



Technical Notes – No. 022

Make – GINETTA

Model – G4R



Applicable to Period F – Precision / GTP1

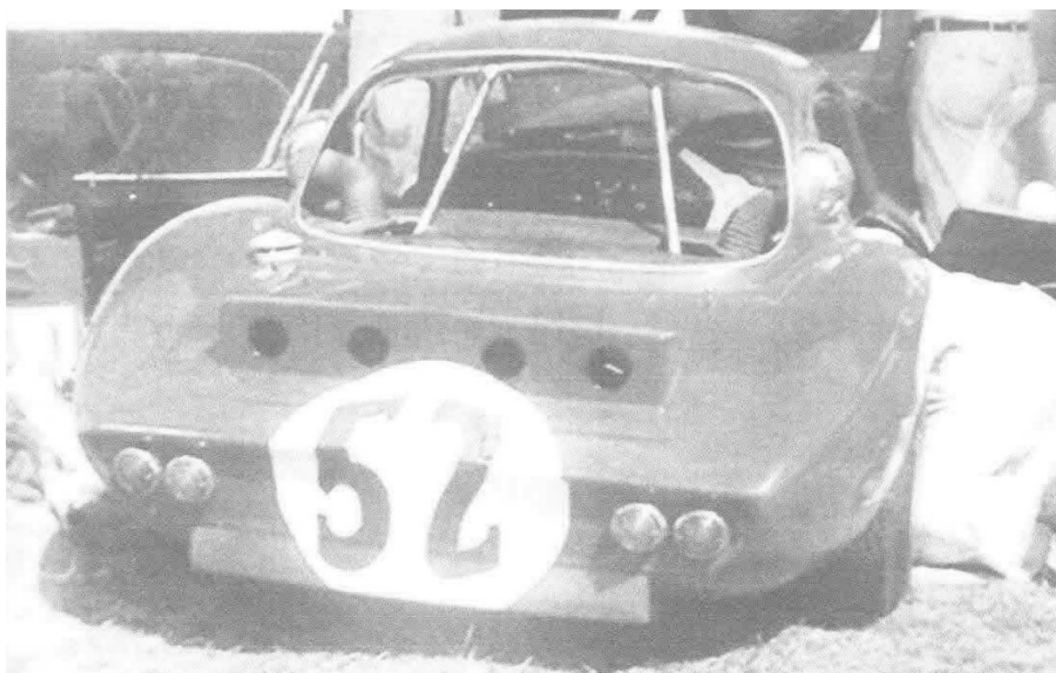
Issue #2

No Homologation is applicable to this car, as a GTP1, the car must conform entirely to the reference period specification of the 1965 Sebring 12 Hours race for the body and technical aspects as per the images supplied herein this document and table hereafter.

Item		Appendix K	Restriction
1.	Wheelbase	2034mm	
2.	Front Track	1225mm	
3.	Rear Track	1285mm	
4.	Minimum Weight	525kg	580kg
5.	Maximum Fuel Capacity	110 litres	
6.	Chassis	Tubular	Steel only See Note 1 – ROPS Guidance
7.	Brakes	Front Girling AR Solid discs 254x10mm Rear Girling Type 10 Solid discs 254x10mm	
8.	Suspension	Front Double wishbones Non-adjustable anti roll bar Rear Adjustable length top wishbone, non-adjustable lower wishbone, with adjustable lower link Non-adjustable anti roll bar	No uniballs, all suspension must be on bushes. Dampers must be single adjustable fixed platforms coilovers. No double adjustable units or gas dampers. Rear uprights, fabricated steel only, see Note 2
9.	Bodywork	Fibreglass	
10.	Wheels & Tyres	13x6" FR and RE	
11.	Dashboard	Period specification	
12.	Steering	Rack & Pinion	
13.	Engine	Ford Twin-Cam 1720cc (85x75.80mm) Dry sump	Dry sump tank must be fitted in the boot section. Single oil cooler in engine bay only.
14.	Ignition	Distributor/Coil/Breakers	Electronic Magic eye authorized.
15.	REV limitation	MSD 6AL (ref: MSD PN 6425 or 6420) mandatory. Set @8000RPM	
16.	Intake	2x Weber 45 DCOE	
17.	Exhaust	See Note 3	
18.	Clutch	Single plate, slave cylinder	No concentric mechanism allowed
19.	Gearbox	4-speed and reverse Ford 4 Synchro Straight cut allowed	No dog engagement allowed. No oil cooler allowed.
20.	Differential	See Note 4	No oil cooler allowed.

ADDITIONAL NOTES

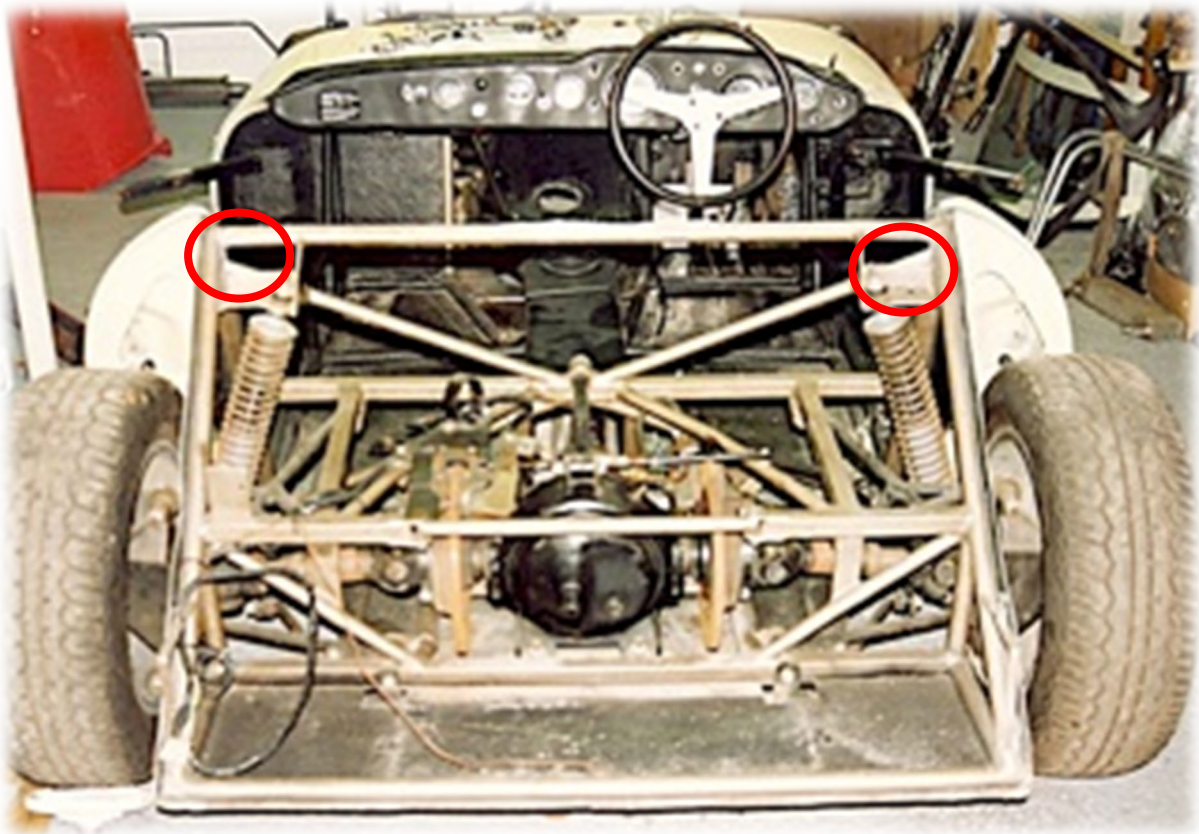
BODYWORK



ADDITIONAL NOTES

Note 1 & 4 – Chassis & Differential

A period correct Ginetta G4 chassis to be used for conversion to G4R specification does not sport enough support tubing to fit the 6-point mandatory ROPS for Period F racing cars. The FIA therefore allows a 4 point structure to cover for the cockpit section, with a forward stay from the main tube fitted at the rear firewall – red circles below – going down to the passenger footwell.



Differential

As per the above picture axle, the Ginetta G4R rear rear differential was made very simple. The housing was made of a cut steel solid axle, with welded outside bearing cups where the Girling type 10 were mounted as inboard calipers.

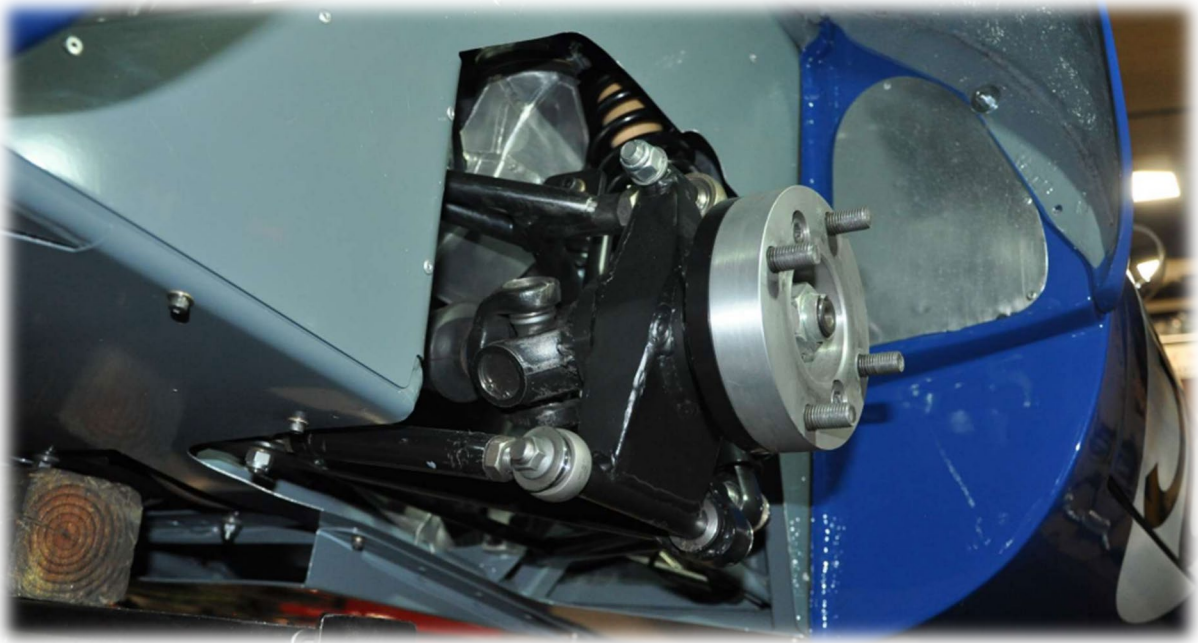
No aluminium differential housing may be used | Internal, Salisbury Powr-Lock LSD



ADDITIONAL NOTES

Note 2 – Rear Uprights

Fabricated steel.



Note 3 – Exhaust manifold

The assembly consists of two Double-Y into 1, of the like of the Lotus Elan, etc.

As per below period image of the Sebring car.

