SCUDERIA CAMERON GLICKENHAUS

EVENT DRIVER DEBRIEFING CAR #708 or #709

DEBRIEFING POST-EVENT

TRACK	LE MANS
EVENT	LM TEST DAY & RACE
DRIVER	Richard Westbrook

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

Preferred the race strategy on the clutch. It allowed a more aggressive release and less slip which made for a quicker acceleration from the box. Anti stall did not work during the spin in the wet.

Apart from the water temperature issues there was no problems with the engine. In hindsight I think to keep temperatures down it was better to just keep revs down and short shift rather than just lift and coast which was not so effective. The engine needed the air from the high speed otherwise it cooked very quickly. Oil pressure alarm came on during the cool down lap.

Upshifting and downshifting was strong for whole race. `One time I got neutral going down 3rd to 2nd and several times I would get "D" on dash during downshift even though I was not dog to dog

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

Brakes were very bad in wet conditions. Despite going 10-20 clicks rearward it is too easy to lock the fronts. Once they are locked no amount of modulation will release it and it is very difficult to drive in this situation. Brakes become very cold as you solely rely on engine braking until the track conditions improve and allow some more brake force. Very similar feeling to Vallelunga in the dry when we were unable to generate front tire temp running square sets of tires. Scared to touch the brake pedal slow speed and cannot generate any front tire load.

In the dry I was very happy with braking performance and despite there being an increase in pedal travel the performance stayed strong for 24hours. Noticeable how the brakes would not get cold during a pit stop compared to Monza. A big difference.

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

Wet tires) Massive understeer which got worse as you could not touch the brake and generate any load in front tires. Rear drying wets felt OK but a lot of movement versus the front in high speed. Similar to slicks we need a split set in the wet to generate more front load and temperature.

Drys) A big change in car behaviour when switching from SC/SH to SH/MH and maybe gives us a good direction in developing the tire for the future. When just talking about the rears the SH generally has a much better slow speed grip for combined and in-line traction. Highspeed however, the MH produces much better stability which transfers into grip especially in the Porsche curves where it was a massive improvement to the soft. This increase in stability does not help grip in the slow to medium speed where you couldn't load the tire enough as it felt too stiff and it became very snappy at tip in especially exit of two Mulsannne chicanes.

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Going forward you would want the compound of the soft with less spring rate than the medium tire has but a strong side wall to help this high speed stability. If that makes sense? Or another way of describing it the soft has a good compound and construction but not enough side wall stiffness. The mediums compound is too hard as is the construction but the side wall support works with this combination. To add further proof to this the car is much too sensitive over bumps on the medium versus the softs. Having got used to the softs during the night it was a big change in overall compliance when we switched to the mediums. Ride over kerbs and bumps were more aggressive and worse.

4. MECHANICAL BALANCE

Tire dependent as I explained above but generally the car had low speed understeer and high speed rear instability (except on the mediums). Snappy low and medium speed rear with the mediums. Balance got better as fuel load came down, a lot of US in first 3 laps of a full stint run.

5. AERO BALANCE & DOWNFORCE LEVEL

Very difficult to use the aero when track grip is low but as rubber comes down and track evolution occurs you can really start to feel and use the aero of the car more and more, especially on the mediums that were not giving up stability at high speed. The aero on this car is so sensitive as I was trying to explain to Mark and James. Its almost like a switch from no aero to speeds below 5th gear to generating something acceptable at anything above 5th gear. This switch can easily turn off though during change of direction (into Karting corner) or loss of stability from the soft tire. If we could keep the aero for longer and not have so much sensitivity AND produce some aero at medium speed corners it would be a big improvement. At very high speed the dynamic rake is clearly producing some DF but at speeds below 200kph you feel nothing on the front nose and the feeling is all the air is passing underneath the car.

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

Felt like it was tuned nicely for the soft tire which had a better compliance over kerbs and a better low speed combined traction. On the mediums it allowed too much slip at tip-in in the mulsanne chicanes. Overall a big step from where we had been and finally we have something to work on. Would still prefer less spikes over exit kerbs and a little more initial support at combined loads.

7. SYSTEMS

Probably around 1kph too slow during FCY compared to others. Consider a plus/minus button on dash for driver to adjust in-car during the race.

Camera never worked after first 5 laps of race.

Radio was OK for apart from the dead spot in Mulsanne.

I was under the impression we were going to increase the threshold for the time to select AUTOKILL but this did not happen so once it did not switch off

8. COCKPIT (seat, pedal, cooling,…)

Mirrors too dark for during the day and because we could not use the camera it became an issue with a lot of risk in traffic.

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Cockpit temp is better as is air flow but would definitely consider some cooling through the seat as discussed previously. Didn't feel the need for the air blower so much here but that was because general ambient was much lower.

Dead pedal is too close to driver and because my left leg was so bent my left knee was hitting bottom of steering wheel in left handers.

9. DRIVING PERFORMANCE (your own analysis)

Happy to have survived the wet stint where it was very difficult and would have loved to have some push laps on the mediums at the end which we couldn't do because of the engine issue. Overall satisfied.

10. RACE STRATEGY (your point of view)

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

Would be better if we could get some food in the night.

12. ADDITIONAL NOTES & COMMENTS