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Doc Classification	**CONFIDENTIAL** | Reserved | Internal | Public |	*Revision*	**00**

Meeting Information

Project	**P074 WEC Hypercar**	*Main Topic*	**LM test debriefing**
Meeting Owner	Stefano Rapisarda	*Meeting frequency*	
Meeting date	17/08/2021	*Place*	**Meeting Room**
Start time	19.30	*End time*	**20.00**

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	
Jens Hagelauer	Operations Manager	☒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

2. MEETING MINUTES

N°	TOPIC	AGREED ACTIONS	RESPONSIBLE
1	Traction Control	Last comments from Richard is that is working smoothly, still too conservative but this can also depend on tire status. Development is still work in progress, will be carried on on 709. On 708 will be uploaded the current version of TC with some more modifications.	
2	Engine Calibraton	Needed to check the calibration with the new sparkplug model. Initially will be done on 709 and then during the last hours will be updated also on 708. Additional improvement is expected on downshifting, this should become smoother and quicker. Inconsistency was due to the fact that the gearshift actuator block the actuation in case of the downshifting is requested at to high revs to avoid overrevving the engine.	
3	Clutch and Launch Control	Feedback from both Megaline and ZF has been received and some improvements will be implemented tomorrow. Main focus is to ease the pull out from the pit stand, still needed to keep the throttle 100% pushed and the release time requested is around 2”. Most of the bad launches are due t the fact that the throttle is not 100%.	
4	Footplates	Floor is narrower than the 3D model. The footplate will be trimmed as much as is needed for safety reasons.	
5	Brake System	The wear at the end of the race will be really on the edge. Going to 59% of front brake bias it will help, but the rear brake temp can be an issue. Shield for the calipers will be removed since on major advantages has been registered. Ceramic caps cannot fit inside the caliper with brand new disks and pads. Brake change training set a time of around 50” to do the change, plus the time to get in and out the box the total time is around 1’30”. Hot brake change will be done in some practice session. LVDT can be used to understand the status of brake wear. Tomorrow a meeting with Ap will take place, procedure for bed in will be discussed together with	
6	Rear view mirrors	Both cars complain on the rear view mirrors darkness. Rear view camera will be updated on both cars with the same details.	
7	Bodywork protective wrapping	Tinted foil will be installed on windscreens to avoid problems on sunset. Protective layer will be kept.	
8	FIA feedback	- Footplate modification approved - Brake cooling modification approved - Spark plug change approved - Cockpit cooling still to be approved, needed the CFD results	
9	Strategy	Main points to be investigated are : - Refuelling rates - Energy consumption target to the drivers (FP1) - Fuel consumption investigation	
10	Headlights in pitlane	Brightness of headlights has been reduced for tomorrow practice.	

11	Quali and Hyperpole	No car into the garage during quali. No lift the car to go into the garage at the end of the session. Tires for the Hyperpole are more than the 2 extra sets, FP sets can be carried over.	
12	Run plan 709	Main points are: - Race pace simulation - Quali simulation - Maintenance and pit stop practice for mechanics - Get data about brake wear - Try the performance of both bodywork sets	
13	Run plan 708	Main points are: - Tire compound selection, mix compound will be used SH/MH - Bodywork performance verification for both bodywork sets - Set up adjustment - Triple stint the tires - Full SH set to simulate the quali - Mileage of engine can be an issue, since has been repaired but is not said it will last 1000km. Target mileage for FP1 is 450 km.	

3. Annexes and References

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