is the longest that can be fitted. Plates were welded to the frame to move the pegs up and back and Betor forks were modified to reduce the wheel travel and drop the front end. Girling replica shocks lowered the back to match. To fit the expansion chamber exhaust, the original side stand, located on the right, had to be removed. A universal stand was sourced from Poland and modified to fit on the left side.

"I'm very happy with how it turned out. It weighs 197 pounds and makes an estimated 35 horsepower. With current gearing it should be a genuine 100 mph machine," Alan said.

