V8 Gemini and V6 Gemini battle it out on the last bend at Snetterton to take 1st and 2nd overall
GEMINI SPECIFICATION

Kerb Weight: 12cwt  Wheelbase: 7'6"  Width: 5'2"  Length: 11'6"
Height to Scuttle: 2'0"  Ground clearance: 4"  Donor: Escort Mk II

STEERING: Rack & pinion (3.5 turns lock to lock)
SUSPENSION F Independent with double wishbones, coil-over damper unit
SUSPENSION R Live Axle, two pairs trailing arms, Panhard rod, coil springs/damper units
POWER UNIT Ford 1600 cc - 75 bhp Crossflow (1100 cc to 2 L, plus other options)
BRAKES FRONT: 9.74" (247.5mm) discs. REAR 8" (203mm) drums
SEAT BELTS TESTED TO EC STANDARD: LOADED TO 3 TONS: RIG AT STATUS
SVA TEST Company Demonstrator passed. Customer Vehicles passed

STANDARD BUILD - Components from donor vehicle:

Engine and Gearbox & Pedal Box - Exhaust Manifold
Rear Axle and Diff (axle case to be modified) - Propshaft: shortened exchange (or all new) Radiator and Mechanical Fan
(hoses as samples for new) - Steering Column and Wheel
Horn - Wiring Loom - Switches and possibly Instruments
Handbrake - Rear Brakes - Wheels and Tyres

NON DONOR PARTS

Gelcoat Bodyshell one piece - standard colours - surcharges on non standard
Rounded tail section only. Bonnet with bulge standard; Flat to be specified
Spaceframe chassis. Optional finish to chassis: powder coating
Cortina Front uprights with brakes & calipers
Springs and Competition shock absorbers
Pair drag link ends; top & bottom wishbone ball joints
Engine and box mounting rubbers
Steering link for modification: Metro/Maestro
Set of aluminium panels, bonding tape & rivets
Panhard rod - purpose made to suit
Petrol tank - mild steel. Tank sender unit Fuel filler cap & keys
Exhaust; connecting pipe or tubular manifold & Silencer - MGB
Bolt kit Clutch cable
Windscreen - MG Midget or aero screens
Wiper arms and blades
Lucas Wiper motor - Mini etc.
Heater/Demister and vents (aftermarket) or Mini type
Bonnet & boot hinges, fasteners, locks
Door handles and catches
Seat pans (grp or ready upholstered)
Weather gear; side screens, hood frame, hood or hardtop
Lights: quadoptics, indicators front & rear, stop tail,
No. plate light, side repeaters, fog lamp
Mirrors - interior rear view and adjustable external door mirror
Grille mesh and badges. Interior trim & carpets.
Use of 1300cc or 1600cc Crossflow Engine from donor
Alternative power options: Ford 2000 Pinto, V6, Rover V8, Fiat Twin Cam, Vauxhall; Volvo has also been done for Sweden Option of Independent Rear Suspension, using Cosworth parts
Alfa, Lancia,

RESTORATION OF ORIGINAL FALCON/ELVA ETC. CARS - FIT GEMINI CHASSIS TO ORIGINALS TO UPGRADE TO SPACEFRAME. BODYSHELL PARTS FOR ORIGINAL
AUTOTUNE is a well established company which has been trading since 1969 and as a limited company since 1975, specializing in racing, classic and replica cars. M.D. Anthony Taylor has all the experience and background of over 35 years in motor engineering with high performance vehicles, from racing a Lister Jaguar in the sixties to a historic BRM and McLaren currently. He won regional sprint championships in a Formula Atlantic single seater and twice won National Championships driving his historic sports cars. All the cars were prepared at Autotune, thus proving that actions speak just as loud as words. The Aristocat was the company's first car to be introduced to the kit industry with continuing success and media acclaim for its engineering, and exceptional road holding. The policy in introducing the Gemini was again to go for style rather than produce a low cost angular design with cycle wings. The original curvaceous shape will be recognizable to those with an interest in pedigree as the Falcon bodied Elva. One of these cars with a climax engine was so brilliantly raced by the late Archie Scott-Brown, the works Lister Jaguar driver, and the car became the first fibreglass bodied car to win a motor race. Taylor also drove an original Elva in sprints during the seventies. The Gemini is a well proportioned car with a low wide stance that suggests it may have pretentious towards the track as well as the road. It has been likened to a miniature D type by many people and was probably on Pellandine's drawing board around the same time, when he was quite the most prolific kit designer of that earlier era. The chassis is a spaceframe built from 1" gauge section, mig welded and comes ready primed. The most popular extra option is powder coating with a few choosing galvanizing. Taylor's belief in the right chassis being the key to a good kit is demonstrated with the excellent road holding with the spaceframe taking all the stresses, allowing the bodyshell to be purely cosmetic. Safety aspects are paramount in the design giving some degree of protection from side impact. EC Regulation 14 on Seat Belt Anchorage was passed with flying colours in the eighties, proving that the company has always been concerned with customer protection. Alloy panelling on the frame provides extra stiffness, weather proofing and helps with fire proof bulkheads, front and rear. The basis for the kit is Ford Escort Mk 11 plus Cortina front uprights with specially fabricated and adjustable wishbones. Four radius arms are also fabricated and supplied with each chassis. Adjustable shock absorbers are required along with new springs and an adjustable panhard rod. Donor policy is continued with a wide range of Ford engines fitted from Crossflow through to V6 or Zetec, plus four or five speed gearboxes. Various power options are available such as Fiat twin cam, Alfa, Rover V8 and Vauxhall. The bodyshell is a one piece, with bonnet and boot lid plus two doors supplied in self coloured...
fibreglass. The mould lines are removable and thus the shell does not need to be painted. Various colours are available as standard and special colours can be chosen, but will incur a small surcharge. The fibreglass shop will remove mould lines and polish these areas prior to collection for an additional charge. Another service provided is the cutting of the front body section to give a flip front if required. Sections can be provided in the event of accident damage.

A detachable matching hardtop is an ideal option for the winter months. Hood and sidescreens are the more popular choice to go with the Midget windscreens. Alternatively a tonneau cover can be fitted with the aero screen option - this is a choice which avoids the fitting of heater and demister or washers and wipers to make testing easier.

The cockpit is quite spacious, giving ample room for long legged drivers. There is a boot space which has provision for a spare wheel and an additional locker can be fabricated in the off side cockpit sill (depending on exhaust route).

THE GEMINI proved itself on the track and the integrity of its design, in its early days on the circuits, winning races and class championships in the 750 Motor Club.

The Rover V8 Gemini broke lap records in its first season's racing and won the Fastest Street Legal Challenge at the Santa Pod Drag Strip in the first Year of the Event, plus Class Championships in the Replica Series. The marque has seen several Hillclimb Class Championship wins in the Scottish Series. Help will be given to anyone wanting to compete in motor sport, race, hills or sprints or just Track Days. Autotune have been involved in the organising of some track days, which are great events for learning; tuition can be given if required, and a Racing Licence is not mandatory.

Motorsport may not be suitable for everyone but it always gives credibility to the designs that really work. If the cars have the ability to be winners on the track then it offers all an assurance that they are more than capable of suiting the driving needs of those who require an affordable sporty road car.

Customers reports that budget builds are realistically possible. It is quite normal to take the kit in stages of your own choice, to spread the cost of the build, and to help with limited space. Cost effectiveness may depend on travelling distances. Kits may be delivered if the customer is unable to collect from the workshop. The workshop will strip down donor cars (doing the heavy, dirty work!) recondition engines and component parts, build up rolling chassis or complete further stages if required. Donor cars can also be supplied with prices depending on condition and specification.

The Government has now introduced SVA - Single Vehicle Approval. This means that all kits must be submitted to specified Ministry of Transport Testing Stations for a full test, lasting approximately four hours. A full copy of the Manual is available at Autotune for reference.

When approved the newly built kit can be registered at the builder's VRO (Vehicle Registration office). Help will be given if required.

It has not been the norm for a Gemini to be given a Q plate if the normal instructions are followed and the V5 Registration Document is in order. Under the new legislation, the donor plate will be exchanged for an "age related" plate, which shows the same year letter as the donor.

A cherished number plate should be put into retention prior to stripping the donor vehicle. Once an age related plate has been issued the cherished number can be put the on the Gemini.

Full workshop backup is available to all builders during normal office hours to answer the most trivial or technical questions. This is an affordable bit of kit that comes with its own pedigree.
Quotes ...

"... the Gemini is a bright star in the kit car heaven that offers a very basic route to thoroughly enjoyable sports car thrills. There are a few other models which offer similarly affordable completion costs but they can't match the performance and handling ability of the top spec. cars. The Gemini can!" - Ian Hyne, Kit Car

'... you drop into a surprisingly spacious cockpit with excellent leg room if you are on the tall side.' - Which Kit. this is one family run company with a good reputation for square dealing." - Kit Car

Falcon Bodied Elva Sports-Racing Car driven by the late Archie Scott-Brown at Oulton Park Picture by Autosport

FALCON to ELVA to GEMINI - part of British Kit History

* Total Pedigree
* An alternative to angular seven type shapes

* Rounded tail section - as per original Elva
* Kit checked out by TUV Engineers for SMMT long before SVA
* Demonstrator SVA Approved- Customer Builds SVA passed

* Seat belt anchorages - EC Testing done on Rig at STATUS. No modifications - first time pass

* Bodyshell can be fitted to an original Falcon or Elva

* Conversely, chassis can be made to update an original Falcon and retain the identity
* Various power options and interesting ones fitted as "one-off" where possible. This is back to the roots of kit building
* Road, sprint or track - help given based on experience in all forms of motorsport
* Keen on price - buy the basics and do your own thing.

Budget builds completed from as little as £3,250

* Use a donor to gain a non 0 registration. Donor parts keep costs down

Powered by Rover V8 Flip-front bonnet option

Santa Pod Drag Strip

Bill Batley: Winner of 1st Ultimate Street Legal Comp on The Strip, 0-60 in 4 seconds. Standing quarter mile in 12.8 seconds
PART OF BRITISH KIT HISTORY
Top: Hood, single hoop frame & sidescreens
Above: Detachable hardtop & sidescreens

Rounded tail section
Boot area to stow spare wheel/luggage
Fit chrome rack for additional capacity
Customer: ............................................................... I agree to abide by the conditions of sale

Address: ........................................................................................................ Signature: ............................................................... 

Tel: Home ........................................ Work .................................................. Date: ............................................................... 

Engine ................................................................. Deposit: £ ............................................................... 

Gearbox ................................................................. Date Goods Required: ............................................................... 

Parts Required: 

......................................................................................... Delivery Required: Yes/No ............................................................... 
......................................................................................... Body Colour: ............................................................... 
......................................................................................... Bonnet Style ............................................................... 

Special Requirements: ............................................................... 

Parts Required: 

......................................................................................... Total Amount: £ ............................................................... 
......................................................................................... VAT @ % 
......................................................................................... Less Deposit £ ............................................................... 

......................................................................................... Balance £ ............................................................... 

Where did you first see Gemini? ............................................................... 

......................................................................................... Would you be prepared to allow potential customers to view your kit? YES/NO 

......................................................................................... Do you intend to race your kit? YES/NO 

......................................................................................... Have you previously built a kit? YES/NO 

......................................................................................... If so, which model ............................................................... 

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