



EVENT DRIVER DEBRIEFING CAR #708 or #709

DEBRIEFING POST-EVENT

TRACK	LE MANS
EVENT	LM TEST DAY & RACE
DRIVER	Dumas R

1. MECHANICALLY (engine – gearbox – clutch – steering – suspension – etc.)

engine:the overall power seems to be good but we are really bad when we release the speed limiteur or FCYreally bad. The lack of the turbo is really big at this point.

gearbox: during the race i had 2 times no gears between 5TH to 6 th I pulled the clutch pedal and upshifted again and after all was ok .

Steering: no problem at all

suspension: no problem and quite ok over curbs

electric loom:during the race i had 2 times a big electrical cutthe loom i think still a weak point on this car

2. BRAKING (feeling – balance – wheel locks – etc.)

All good . good job

3. TIRES (management – consistency – grip level – etc.)

very difficult point below 1.75 bar you have no grip at all and more than 1.90 you are loosing performance.

The strange point for me is to go from 1.5 under safety car to 1.9 in 2 laps

As soon as it is humid we are on ice

4. MECHANICAL BALANCE

In mechanical grip the car is very good except for traction. Who could be better....

5. AERO BALANCE & DOWNFORCE LEVEL

in aero balance we didn't understand somethingmy car was really difficult to drive all the practice , quali, and the first half of the race and suddenly became faster and faster on the last sector

anyway the rear is still since day one the limiting factor.

6. TRACTION CONTROL (traction, slip & gain settings, etc.)

TC was possibly better but too difficult to understand when you are driving. i explain:smaller numbers need to be fo less tc / bigger numbers for more tc now it's different and by driving you never know what to do

7. SYSTEMS



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Launch control is too slow and the clutch is still difficult to modulate when you have a car in front.

upshift is nearly good/ downshift perfect

8. COCKPIT (seat, pedal, cooling,...)

washer did not work

camera did not work

radio a disaster

ventilation need some filters to avoid dust inside the car

9. DRIVING PERFORMANCE (your own analysis)

We are loosing on fast corners . If we understand how the downforce is working on the car we will be good.

Also we need to gain weight.....mainly on the rear , to try to have a better weight distribution

10. RACE STRATEGY (your point of view)

As I already said in Portimao, engineers need to be at the wall to see the weather.....and the other team in terms of strategy.

2 exemples during the race in car 709 :

-i had to slow down for a slow zone in front of the box at the start finish line but in fact i was already just at the exit of the zonefrom the tv you can't judge exactly my position..in this case you could see from outside

- alpine fitted inter tyres when it was mixed conditions..our car pitted and restarted with new slicks .if you see the cars around you it can help in your decision (drivers and engineer)

At the end Toyota , porsche, ferrari, united, jota, are all at the wall

11. LOGISTICS (travel – hotel – team – etc.)

need a better plan during the week for meeting /driver change/ ect. timing is not often respected

12. ADDITIONAL NOTES & COMMENTS

Congrats to all of you. when you see where we started from and nowgood job