

# The Puzey 500 XTR4 thumper

Greg Baxter rides the truly value-for-money bike of SA design, Asian and European parts, willing motor and dedicated after-sales service.

OUR regular readers will know that my son Doug and I have a thing about thumpers. Over the years we have had more than a dozen of them of various capacities, ranging from a Honda XL200R to my latest ride, the Suzuki DR650.

All of these bikes have one common factor – they are great all-round fun bikes. Able to run on dirt or tar, unless you are an extreme offroader or big bikes nut, a dual-purpose bike will more than likely do it for you.

As a biker who until recently always had to have bigger and better, I have been intrigued by the number of riders I have met lately who don't want 'BIG' or 'FAST'.

In our crazy, lawless cities, slower speeds coupled with light weight and nimble handling, not to mention the fuel efficiency, could very well be the key to surviving in the cauldron.

Mike Puzey has recognized that not everyone can afford the latest technological marvel to hit our showrooms. He has got a showroom full of affordable, fun bikes that will not break the bank.

His Puzey 500 XTR 4 thumper sticks

Part motorcycle. Part Tank. Part Limo.  
Space for a crowd of three. Can commute.



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Good looking- the 500 Puzey thumper.



Rear disc and long swingarm.



Robust 500cc aircooled motor.

to the age-old, reliable tradition of an air-cooled, carburettored engine, but in an up-to-date chassis.

That is not to say the 500 is a slow-revving, undersquare design – it has a bore and stroke of 92,8mm x 73,6mm. In fact, the bore size is similar to that of some older 600's, yet it is a 500 with a shortish stroke (for a 500).

The 500 was designed by Mike in South Africa, using Asian and European

parts in its assembly.

It is produced in three versions – Motard, Trail and Enduro. Mike says 85% of the parts are universal on all engine sizes, 250cc to 500cc.

The 500 has what Mike calls the cam-link rear suspension, whereby the rider



Attractive turn signals and taillight.



Seat harsh, but wider replacement imminent.



Upside-down forks, good-looking rims, and capable disc brakes.



Nice wide fatty bars.



Rugged footpegs.

Puzey thrived on revs. The more you revved it, the more it wanted.

With Doug riding the Puzey, and me following on the DR, he left me for dead on the twisties. But then I suppose the invincibility of youth was also a factor.

Notwithstanding the fact that Doug has a 40kg weight advantage, the 500cc Puzey surprised me by running almost neck and neck with the 650cc DR.

Doug also liked the grip of the King's tyres, and Mike mentioned that the budget tyres were surprisingly good.

I told Mike that I found the saddle hard, and he told me a wider, softer seat is in the pipeline.

As the speedo had a glitch, I was unable to record the Puzey's fuel miserli-

ness, though Mike reckons around 25km per litre.

At R39 999 (offroad version R38 999), it looks to be a good buy, with the added benefit of having Mike willing to give great after-sales service on his South African-designed thumper.

Give him a call on 011 795 4122 and find out how his progeny can enhance your riding.

## Enduro for Madalas

THE 'Lesotho Sun Enduro World Mountain Madalas' is a fun enduro ride in the Roma area of Lesotho, planned for August 6, and aimed at senior and older riders (but younger riders are welcome to join in for the training).

Seamus McCarthy (who set and ran the Roof of Africa 2010) is setting the route to be nothing extreme, but a really enjoyable ride made even more entertaining by some reasonable challenges, with names like 'Baboons' Daddy' and 'Slide's Mamma'.

The emphasis will be on nostalgic memories of good old Lesotho rides for those who have 'been there and done that'.

This is not a race, so racing licences are not required, but we will be awarding bronze, silver and gold finishers medals for the number of loops completed.

Enduro World and Adventure Lesotho (Seamus McCarthy) are organising, and Lesotho Sun and Nomadik Tents are sponsoring the event.

"We believe it is going to become a very popular annual event," said spokesman Ben Wainwright.

Lesotho Sun and Maseru Sun are offering special rates on accommodation. To enter, contact [kyle@enduroworld.co.za](mailto:kyle@enduroworld.co.za)

can lower the seat height by as much as 87,5mm merely by doing an easy adjustment on the rear bottom shock link.

It also sports a Chrome Moly frame with CNC billet alloy assembly parts, as well as an aftermarket pipe with removable baffle to enhance power.

Mike points out that the continuing popularity of air-cooled motors on adventure/dual-purpose bikes is probably largely due to the fact that the top-selling bikes in that market, the BMW GS series, are air-cooled. He says the air-cooled motor is a big factor in the success of the GS 1200.

There is a saving in weight, and the designs can be kept simple and reliable.

The XTR4 is a neat looker, even putting my DR 650 in the shade.

So ... how does it go? Initially, I felt disappointed at the grunt off idle. But I had a similar scenario with my previous bike, the Yamaha XT350, which also had a big bore with a short stroke.

What I did find, however, was that the