

General Comments:**Team:**

I was really impressed with how the team performed it's first Le Mans 24 Hour race. Considering the size of the event, the amount of people and how many things had to be planned I think the team did a phenomenal job. Thank you for that.

Driving:

OK

Driver rotation:

OK

Marketing:

OK

Car Report:**Balance:**

We had a very good and balanced car over the Le Mans Test day with the car more toward the U/s side with a very secure rear end. This was a good starting point to build the confidence and start pushing straight away.

During the race week, we started practices with a similar balance and biggest issue was some U/s in slow speed corners and change of direction - for example Dunlop chicane and mid to exit of the Hunaudières chicanes.

We fixed that with some changes, I think softer front anti roll bar which was positive.

Attacking corner entry was easy with the secure rear but that changed in warm up where all of a sudden the car became a lot more pointy and with a much stronger front end.

Trail braking became more difficult in corners like S de La Foret and the rear was easily coming around the front. This car would have been perfect for a qualy lap in my opinion with new tires but was a bit too much O/s for a 24 Hours race.

We went into the race and still the front was strong which made me change a lot the driving style from practice. I started to focus more on the exit of the corners without trying to carry minimum speed and that seemed to help control the O/s but I had to be very VERY smooth with steering wheel input.

Despite being difficult to drive and to attack the corners entry during the race when in full push mode, with the energy management / lift and coast during the race was easier to drive and having a strong front was good as I could put the car where I wanted when saving energy.

Towards the end of the race as the track had more rubber, the rear started to be a bit more secure and trail braking started to be possible again. But this was only possible in my last 2 stints in the race.

So in general we had a difficult car to attack the corners entry in the race and I had to focus a lot in stopping the car on a straight line before turning the steering wheel, focusing a lot in the exit of the corners. This changed in the end of the race with more grip and I could start to attack a bit more the entry of the corners.

During the rain it was a nightmare. There was absolutely no grip and at moments I was overtaken by some GT cars.

I think we lost a lot of time during the rain so maybe trying to understand why the car is so weak in rainy condition could be important for the future.

Tires:

The only thing I have to say about tires is that we had absolutely NO GRIP when they were under 1.6

The ideal pressure for me was around 1.90.

I had a few stints where the rear was around 2.0 and was also not so bad.

I could manage quite well the triple stints I did and was easily making same lap times in the last stint as I was in the first one. Of course I didn't push too much in the first stint which helped the longevity of the tires.

Aerodynamic:

For sure the car is very pitch sensitive but I feel the downforce balance change between front and rear happens more in medium to slow speed corners and when applying or releasing brakes.

In high speed corners like Porsche curves the front aero is very powerful and I never had U/s in high speed.

Having a more secure rear but keeping the good front for the high speed corners could be something to find easy lap time.

Brakes:

Brake was very good during the race but in my opinion we should have arrived at Le Mans with bedded brakes already (or done at the test day) and we should have never bedded brakes before the race start. In my opinion the reason why Olivier locked the front and crashed into the Toyota was because brakes were not ready yet.

But I have to say I am impressed that they lasted the entire race without fading. This was good.

Cockpit:

The car was really hot in test day, especially at the foot area but it was OK for the race. Maybe a combination of the new window and the weather???

Suspension:

The car was fantastic over the curbs, really good.

Clutch:

Clutch was very good this race weekend. I managed to understand the bite point quite well and this was good.

I had a couple of stints during the race where I stalled coming out of the pit and I have no idea why. In those two moments, the clutch paddle felt different for whatever reason....

Gearbox:

Definitely we had much harsher upshifts with the new gearbox but it lasted the whole race. So this was also good.

Engine:

I think engine was performing well and I am also very surprised with the reliability.

I still think we need to work a lot on TC and electronics. We got to a good working point for this type of track (on the dry) but TC was still cutting way too much and in my opinion there's still a lot to be gained here, especially in corners like Mulsanne and Arnage. I think over half a second in corner exits just because of TC.

It was also horrible during the race when it was wet, especially behind safety car. I had to wheel spin the rear tires to try to keep the temperature but it was impossible, even on a straight line. The TC would have a massive cut and at several times I nearly lost the car trying to keep temperature on the rear tires. I think there's more work to be done on TC for sure.

Throttle response seemed better and not as slow as before but still could be improved in my opinion.

Steering:

All good.

General Comments:

Fantastic race weekend, Thank you very much because I had a lot of fun driving the car in the track.

Other issues:

- Temperature inside the cockpit was Ok but still could be an issue if weather is hot
- TC needs improvement.
- The mirrors were useless during the race. If it wasn't for the camera we would be in trouble.
- WEC Marshall screen finally worked for the race but was an issue during practice.
- Radio was not perfect

I also think it would be important to improve for the future the team debriefs. For example in many occasions we went to the track with changes to our car and to our TC that was tested in the 709 but we didn't know what those changes were.

It was not very clear so I think in the future we need to keep doing debriefs with both cars after each practice or at least a small and quick meeting before each practice to know exactly the changes made to the car.

Travel:

OK

Hotel:

Sorry to say but was REALLY bad. My room had no air condition and we were in the middle of the European summer.

Flights:

OK

Rental Cars: