

Take a few hundred hours of development, add a national race meeting, stir in a little disappointment with the result, add another hundred or so development hours, a near total redesign and what do you get? The new Brimod Talisman.

The design of the Talisman is within the current specification for circuit cars but is a rethink of the current preferred design at both front and rear in as much as the car has both a front split wishbone layout and a very different and cleverly laid out rear end that incorporates two coil over oil shock absorbers.

Out of the Box

What you get for your money is very good value indeed and includes a graphite axle, a graphite chassis, a set of wheels with tyres, a spare set of wheels, a pair of high quality oil damped shock absorbers, spur gear, pre-drilled servo posts and all the bearings you will need to make the car really friction free.

Construction

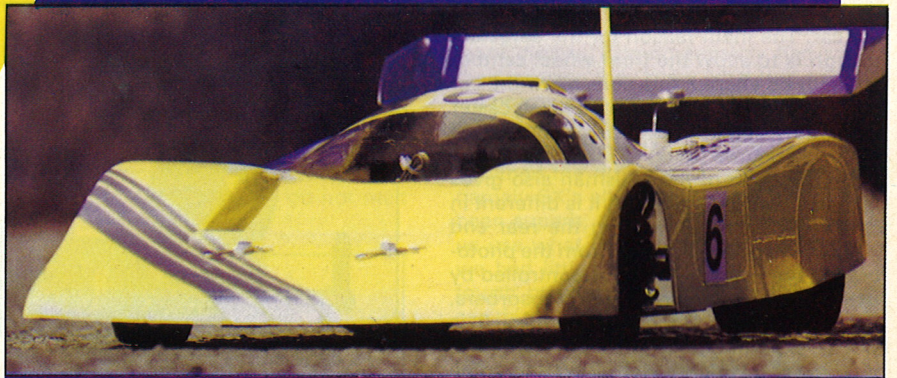
Thanks to the excellent engineering standards employed by the manufacturer all the parts fit straight from the box and require no extra filing, shaping or drilling. With this in mind construction takes next to no time and can be completed easily working off a dinner tray in your lounge, a handy excuse for working in the lounge when your wife, mother or girlfriend complains is, "well it allows me to talk to you at the same time dear" remember that one it may come in useful and sounds much better than "the garage is cold".

RRC brings you yet another first, Brimod's new 1/10 circuit racer the Talisman

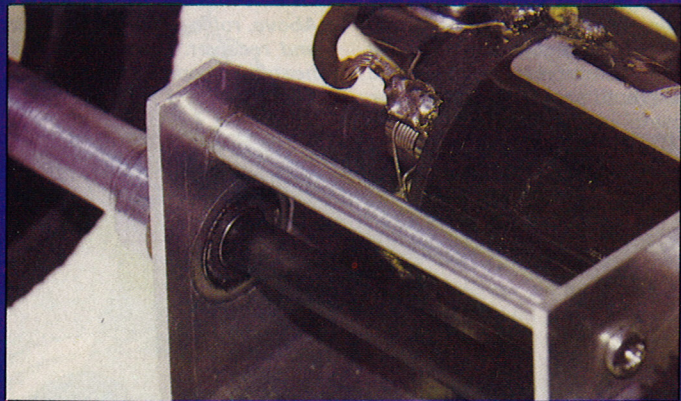


Interesting bits

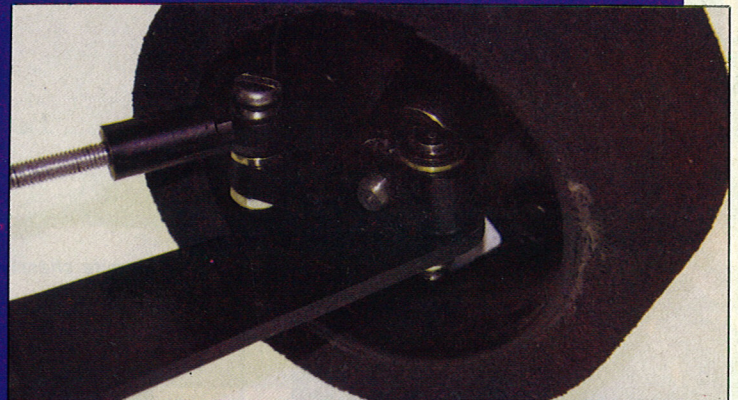
It is difficult to know where to start as the car is so different so let's look at the front first. As we previously mentioned the front axle is split, no suspension travel is allowed for outboard, it is all coped with very cleverly using two captive bolts one for each wishbone, each is held in place using an adjustable nut, between the underside of the wishbone and the chassis floor is a



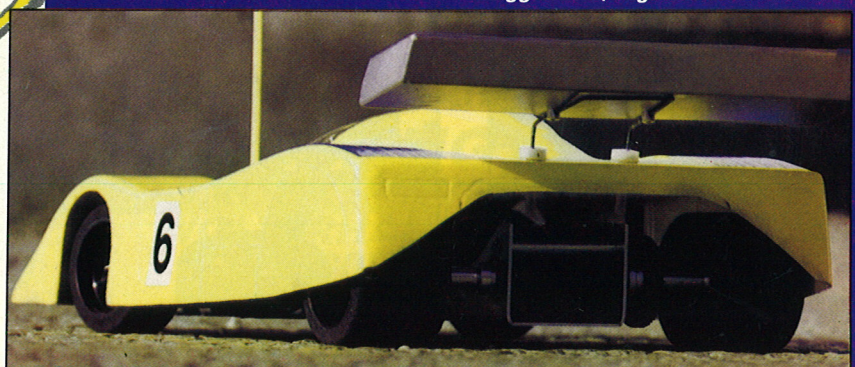
All aluminium motor pad gives great heatsinking qualities and makes for excellent access when changing motors due to lack of top bracing.



Solid, strong kingpins and steering blocks make sure that nothing parts company in a shunt.

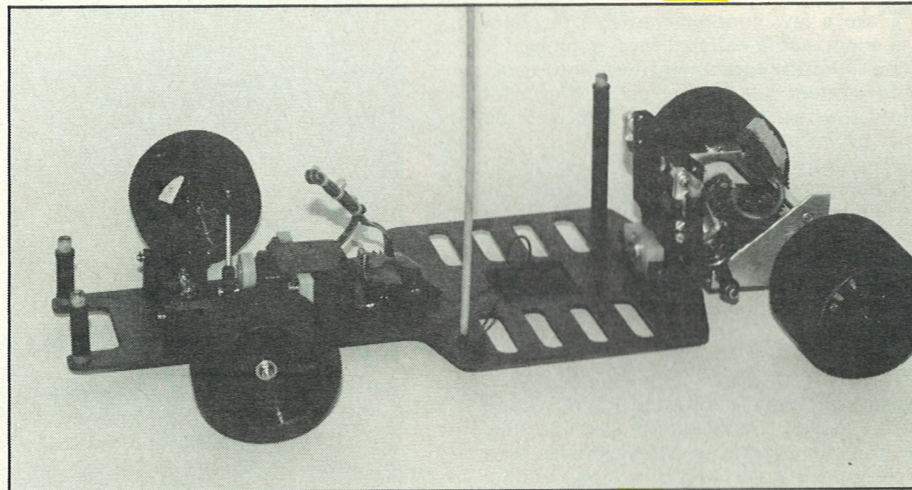


With the Jaguar shell fitted the car looks low, mean and aggressive, it goes rather well too!

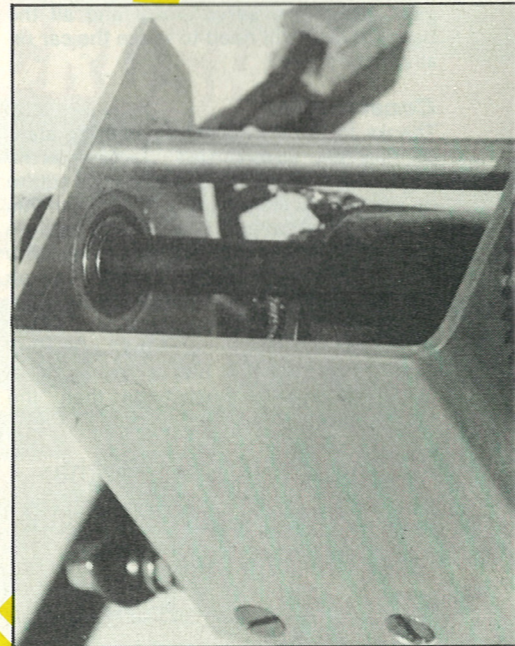
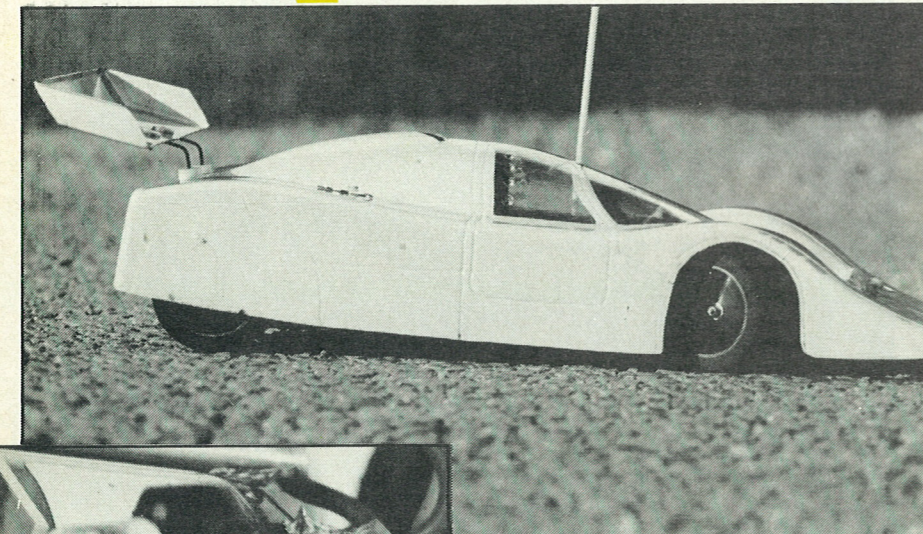


spring this gives a degree of damping to the car. The main reason for the adjusters though is to allow the front wheel camber angle to be altered, this does allow the car to be a little more dialable than most, caster is fixed by angled rocker blocks at around the three degree mark.

The rear end of the Talisman also gives us a few surprises as again it is different in design whilst still following the rear end pod layout. As you can see from the photographs the whole rear end is controlled by two Brimod coil over oil shock absorbers, these give excellent damping rates. It is worth experimenting with different oils, after several weights were tried and some advice was taken from a very experienced racer 140 weight was used giving excellent results and much improved handling. The rocking motion is controlled by a centrally mounted T upright held in place by an adjustable cap head bolt, again simple but effective. Tweak adjustment is carried out by cap head grub screws set into the pod brace, they are both accessible with ease.

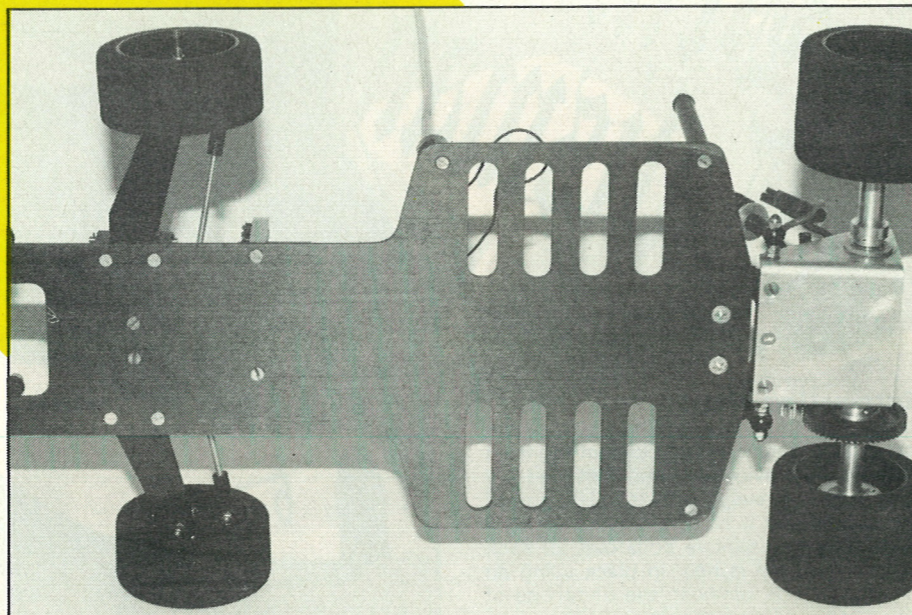


Above, rolling chassis complete with servo and receiver. Right, rear pod is a superb heatsink keeping all motors cool and more efficient.



Left, rear end set up is a little different to other circuit cars but is still simple and very efficient.

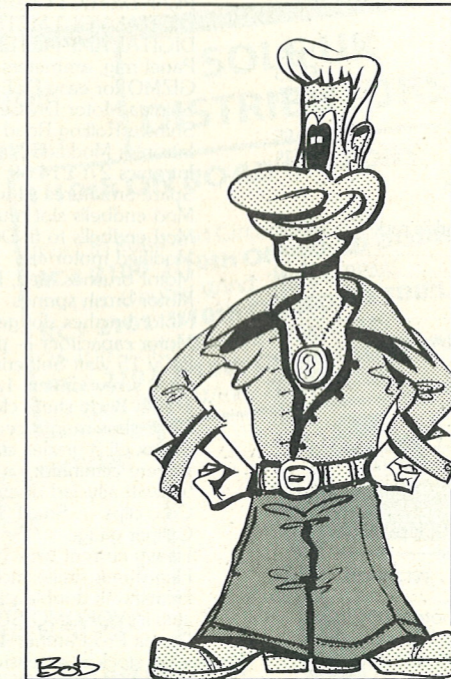
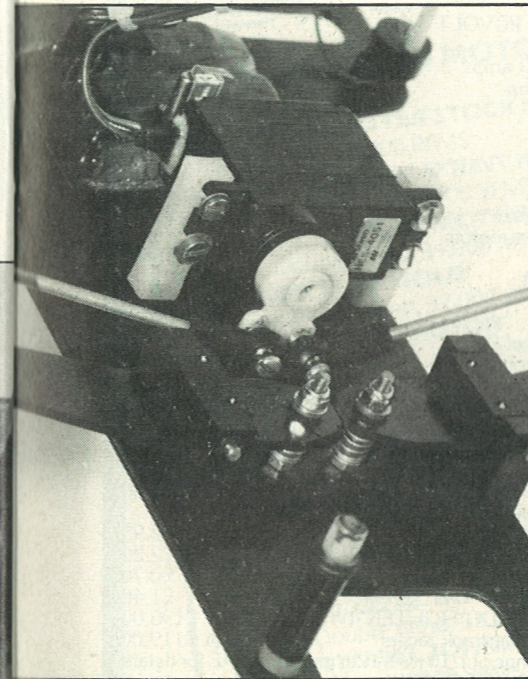
Below, graphite chassis is countersunk to give an absolute flush fit for all the fixing points.



Racing

We were in the enviable position of being able to race one of the two pre-production prototypes of the Talisman at the Bury Buggy Club's home circuit during the East Anglian Grand Prix. It must be said straight-away that this circuit is not an ideal one at which to test a new car for various reasons. The first is that the surface is not flat, the circuit has flowing humps and bumps

which do tend to upset a car at full throttle, secondly a decision to ban tyre additives before the meeting was taken so just the right tyres had to be found. In fairness this decision turned out to be the right one as the surface of the circuit tended to be more akin to an all weather running track containing a certain amount of sintered rubber, additives melt this surface, they do not melt tarmac!



Two cars were raced, one by ourselves the other by Adam West, one of Brimod's team drivers. Brimod sensibly had sorted their tyres so they knew what was needed, we borrowed a set from Chris Evans which gave the car massive amounts of front end grip but nothing at the rear, if we could have obtained the right set of tyres from Chris, namely SX's all round, the car would have been superb, as it turned out he kindly let us use what he had left in his pit box, so we had little choice but to battle on to a fourth place in the C final. Brimod's own car missed taking the B final by seconds. What can't speak can't lie and first time out results like that have to be taken notice of.

Finally

On reflection we must say that the Talisman has got just about everything going for it; it is easy to build; it is, once dialled in, very driveable as Brimod's own car proved not only to others but to us as well (we had a chance to drive it in the practice session), the Talisman is very strong as the Bury circuit showed. Maintenance is minimal during racing just standard checks such as screws, bolts, differential etc. showed that all was staying together perfectly.

All in all considering that this is Brimod's first whole car we have to say congratulations and should anyone be considering entering the one tenth circuit racing habit, then before you part with any of your hard earned cash take a long hard look at the Talisman, you may regret looking elsewhere!

TALISMAN FT-10

A New 1/10 Flat Track (Circuit) Car

Full float rear axle with Brimod 10 x 7.5 shocks. Swing arm front suspension with springs mounted inboard.

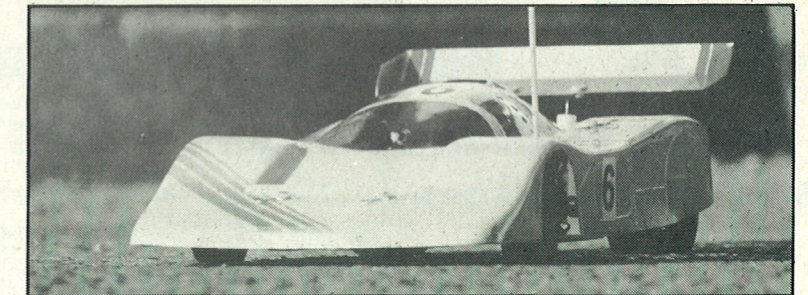
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