

More Bultacos

As a lifelong Bultaco aficionado, it is always a pleasure to see one of Barcelona's best featured, especially a Matador. The Mark IV was a great model, a big improvement over earlier models. It was the last dual sport model. The Mark V SD, on the other hand, was a pure homologation racer. They came with trail lighting, no brake lights, but also a route roller, watch holder, tire sealant, tank

bag, full tool kit, a hotter engine, and even quick-change wheels. It was clearly designed as a weapon for international enduro competition.

Another interesting Matador is the Mark 9/10. A bit too little too late, the 9 and 10 were developed as genuine street legal trail bikes. They featured full street equipment, comfortable seats, steel fenders and tanks, and a 350cc engine. Significantly heavier than the earlier mod-

els, they failed to capture the hearts of American riders and lasted only a couple of years before the EPA's crackdown on 2-strokes ended U.S. sales.

I am fortunate enough to have a sample of each of these motorcycles. The Mark 9 today makes a pretty nice around-town vintage ride, while the Mark V SD is just stunning in its purposeful appearance.

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Two of reader Alan Singer's Bultacos, a Mark 9 he rides on the street (left) and a Mark V SD (above).