



DAILY REPTILE

Your Guide to Everything Lizard

LIME ROCK: TRACK SESSIONS AND FAN ACTIVITIES

FRIDAY, JULY 17, 2009

Time	Activity
10:55	Lizard drivers in cars in the paddock
11:15-12:15	Practice: ALMS (All Classes)
2:10	Lizard drivers in cars in the paddock
2:30-3:30	Practice: ALMS (All Classes)
3:35-3:55	Qualifying: ALMS (GT2/Challenge)
4:00-4:20	Qualifying: ALMS (P1/P2)

SATURDAY, JULY 18, 2009

Time	Activity
9:30 am	Lizard drivers in cars in the paddock
9:50-10:10	Warmup: ALMS (All Classes); TeamRadioLive
12:00-1:00	Driver Autograph Session in the paddock
~1:00 pm	Lizard drivers in cars in the paddock
~1:30	Grid open to fans
2:05-4:50	Northeast Grand Prix; Team Radio Live

Flying Lizard Store Open in the Paddock Fri. to Sat. 9-5

Follow the Team Online: lizardms.com

- Listen to the team radio
- Read the team blog

twitter and Text

- Twitter: @FlyingLizard_MS
- Text: FLMS to 30364

On Facebook



Listen to Team Radio Live on Raceday

- Listen online at lizardms.com
- Tune Your Scanner to



469.6375	Crew No. 44	469.8625	Car No. 44
468.5250	Crew No. 45	469.9625	Car No. 45

FROM LE MANS TO LIME ROCK: BACK IN THE ALMS

The Lizards are back in the U.S. after their fifth run at the 24 Heures du Mans. Unfortunately, the result was not what the team had hoped: the No. 80 Porsche was retired in hour 15 after a serious accident. It was a great disappointment for the Lizards, the No. 80 had started on the pole and was 4th in GT2 at the time.

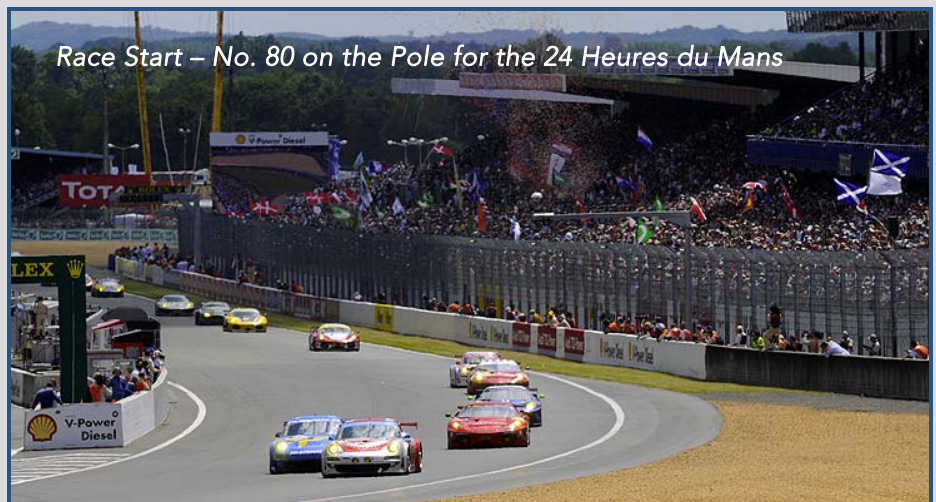
The No. 80, which was the team's No. 44 Porsche in the ALMS, was destroyed in the accident. Last week, the team re-tubbed the Porsche with a new chassis. The new No. 44 is ready for Saturday's race; Seth Neiman and Johannes van Overbeek will be behind the wheel.

In the No. 45 Flying Lizard Porsche, Joerg Bergmeister and Patrick Long will focus on retaining the GT2 championship lead. They are 21 points ahead of Jaime Melo and Pierre Kaffer in the No. 62 Risi Ferrari. Bergmeister

has won at Lime Rock for the last three consecutive years, twice with Flying Lizard (2008 and 2007).

Lizard chief strategist Thomas Blam discussed the competition at Lime Rock: "It's a strong GT2 field and this

will be a tough race. Risi had a very strong showing at Le Mans: a double podium with the No. 82 (No. 62 in ALMS) Ferrari taking the GT2 win. We expect they will have a lot of momentum going into this race."



Race Start – No. 80 on the Pole for the 24 Heures du Mans

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LIME ROCK: HEAT & HUMIDITY VS. ENGINEERS

The race weekend at Lime Rock leaves little time for car setup: there are just two practice sessions before qualifying. The 1.51 mile course is a mix of right and left hand turns with no long straights, presenting a challenge for race engineers.

Flying Lizard chief engineer Craig Watkins explains: "Lime Rock is similar to a street course: it's short and speed is not sustained as it is at a course like Road America. We need to prepare the car for the right hand turns with maximum aero downforce. It's all about maximizing grip because the car spends so much time in turns. But there's also an important left hand turn which sets the driver up for the back straight, so we have to figure that into the mix."

Twenty-four cars are entered for the race. The strong GT2 field counts six manufacturers: Porsche, Ferrari, BMW, Panoz, Dodge and Ford. Watkins added, "That's a lot of cars for Lime Rock. Traffic is a huge

issue: not only do the drivers have to pass the slower cars, but the prototypes will continuously thread through the GT2 field. There's very little passing room; starting position is very important."

Summer at Lime Rock means heat and humidity. Watkins added, "It's hard on the drivers and makes it more difficult to manage our tire performance. The goal is to have tire pressures behave consistently as the tire temperature rises. When it's

humid, moisture builds up in the tire. As the tires warm, the moisture in the air in the tire expands at a different rate than dry air, and the tire pressure increases in a non-linear way. The more humidity in the tire, the more likely that the tire will over-pressure, which reduces grip. To remove the moisture, we fill the tires with nitrogen and then bleed the air and moisture out. In a humid environment, we have to do it continuously to keep the tires at their maximum performance level."



Traffic at the 2008 Northeast Grand Prix

SHOP AT THE FLYING LIZARD STORE HATCH OF THE DAY

New Unstructured Team Hat \$25.00

New for 2009, our team hat is now available in a soft unstructured style. Colors: charcoal (shown at right), black, red, or white. Poly/cotton blend with Spandex for a snug fit. By Flexfit (charcoal) and Outdoor Cap (other colors).



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