



LOCAL IS LEMMER

The Puzey BRM300 2-Stroke

You might have seen the prototype model in our Roof story last year – but now this bike will be commercially available to everyone. Mike Puzey is so confident in the BRM300, that he gave us the bike for a week, so that we could wring its neck and give him some feedback. That's exactly what we did...

Take everything that you think about Chinese bikes – and chuck them out the window. Swing your leg over this thing – and you'll see exactly what we are talking about. The BRM300 is an awesome performer and it feels really good. We dragged the bike off to Balfour and rode it through the Heidelberg koppies and farms...

What intrigued us most was his use of the famed TM 300 power plant. Last year we did a review on the 300TM – and too be frank, that engine was way too wild for us mere mortals. It was like riding an on/off switch MX bike on steroids. Puzey's traditional market is entry level riders – not Professional riders who can control that kind of wild power – by this we mean that you won't see a national rider switching from a main brand to ride a Puzey. BUT you might just get a guy who would like to ride a 300 who cannot afford one of the main line bikes, maybe moving up from something like a KDX200. Make sense?

So what's this bike like?

From a styling and build point of view – this bike is reminiscent of the latest Maico's. Google it, you'll see what we mean. The guys from

Puzey have used ideas from all over – and we recognise more than 1 or 2 mainline brand bits on the bike...

We like the stock features: Gripper seat, billet wheels, Pro Taper bars, Brembo Hydraulic clutch – mmm nice. Big radiators – with a fan fitted standard, braided brake lines – twin pot stoppers up front and a single pot out back, Spider grips, Cycra Brush guards. We happened to have a Honda at the house – guess what? Honda plastics are the same – and the brake caliper's, wheels and so-on look identical. This is good news – coz should you need parts, you know that you can match up. This thing has disc protectors that skrik for Nix – bring on the rocks! The stock tank holds 9.5 litres of fuel – good for a range of around the 80km mark – but there is a secondary bolt-on aluminium tank available that holds an extra 3 litres. It mounts neatly just above the engine.

So it has the bling – but can it sing?

Climb aboard. She feels a tad portly compared to other 300cc 2-strokes – but we do like the fact that the seat height is lower – nice for people with shorter legs.





This is largely thanks to Puzey's patented cam adjust system, which raises and lowers the seat height according to what you need. The bike is comfy and well laid out – remember that this specific bike is still kinda in production – they are finishing off little details here and there – so we did not really like the half-length foot pegs – the production model will have proper full length pegs – and the gear lever needs to be finalised, this one was bolted together – but other than that – no worries.

The kick starter is perfect with a good stroke and she fired up easily after a few hefty kicks. The stock HGS pipe emits a wicked howl when you hit the throttle. The clutch is lekker soft, snick her into gear – and take off...

Take off it the right word, this bike is a rocket, but thanks to some clever mechanical and electronic trickery, Puzey has managed to really tame the TM engine down – so it is incredibly user friendly. If you need torque for climbing, the engine delivers oodles of just that. If you want a fast ride, open the throttle, flick through the gears and you'll soon be doing Mach 4 or so. You also have a mapping switch – map 1 for the fast stuff – map 2 for more torque – and you can feel the difference. The gearbox is slick, handling is predictable. This bike is fitted with Mousses – we prefer tubes, but this bike raced The Roof, so



mousses make more sense - but they do make the bike feel a bit harder. The suspension is really good - turns out that the forks are Showa cartridges, with specialised inners designed by Mike Puzey himself. We did notice that it has been set up by ace suspension tuner Hilton Hayward. It felt good - quite soft, which is great for the more tricky stuff - and it never got out of shape while we rode it. The rear monoshock is fully adjustable with a remote reservoir - so you can have it all set up to your specific needs.

Conclusions:

We rode everywhere from some tricky rocky sections, through rivers, over mountains and - of course on some really fast winding sections. We'll say it again - take any preconceived notion that you have about alternative bikes and chuck them out of the window. This one feels just as good as anything out there. It did not overheat, it never battled

to start - it was an absolute pleasure to ride. The Puzey workshop is putting the finishing touches on the first ever South African production bikes. Fully race prepped, the first 5 BRM300's will be on sale at R58,999.00 (incl. VAT). The first 10 units will include exhaust and radiator guard together with the standard race-spec disc sprockets, rear brake guards, hand guards and radiator fan. Long-range fuel tank as optional extra. Give them a call, take one for a ride, we guarantee that you'll be pleasantly surprised...

Dry Weight: 108kg
Engine - 2-stroke 294cc
Bore and stroke 72 x 72
5 speed
Kick start
Carburetted with V-Force reed valves standard.
Front wheel 21" rear 18"
Contact Puzey +27 (0)11 795 4122 for more info or check out www.puzey.co.za

