



5. Position a centre lock nut on the outside face of the rim and draw round with a marker pen



6. Using a scotch pad sander on a slow speed, sand inside the marked area creating a flat spot face, removing the painted surface.



Note - Do NOT use a sanding disk as too much material will be removed.

Half Complete



7. Outside of wheel complete

Issued by-
Alex Suggitt (07th June 2011)
Championship Co-Ordinator
For and on behalf of Ginetta Cars

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The following amendments shall be made for the 2011 Ginetta GT Supercup with immediate affect:

Oil Temp Issue:-

Ginetta will issue larger oil coolers to teams at Croft which should reduce the high oil temperatures which we saw on some cars at Oulton.

Air inlet trumpet bolts:-

Would teams urgently check all inlet trumpet bolts inside the 2 plenum chambers, accessible by removing the lids?

Engine trumpets have 3 possible fixing methods; either cap heads, cap heads with nuts or stud and nut fixings. Whichever method has been used, please ensure all fixings are tight and in the case of only cap heads that silicone is also used to prevent bolts going into the inlet causing an engine failure.

Ginetta plan to update all engines to stud and nut fixings in the gap following the next race and will make arrangements with teams to undertake this work.

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Replace Radiator Cap

It is permitted to replace the standard radiator cap with a motorsport type radiator cap of the same fitting. Max pressure of the cap must not exceed 25psi.

These are now available from stores quoting the following part number G50ZP0015.

Rear Master Cylinder Size

Following testing, Ginetta have decided to allow the **Rear** Master Cylinder to be altered from a 0.70" to a 0.75" diameter, thus reducing the braking force at the rear, moving the bias forward.

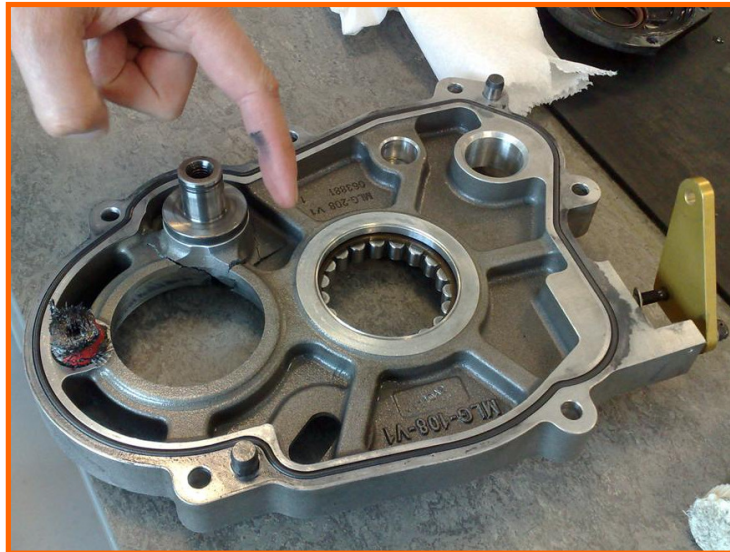
Part numbers for ordering the master cylinders can be found below:-

- 0.70" - 64067884
- 0.75" - 64067620

Either **REAR** master cylinder is legal for the G50 and G55, but the front must use the 0.7".

Hewland MLG Gearbox - Reverse Selection

It has been brought to the attention of Ginetta that the new Hewland Gearbox, although very robust, does require some mechanical sympathy when selecting reverse. When reverse has been selected over-aggressively or at high revs, we have seen cracking of the casing, resulting in total failure of the gear.



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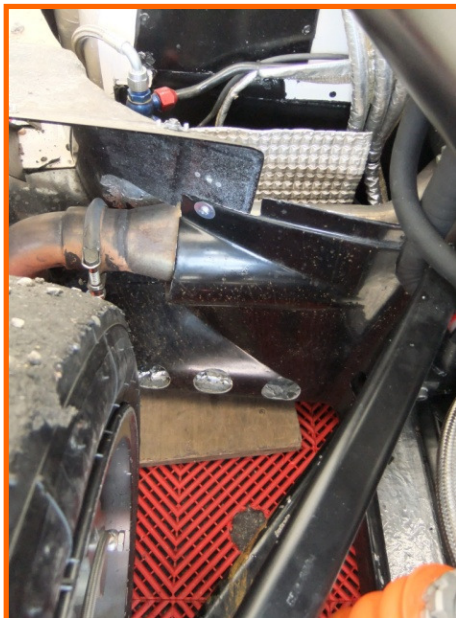
Master Cylinder Temperatures

Ginetta have become aware that the master cylinders are becoming very hot, under race conditions, potentially leading to a loss of performance.

To combat the above, Ginetta will allow the cutting of 3 holes in the master cylinder cover panel, which may be no larger than 50mm in diameter.

The holes should be cut directly in front of each of the master cylinders and can be seen in the pictures below.

This bulletin takes immediate effect so the modification should be undertaken immediately.



High Oil Temperatures

Ginetta G55's have recently been seeing high oil temps in high ambient temperatures. Following preliminary tests, Ginetta have found that sealing the radiator to the crash structure, using tape or similar, channels the air flow more efficiently, improving cooling both through the radiator and oil cooler.

For further instruction or advice, please see the Ginetta technical team.

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20/05/2011



Ginetta GT Supercup Drivers / Teams,

Hewland Input Shafts

Ginetta have noticed that the tolerance on the Hewland input shaft is slightly tighter than the previous installation and we have noticed the possibility that it can stick on the spigot bearing.

Please ensure that when the engine and box are separated, the input shaft does not pull off its snap ring which could cause a major oil leak as the shaft can work forward and drop off the oil seal shoulder.

Please check the input shaft is fully in position before refitting the gearbox and copaslip or similar is used to lightly lubricate the end of the shaft.

If the bearing has shown signs of sticking, use very fine emery cloth (600grit approx) to help the situation. Minimum shaft size should be 14.98mm measured with a micrometer.

The correct measurement for the input shaft from its end to the boss on the gearbox is 190mm - if the shaft has popped off the snap ring, lightly tap it back into place with a soft hammer avoiding any damage to the shaft.

Hewland Gearboxes for G50 cars

It was stated in previous correspondence that the G50 cars within the Ginetta GT Supercup would have to upgrade to the Hewland gearbox after round three of the Championship. Due to supply issues, it has been decided that G50's will no longer have to upgrade to this gearbox at any point this season.

Issued by-

Max Gregory (20th May 2011)

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