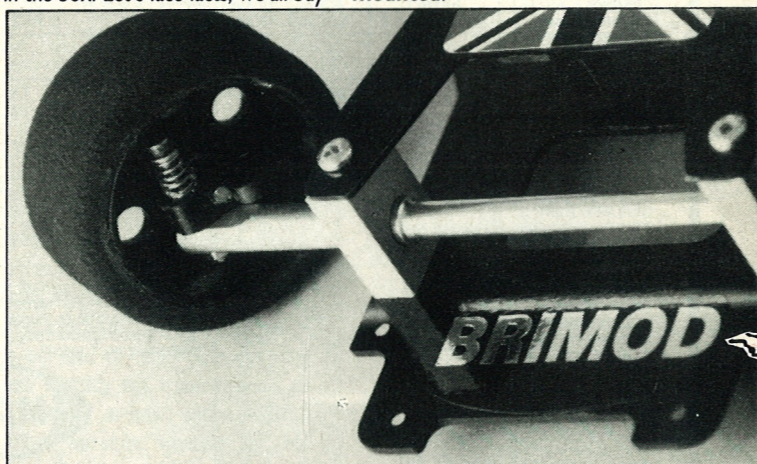


has been very good indeed, it could have been better. Two main reasons appear to be responsible, with only ten usable full time circuits in the U.K. they are a little difficult to reach if you haven't access to the family car each weekend! Secondly and equally importantly, it must be said that the cost of most cars is relatively high in proportion to what you actually get in the box. Let's face facts, we all buy

much the same as we eat, with our eyes, that is to say that we equate what we are about to part with in the way of hard earned cash, with what we are about to receive in return and in the case of nearly all circuit cars,

▼ **Front axle is carried on two aluminium blocks, springs at front are hard and are post mounted.**



Y ou may have already noticed that this issue contains reviews of two very special cars, they are special for one very good reason. You can purchase them both for a very sensible price, we will not use the word cheap as it's very mention implies inferior. One thing that you can say without any fear of contradiction is that Brimod's new Bullet is not

▲ **The very different end note cut out in Nylon 66 block.**

in any way inferior!

Because of the already, some would say inflated price of the current crop of circuit cars, reports now coming back from certain quarters would indicate that although the initial impact on the car buying public

▲ **You want to get a shock with this car, or at its price.**

**brimod**

**bullet**

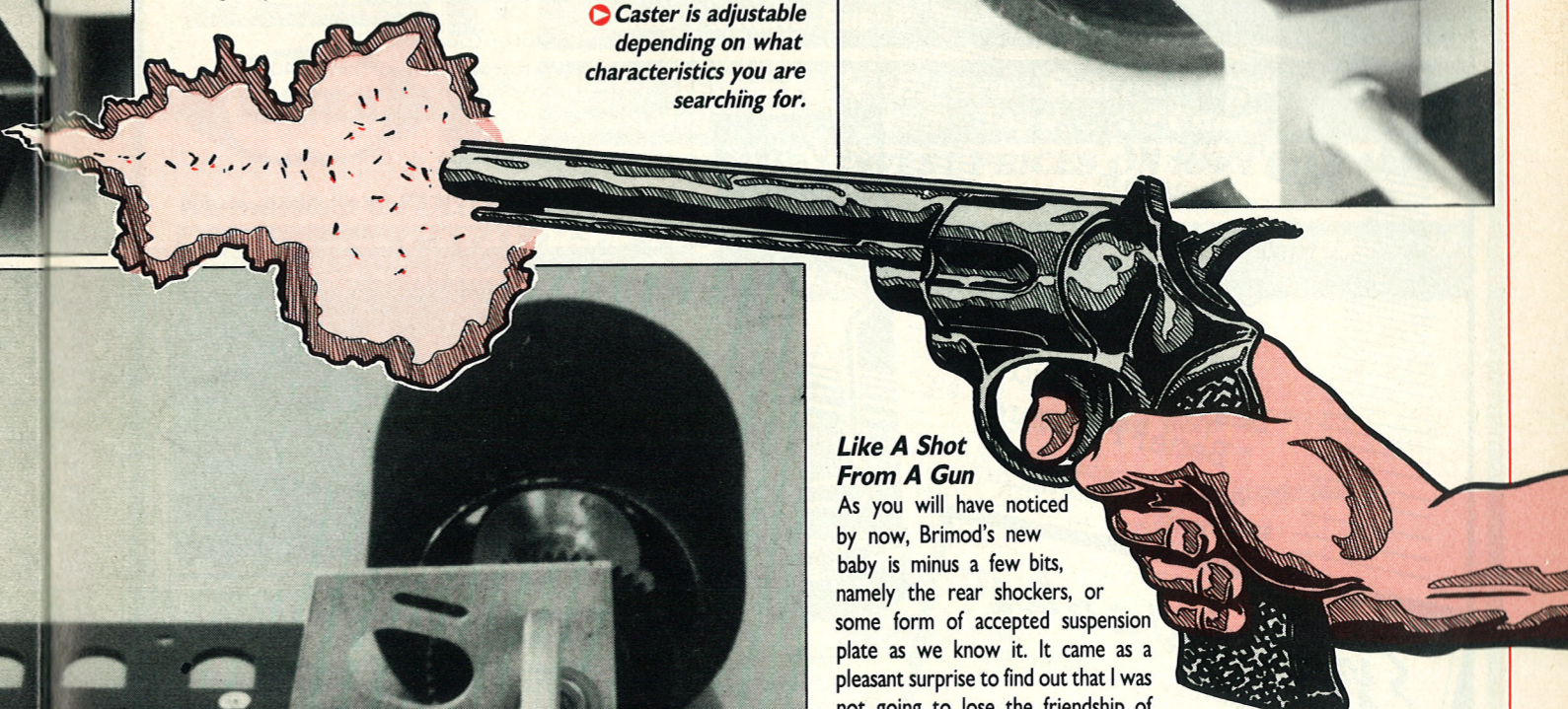
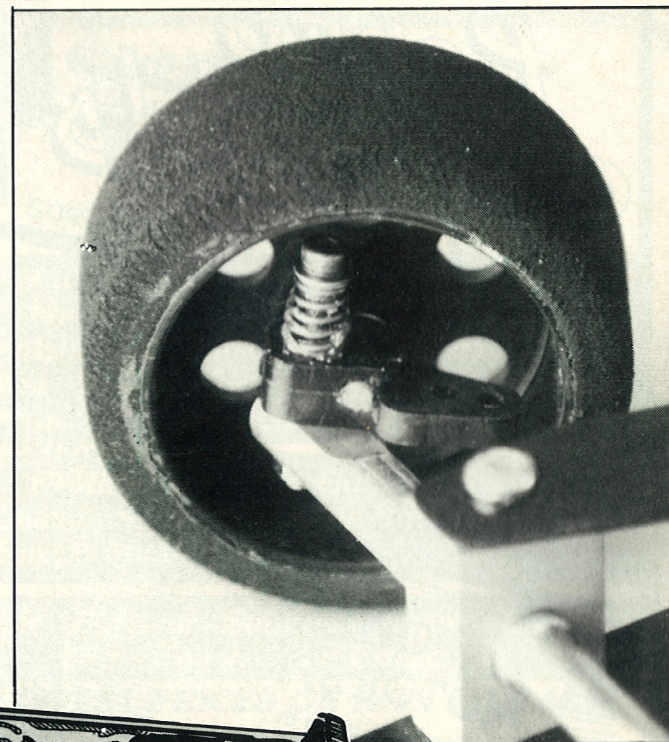
**R.R.C. takes the lid off of Brimod's new edition to their arsenal, the Bullet.**

that ain't a lot in actual bits and pieces! What you can't see or touch or feel when you are standing dithering in the local model shop, your hand wavering to and fro from your cheque book to the relative safety of your pocket is the sheer thrill of driving one of these little beasts, the brilliant atmosphere of race days or the feeling of sheer elation as you finally get it right and the car begins to work how you want it too and go in the approximate directions that you are trying to guide it in. Someday, some boffin will find out how to bag tangibility and the sales and marketing boys will have a field day.

Having dispensed with my deep

thought for the month there are two things that can be done to alter the above situation, Brimod have already done one of them and that is to offer a sensible product at a sensible price, the other and possibly more important is to provide more racing. This is not as difficult as it first sounds, take a trip to any new superstore or D.I.Y. pleasure palace and you will find a car park that is of the same quality and finish as the best circuit we currently use, alright I grant you that it won't be as clean or beautifully kept but the surface does provide a superb area to race upon. One more thing, ask the manager first!

▶ **Caster is adjustable depending on what characteristics you are searching for.**



**Like A Shot From A Gun**

As you will have noticed by now, Brimod's new baby is minus a few bits, namely the rear shockers, or some form of accepted suspension plate as we know it. It came as a pleasant surprise to find out that I was not going to lose the friendship of anyone from Brimod when the car was tested as it handled like a dream, we know it shouldn't but it does so there! The Bullet is constructed from G.R.P. and aluminium and can be built and made ready to race in well under an evenings work. Everything is kept in place by a stiffening brace that runs along the centre of the car and bolts to the aluminium front axle carriers at the front, and to two nylon 66 posts at the rear. This arrangement keeps the Bullets chassis very stiff indeed. The motor is held in situ by an aluminium pod attached to the rest of the car by a block of nylon 66, this block has a machined groove cut across it's width in order to provide a degree of longitudinal damping under acceleration, or when the car comes into contact with an uneven join in the circuit surface. The front of the Bullet is of conventional construction and employs a beam axle held firmly

by two axle blocks, caster can of course be adjusted to suit independent driving styles. Although the Bullet is set up to use saddle pack cells, stick packs can be used with ease.

**A Flash In The Pan**

No not at all, the loss of rear shockers is no gimmick, in effect the car is rigid as any formula car or group C car would. This effectively allows the car to be cornered much faster as body roll is kept to the absolute minimum and little weight is transferred across the car. Considering that what you have is a car that comes fully balanced, handles straight from the box, is virtually tweak free and requires a lot less maintenance than most, then the price tag of £70.00 is an extra bonus. Don't just take my word for it, go and see for yourself. For further details contact Modelstyle on 0989 66933, Sole Brimod agents. ○