



## EVENT DRIVER DEBRIEFING CAR #708 or #709

## DEBRIEFING POST-EVENT

TRACK	LE MANS
EVENT	LM TEST DAY & RACE
DRIVER	Ryan Briscoe

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

Engine: Good all race long. Still some slight anti-lag after long coast periods.

Gearbox: Shifting got progressively worse throughout the race with dog-to-dogs becoming a bit more frequent. Often had “D” alarm on upshifts without feeling anything. Sometimes had very rough upshifts without an alarm at all. Had some shifting problems on the test day that were fixed with a recalibration from megaline.

Clutch: No issues except for very slow launches out of the pit box with a lot of slipping as to not stall. Feels like we need more power to the wheels.

Suspension: Feels like the rear geometry is making the rear wheels toe-out under acceleration. The car is a bit “darty” on the straights too which also makes it feel like the rear wheels are toed out.

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

Really strong and consistent all race long. During my last stint I started to feel a very small vibration on the brake pedal but performance was still good.

No Brake change in the race was amazing! Great job adjusting from Monza!

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

Split compounds with the MH on the rear gave a much better roll platform to the back of the car which felt a lot stronger in all the high speed corners. There was less rear grip in the slow corners though which caused some rear wheel locking into the chicanes and quite poor traction. The MH platform with the grip of the SH would have been ideal.

Pressures: At low pressures the car is almost undrivable. The feeling of the rear wheels being toed out is massively amplified and you just can't lean on them. When our pressures went above 1.95 there was a loss in grip, but the feeling was not bad like with low pressures.

We really need to push Michelin for the new Casing we tested in Aragon.

**4. MECHANICAL BALANCE**

Massive improvement in general balance and platform after we came up to the 1350 rear springs. It was so much better than the 1200's that I would suggest trying to balance the car with 1400 or 1500 rear springs moving forward.

I would have liked the rear to be stronger on power everywhere, at all speeds. This feels tire and geometry related.

Balance didn't really change throughout the race, just gained overall grip as rubber went down.

**5. AERO BALANCE & DOWNFORCE LEVEL**

Downforce felt light and the highspeed balance was not good enough in the rear.

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

It was tuned nicely for all of our optimal grip conditions. When we went to the MH tire at the end of the race and traction was not quite as good, I couldn't tune the Traction Control to adapt to the



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lower grip. This was also the case when I had the rain on slick tires where the traction control was not helping me at all. I found the settings to be very confusing to adjust and counter intuitive. Until the race I had always felt that going UP on Slip would give me more lateral support for longer, but in the race I did not get this result from going up on slip. In positions 4 to 6 on Slip and Gain the traction control was working very nicely in normal grip conditions, but in any other settings or levels of grip then it was not working well. We need a much larger operating window.

### 7. SYSTEMS

Auto-Kill: Worked well but I would have liked to be able to activate it earlier in pitlane.

Auto-Start: No problem.

FCY 80kph: Losing a lot of time to LMP2 cars (I would say 3 to 4 seconds per Slow Zone). It was probably only 1 to 2 kph but at that speed and the length of the zones the time added up. Having the ability to adjust our speed on the wheel would be awesome. (I've had this in the past at Le Mans)

Pit Speed lights: Having the Cabin lights come on at pit entry was not ideal for visibility.

WASH: Wipers would turn but no washer fluid was coming out.

Rear View Camera: It was on for my first hour in the car but that was it.

FIA Display: This never worked in the race.

Radio: Good in the race except for near Mulsanne corner.

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

No problems. I preferred to use a small soft pad to sit on as an insert as opposed to my larger insert made by the seat company. It worked well for me. At the end of the race there was something sticky at the base of the dead pedal that was making my foot stick awkwardly.

### 9. DRIVING PERFORMANCE (your own analysis)

I felt terrible during my stint in the damp conditions and found the car to be so hard to drive I was getting passed by GT's. I wish I would have asked for Intermediate tires but it was hard to know what the weather was doing from my position.

### 10. RACE STRATEGY (your point of view)

I was happy with our stint lengths and the information received for energy usage per lap. I would probably want an "Energy Remaining" display on the dash in the future. I would expect with a stronger rear tire next year we would easily go for quadruple stints.

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

All good for me. With a bit better planning we could have saved some money by sharing rental cars.

### 12. ADDITIONAL NOTES & COMMENTS

We obviously have things to improve on, but I have to say that what was achieved by everyone involved was absolutely incredible! Both cars stayed out of the garage and ran strong right to the chequered flag. Congratulations Team on this huge accomplishment! I was proud to be a part of this momentous accomplishment. THANK YOU!