

DAILY REPTILE

Your Guide to Everything Lizard



RACEDAY SCHEDULE

SATURDAY, APRIL 18, 2009

Time	Activity
6:45 am	Porsche Engine Warmup, Flying Lizard team paddock
7:10	Flying Lizard Drivers in Cars, team paddock
7:30-7:45	ALMS Morning Warmup – all classes
1:00-2:00	Driver autograph session – ALMS paddock
3:00	Porsche Engine Warmup, team paddock
3:30	Flying Lizard Drivers in Cars, team paddock
4:15-5:55	Tequila Patrón American Le Mans Series, Long Beach

Flying Lizard gear available in vendor village at the ALMS trailer

QUALIFYING RESULTS

FRIDAY, APRIL 17, 2009

Time	Car/Team
1:20.111	No. 62 Risi Competizione Ferrari 430
1:20.369	No. 87 Farnbacher Loles Racing Porsche 911 GT3 RSR
1:20.577	No. 45 Flying Lizard Porsche 911 GT3 RSR
1.21.300	No. 92 Rahal Letterman BMW E92 M3
1.21.382	No. 90 Rahal Letterman BMW E92 M3
1.21.805	No. 18 VICI Racing Porsche 911 GT3 RSR
1.22.044	No. 40 Robertson Racing Ford GT-R
1.22.222	No. 17 Team Falken Racing Porsche 911 GT3 RSR

LIZARDS QUALIFY 3rd and 11th

Patrick Long qualified the No. 45 third on the GT2 grid and Seth Neiman in the No. 44 was 11th.

In the 25-minute qualifying session on Friday, Long clocked the third fastest time with a 1:20.577. In the No. 44 Seth Neiman qualified 11th for Saturday's Tequila Patron American Le Mans Series at Long Beach race.

With just four minutes left in qualifying, Long was in third, two-tenths of a second back from the No.

87 Farnbacher Loles Racing Porsche in P2. The No. 62 Risi Competizione Ferrari was in P1, with a 1:20.111. After pitting to check tires, Long returned to the track for another attempt at a fast lap. Unfortunately, on his final flier, Long had to negotiate traffic from a slower GT2 car, settling for third in GT2.

Jaime Melo in the No. 62 Risi Competizione Ferrari is on the GT2 pole.



DRIVER PERSPECTIVE Seth Neiman, No. 44



Seth Neiman, Flying Lizard principal and driver of the No. 44 Porsche reflects on the season so far, "Even in such a difficult economic time, the quality of the racing in the ALMS has never been higher than it is today. Seven manufacturers in GT2 alone – it makes for some intense competition. We're delighted to be here this year for our sixth consecutive season in the ALMS."

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COAST TO COAST: ST. PETE TO LONG BEACH

by Craig Watkins, Flying Lizard Chief Engineer

Flying Lizard (No. 45 with Bergmeister and Long) won their first race of the season in St. Petersburg, Florida on April 4.

At first glance, St. Pete and Long Beach appear similar. Both are temporary street circuits near the water: St. Pete is 1.8 miles and 14 turns and Long Beach is nearly 2 miles, 11 turns. But they vary significantly in road surface, track layout, and environment, requiring very different racing setups.

At Long Beach, the surface is a mix of concrete and asphalt. St. Pete is mostly asphalt. Concrete is more abrasive than asphalt: it is harder to produce mechanical grip on concrete than on asphalt and tire wear is greater.

At Long Beach, one area that's very difficult is the arcing left hand turn (Turn 10) that leads to the slow hairpin turn (Turn 11): it's coarse asphalt and is very hard on the tires. The key is in the camber settings: it's a correlation between the amount of grip and the abrasiveness of the concrete. The goal is maximum grip without overworking the tire.

The track layout at Long Beach is also very different. St. Pete is a mix of medium- and high-speed turns. Long Beach is a mix of very slow turns like the hairpin and very fast sections like the front straight with the arcing right-hand turn. You have to gear the car for both slow turns and speed: GT2 speeds on the

back straight approach 160 mph. It's a compromise: for a slow turn you need lower gears closer together, but you need the high gears to get the speed.

A third variable is the environment. Both St. Pete and Long Beach are near the water, but St. Pete is humid and warm and Long Beach is cooler, with morning fog.

Going into Long Beach, we know what the variables are. What we won't know until our first track session is how they fit together. It's what makes racing so much fun: the mix is always unique; it's our job to figure out how to make this particular combination of factors work to our advantage.

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Go on tour with Flying Lizard for our 2009 ALMS season in this handsome men's tee. The No. 44 and No. 45 Porsches are on the front, on the back is the 2009 schedule. Black, 100% organic cotton tee by AnvilOrganics.

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