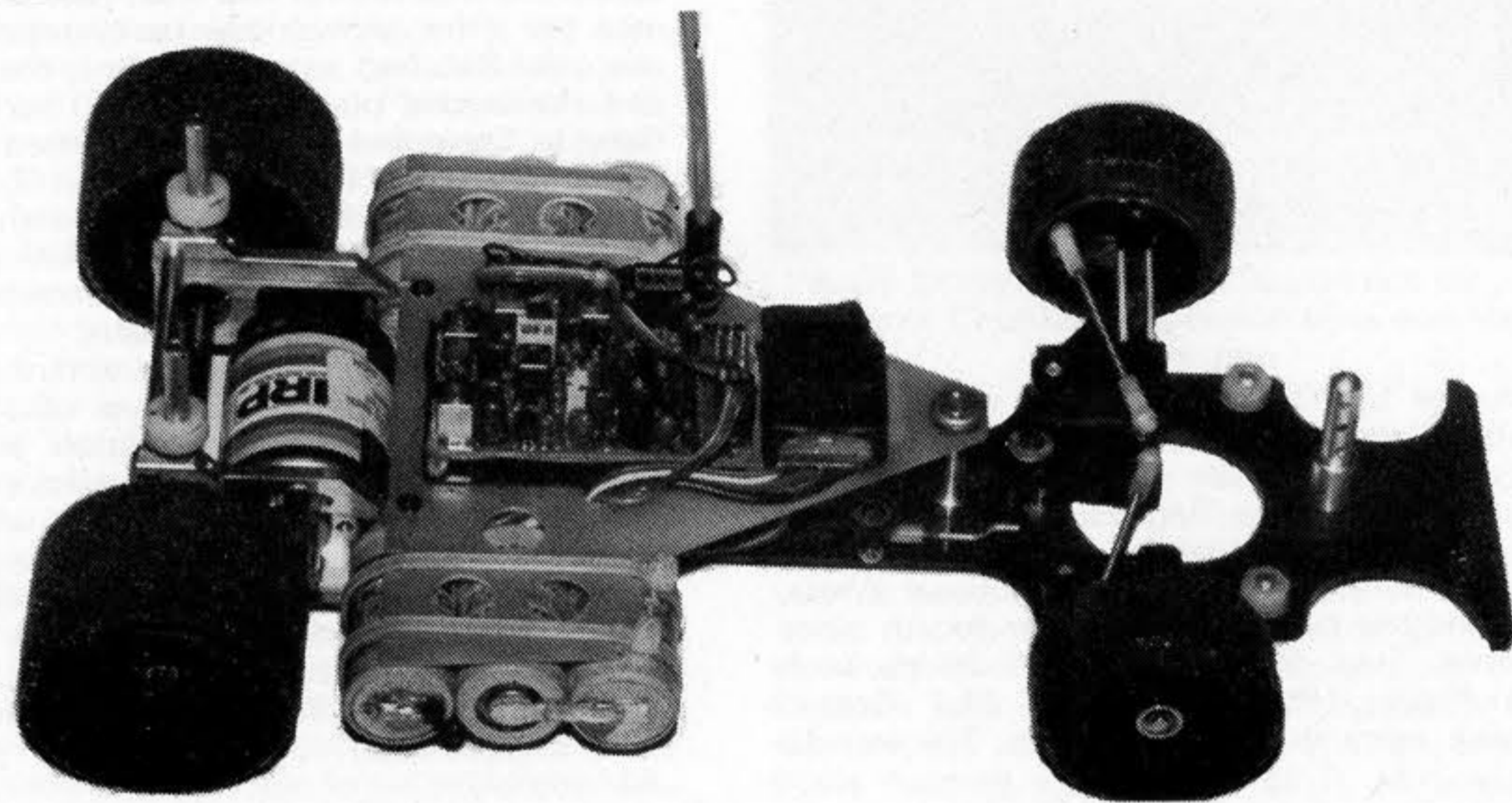


# Gemini SL

COMPETITION 1/12th SCALE  
R/C CAR DESIGNED BY  
PHIL GREENO

THE CAR KIT THAN CAN WIN STRAIGHT OUT OF THE BOX!



Mans, TOJ BMW, Penske F1, Renault F1  
£6.50 clear: £8.95 painted

#### 'Adams Demon' Speed Controllers

Electronic speed controller with fully proportional forward speed and dynamic braking: plugs into receiver, regulated 5 volt supply eliminates Rx. Batt. and throttle servo, very high construction quality for proven reliability.

PGE-DM1 — proportional forward with dynamic brakes . . . . . £34.50  
PGE-DM2 — Proportional forward with dynamic brakes and reverse. . . . . £39.95  
PGE-DM3 — Full power relay conversion for Demon 1 and Demon 2. . . . . £10.25

#### Motors

MRP 551 Now BRCA legal for Standard Class Racing. 35 turns 23 gauge factory balanced, laquered windings trued comm . . . . . £6.50  
MRP 550 35 turns 23 gauge BRCA legal laquered windings, excellent motor . . . . . £6.50  
MRP 553 Ball bearing, custom wound motor features, adjustable brush timing balanced and custom wound armature, trued comm, zapped mags, superb motor. . . . . £29.95  
MRP 554 As above but hotter wind suitable only for 5-6 minute races . . . . . £29.95

#### FEATURES:

Carbon fibre chassis; GRP radio plate; lightweight machined aluminium axle blocks with adjustable motor mounts; ball race rear axle; Schumacher differential; lightweight front suspension with Ackerman steering; Lexan body and adjustable wing wire set; 6-cell Nicad pack and charge leads; Race proven success; High quality for reliability; Adjustable body mounts front and rear; Available with indoor or outdoor tyres; Designed to fit BRCA, ROAR and EFRA rules.

#### SL KIT PRICES

SL Clubman rolling chassis. GRP chassis, steel diff axle . . . . . £54.95  
SL Clubman complete kit includes nicads, motor chassis components, lexan body, charge leads 79.95  
SL Competition rolling chassis. Carbon fibre chassis and diff axle, very lightweight . . . . 64.95  
SL Competition complete kit includes nicads, 05 motor, carbon fibre chassis and diff axle, painted lexan body, tyres, etc. . . . . 94.95  
SL Competition complete kit as above, but includes 1 1/4 ohm Parma type resistor speed controller 99.95

#### ACCESSORIES (send SAE for price list)

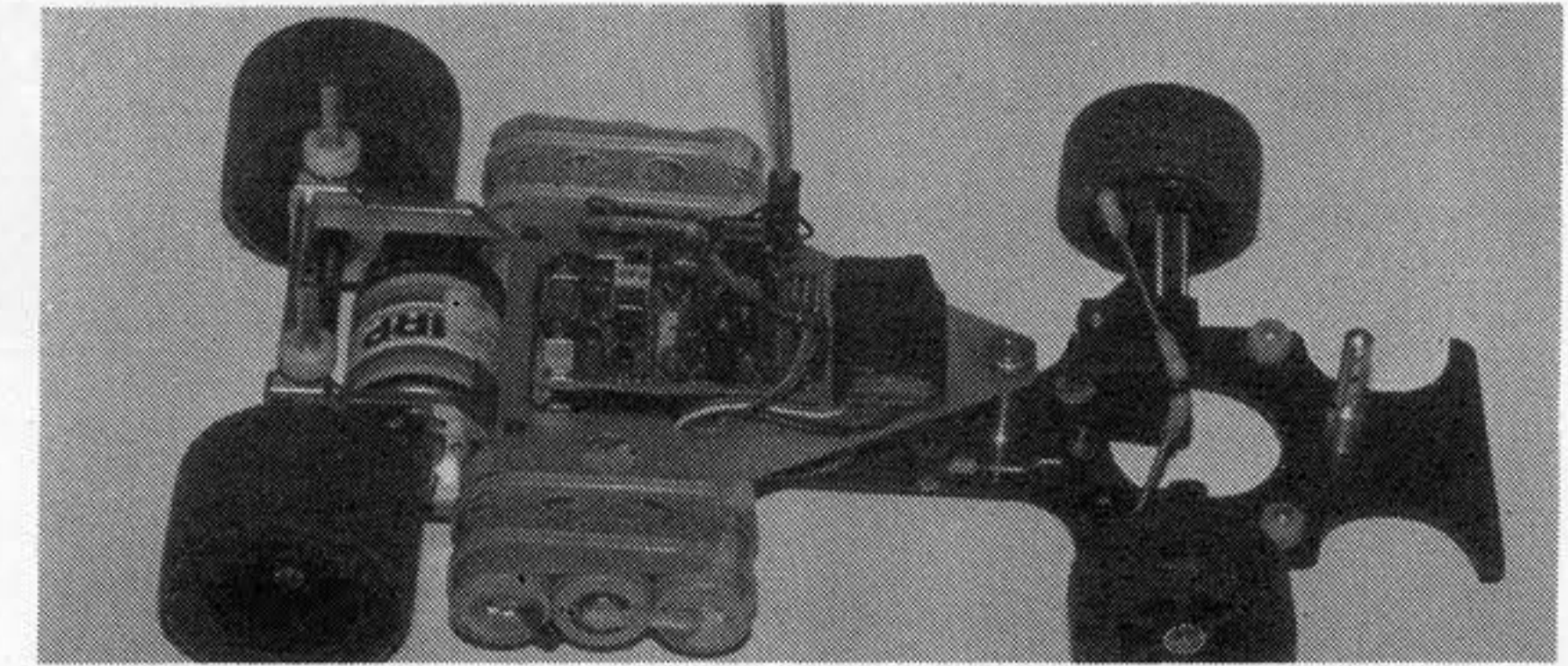
Silicone, two sizes Large £1.85 small 99p tube  
Lexan 1/12th Bodies from MRP  
Prophet, Lotus Esprit, Busch, Hogan, Renault Le

MANUFACTURED AND DISTRIBUTED BY

**PHIL GREENO** models Ltd

9 Village Way East, Rayners Lane, Harrow, Middx Tel: 01-866 7770

# Gemini SL (1/12 electric)



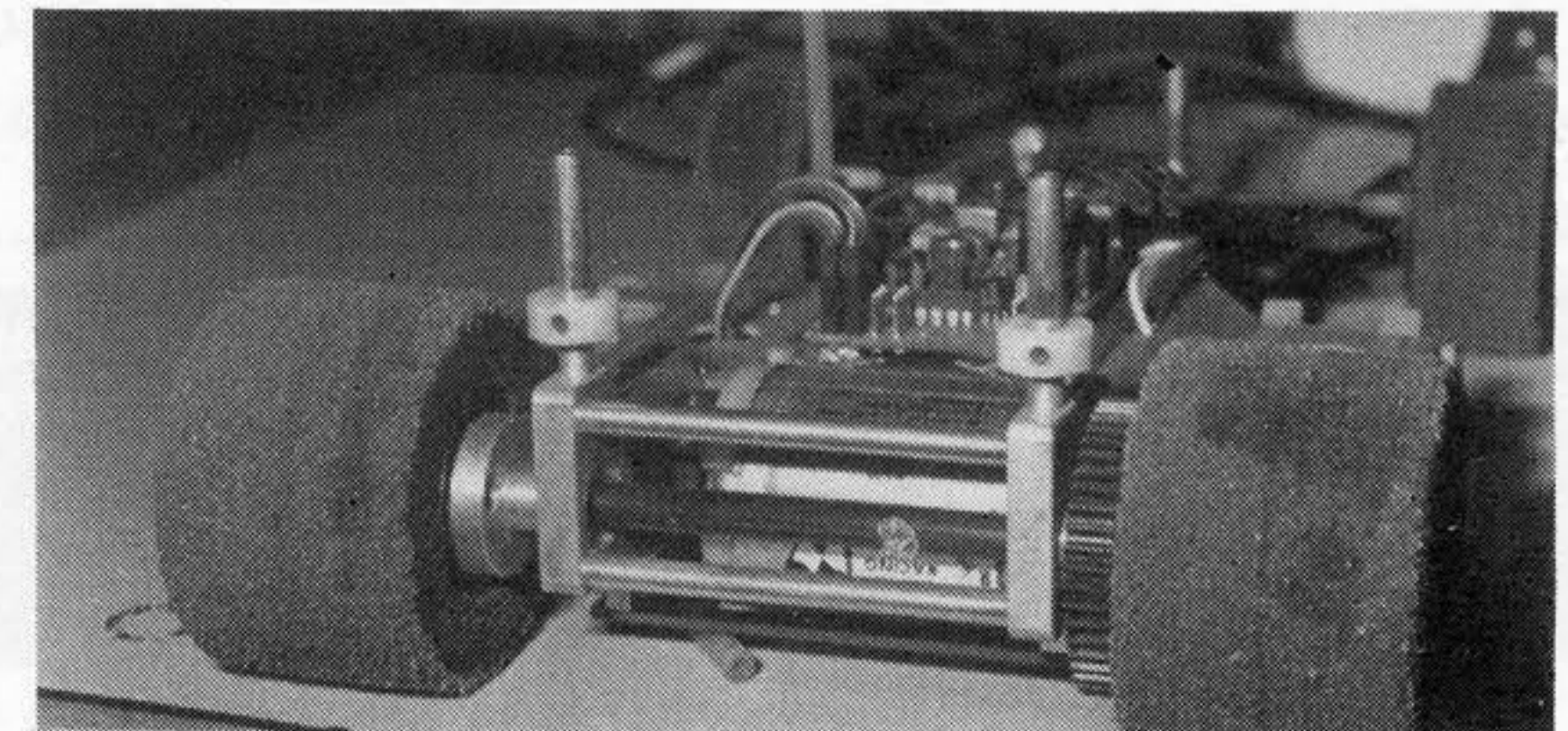
New Gemini SL car plus the detailed view of Demon Turbo speed control

Model cars (be it 1/8th or 1/12th) manufactured by Phil Greeno usually contain a high percentage of quality machined parts. The new Gemini SL 1/12th electric is no exception. The car has been developed from the old Gemini to comply with the new weight limit of 1 lb 15 ozs, set earlier this year by the BRCA, in accordance with the American ROAR rules. To tackle the problem of weight, Phil has gone for a carbon fibre chassis, which is extremely accurately cut and drilled. The well proven Associated steering blocks are retained at the front, but an additional 5% castor has been added. A new softer servo saver compliments this set-up.

Moving backwards, we find an all new alloy shaker plate mounting post that allows the shaker plate to move about freely. A different shaped shaker plate, to the old one, requires the batteries to be fastened underneath in the Associated fashion. The electronic speed control, recommended with the car, shares the space in front of the batteries, also under the shaker plate. Immediately above this, on top of the shaker plate (convenient it being in two places!) behind the second module of the speed control, there is ample room for the receiver. Phil can also supply a shaker plate for resistor speed controllers, should anyone prefer this set-up.

The rear axle blocks are fast becoming a

Exceptionally well engineered rear end of Phil Greeno's new Gemini SL — note carbon fibre axle.



Greeno trademark, beautifully machined out of alloy, thinned in all the right places to save weight. The Schumacher type diff (used in the old Gemini) has been retained, but lightened by using a carbon fibre axle. The rear body posts are again retained from Associated. The front post is alloy and sufficient poly prop is supplied to make a bumper for almost any kind of body shell. The 'in' shell for these kits at the moment seems to be the MRP Butch Hogan. Phil now produces his own designed wheels for the kit and these run incredibly true. The wheels are of pleasing design, going for holey Porsche type look as seen on the 928, also the Escort XR3. Incidentally, all the parts I've mentioned come ready assembled, leaving the would-be purchaser little to do except fit the radio control equipment and speed controller (not supplied). Glue the tyres to the hubs, top it off with the body shell and it is ready to roll.

The car handles like a dream, for a flat chassis car, exhibiting no strange vices. Tyre choice is fairly straight forward — the most common combination being Greeno medium rubber on the front and Greeno soft neoprene on the rear (see National Open Technical charts for more information). The car can be driven extremely quickly around the tightest of circuits once the tyres have been correctly selected (a simple enough task on most floor surface).