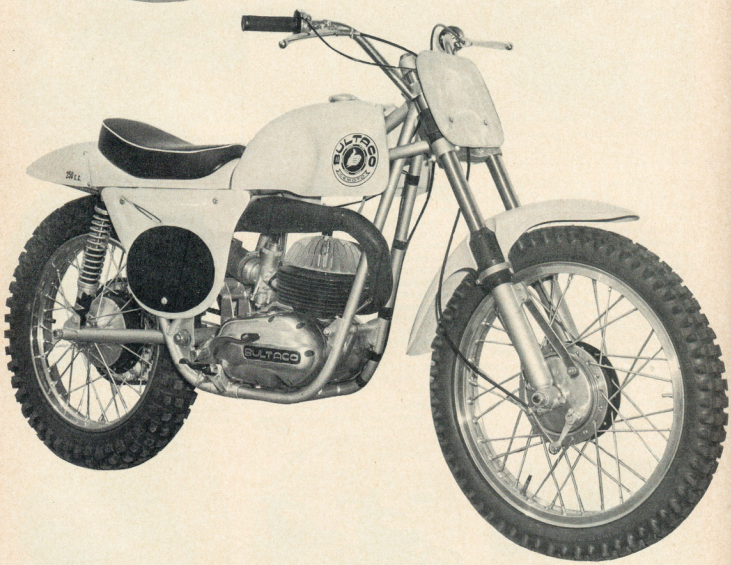




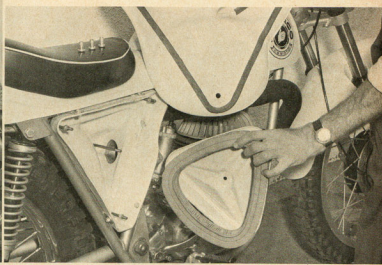
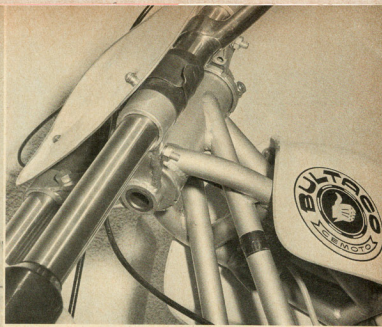
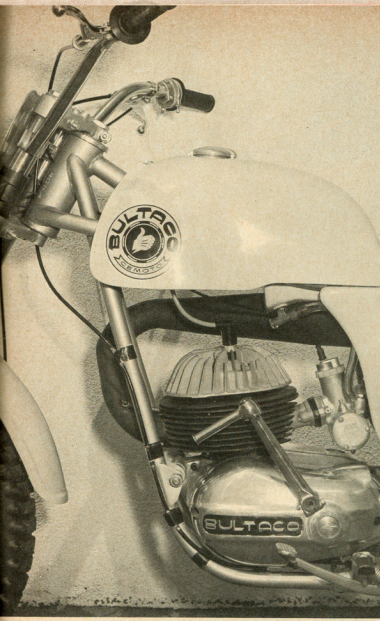
# Bultaco 250cc "Motocross" Scrambler



## Cycle Road Test #137

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"Strong enough to handle any 500cc engine." That's the claim for the Rickman designed frame around which the Bultaco 250cc "Motocross" is built. The frame is the outstanding feature of this Spanish built bike, but it certainly does not overshadow the healthy 31 horsepower two-stroke in importance. At any rate, this engine-frame combination is second to none in the industry and has already begun to make its mark on the racecourses of the world.

Though designed in England by the Rickman Brothers of Metisse fame (see March '65 CYCLE), the frames themselves are now produced for Bultaco in Spain in exact accordance with the Rickman specifications. The resulting package is ultra-light and amazingly agile.

A brief rundown on the Rickman frame: It is constructed from high grade Reynolds 531 steel tubing with all joints profiled and bronze-welded. There is a unique chain adjuster with which the entire swinging arm is moved in graduated intervals of  $\frac{1}{32}$ ". The entire design creates tremendous torsional rigidity.

In pace with the light weight of the machine is the bright yellow fiberglass "furniture" (fuel tank, fenders, and side panels). These are molded with the color already inside, eliminating the need for paint. The frame itself is painted an aluminum color. We would have preferred to see the standard Rickman nickel plating, but undoubtedly this would up the bike's cost, while providing no increase in performance.

A strong Bultaco asset is the 5-way adjustable shock absorbing units on the rear. They are rebuildable and have a full  $3\frac{1}{2}$ " of

travel. The front suspension is quite securely braced and has more than  $6\frac{1}{2}$  inches of travel with hydraulic stops. We were well satisfied with the bike's shock absorption qualities, especially on deep ruts at high speed. The rider retains full control at all times, and he soon becomes confident in maneuvering on uncertain, rugged terrain.

Earlier this year CYCLE tested a 175cc Bultaco, and we were considerably impressed with its power and agility. The 250 version is even lighter than the 175, and the added cubic inches provide a brutish 31 horsepower, so it was no surprise to us that the new 250 really screams. No hill was steep enough to pose a problem even at low rpm. But we had no difficulty keeping the front end on the dirt. We did find some fault with the rider position which is forced upon him by the contour of the seat. We would have preferred sitting further back and leaning forward at a stronger angle. However, much of this is personal preference which is governed by the rider's size. The seat itself is exceptionally soft. It is mounted atop the fiberglass rear fender unit.

Great attention has been paid to air filtering on this machine. Located under the right side panel is a huge paper element air cleaner with a passageway leading to the Spanish Amal 30mm carburetor. Incidentally, the main jet on this carb is accessible from the side enabling level mounting for easy starts.

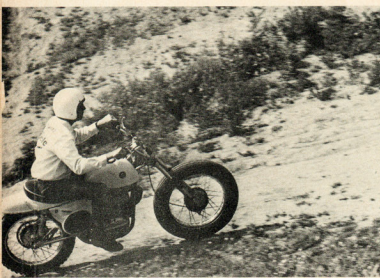
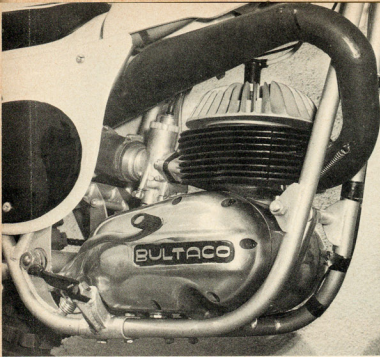
An interesting feature is the pair of spring-loaded folding foot-pegs.

The four-speed gearbox is well designed to the point that it be-

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comes taken for granted by the rider. Shifts are made by "instinct" without second thought. The unit was designed, however, with a tremendous amount of thought. According to Bultaco representatives, the gearbox would hold up well behind a 100 horsepower engine. We don't know about that, but there was no indication of weakness on the stock 250cc Bultaco.

Under the highly polished cases of the unitized engine/gearbox combination are the usual Bultaco refinements: Mahle racing piston for low heat expansion, Dykes rings for less drag, connecting rod with needle bearing small end and roller bearing big end, heavily finned cylinder barrel with center mounted sparkplug, hand bridged ports with center exhaust port to eliminate initial exhaust resistance, seven bolt alloy cylinder head with no gasket, and dyno-tuned exhaust.

We could go on to describe each aspect of the Motocross' performance, but those who have ridden high performance scrambles type machines will understand when we say that this bike approaches the ideal "extension of your body" behavior that a good rider learns to expect from such a specialized vehicle. Those readers who have never experienced a ride on a top-notch 250cc competition bike would be in for a real thrill aboard the Bultaco 250 Motocross. A 36 horsepower "T.T." version is also available. Both are "built-to-go."

### SPECIFICATIONS BULTACO 250cc "MOTOCROSS" SCRAMBLER

Engine type	2-stroke single cylinder
Displacement	246cc 15 cu. in.
Bore	72.5mm
Stroke	60mm
Compression ratio	12:1
Carburetion	Amal Monobloc, 30mm
Ignition	Magneto
Gearbox	4-speed, constant mesh, 1 down, 3 up
Overall gear ratios:	
1-23.9	
2-16.9	
3-13.0	
4-10.8	
Clutch	11 plate, all metal
Starting system	Folding kick, left side
Frame	Rickman design steel tubing
Tires	Front 3.50" x 19"; rear 4.00" x 18"
Top speed	75 mph (approx) with standard gearing
List price	\$845 (West Coast)

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