MEETING MINUTES

Doc Status	**FINAL**	Draft	To be approved	Document date	**13/08/2021**
Doc Classification	**CONFIDENTIAL**	Reserved	Internal	Public		Revision	**00**

Meeting Information

Project	**P074 WEC Hypercar**	Main Topic	**LM test briefing**
Meeting Owner	Stefano Rapisarda	Meeting frequency	
Meeting date	13/08/2021	Place	**Meeting Room**
Start time	11.00	End time	**12.00**

Distribution List

NAme - Area	Attendees	Company	See attendees list
	Technical Direction		Podium Engineering srl
	Project Management		Podium Engineering srl
	Others		

Attendees List

Name	Role	Present	Notes
Luca Ciancetti	Team Principal	☒Y ☐N	
Marco Pastorino	Sporting Director	☒Y ☐N	
Jan Lange	Support Engineer	☒Y ☐N	
Alberto Sugliano	Support Engineer	☒Y ☐N	
Stefano Rapisarda	Performance Engineer	☒Y ☐N	
Bruno Corbe	Race Engineer 708	☒Y ☐N	
Christope Boittin	Race Engineer 709	☒Y ☐N	
Fabio Vitti	Data Engineer 708	☒Y ☐N	
Matteo Paganini	Data Engineer 709	☒Y ☐N	
Igor Zanetti	Engine Engineer 708	☒Y ☐N	
Adrien Ferrand	Engine Engineer 709	☒Y ☐N	
Massimiliano Turco	System Engineer 708	☒Y ☐N	
Samuele Becchia	System Engineer 709	☒Y ☐N	
Filippo Ramaciotti	Strategy Engineer 708	☒Y ☐N	
Marco Rossini	Strategy Engineer 709	☒Y ☐N	

1. AGENDA – Discussion points

N°	TIMING	TOPIC	SPEAKER

PODIUM ADVANCED TECHNOLOGIES

Ver 0

2. MEETING MINUTES

N°	TOPIC	AGREED ACTIONS	RESPONSIBLE
1	Cockpit Cooling	Some changes has been implemented regarding the cockpit cooling system. Routing of ducts has been changed as suggested by the drivers, a helmet connection has been implemented and we have options to use or not a small AC unit for helmet cooling.	
2	Brake Cooling	Updates regarding brake ducts has been validated on a test bench, to be defined if and how much we can modify the system for the race according to FIA. Main updates are: - Lip between drum and backplate - Mesh in front of the inlet ducts - Donuts on the outboard side of the disk Discussion with FIA will e done today at 2 PM.	
3	Day/night mode rear view mirror.	Will be done with a tinted foil onto the reflective surface, two levels of darkness. The idea is to start with tinted foil on and then remove it on the morning of the day after. Test to understand if tinted foil can be an issue from the start to the beginning of the night.	
4	Driver seat	Gustavo have just the insert for 708. On Sunday test he will drive on 708.	
5	Driver Helper	Chief mechanics will do driver helper, Griimmi and Jens to do the lollipop man.	
6	Rear View Camera	New lens to change the focus of the camera and have wider field of view.	
7	Parts mileage	Agreed target for the test day is 1000km. When we change something on the cars, we need to inform FIA through the web based system. Any change must be communicated to Marco Pastorino as soon as possible.	
8	Engine Calibration	- Focus will be on throttle map and will be done on 709. - Secondary items will be anti-lag and TC. - FCY and PIT lim will be tested to catch the limit speed. - Gearbox calibration can be another topic with the support of Megaline, data can be shared also with Xtrac, is not a priority. - Launch control we will start with previous version that is smooter. - Engine kill will not be automatic for the moment.	
9	Engine	Spark plug will be changed before the warm-up but the limit is 5000km. To be defined if we will need to have a spark plug change during the race. This will take at least 5 minutes.	

10	Meeting Management	Data engineers prepares all the data for the sessions debriefs to make it easier.	
11	Engine Repair practice	Not much time to practice engine parts swap for the race. The choice is to avoid trials but be ready with everything in case. A plan needs to be done simulating it without moving parts but just to define the sequence needed.	
12	Debries blocking radiators flow	Rubber sticking to the water cooler duct mesh is raising the engine water temperature. Needs to be find out how to remove debries in a more effective manner.	
13	Marelli Antenna	Problems in Monza has been analysed and some improvements has been done on the wiring loom. Testing will say if the solution is working.	
14	Refuelling Rate	A procedure to fill the car needs to be defined to avoid problems. Refuelling rate test cannot be performed because of the storage of the fuel drained out of the car. This activity will be planned throughout the sessions in the most efficient way to avoid wasting fuel.	

3. Annexes and References

- …..