



No. 45 Qualifies 2ND in GT2

Joerg Bergmeister qualified the No. 45 Flying Lizard Porsche second in GT2 today for the *Mobil 1 Twelve Hours of Sebring*. In the No. 44, Seth Neiman qualified 13th.

The top three GT2 qualifying times had a spread of less than five tenths of a second, with the No. 87 Farnbacher Loles Racing Porsche taking the pole and the No. 95 Advanced Engineering Pecom Racing Team Ferrari 430 GT in third.

The No. 44 used the qualifying session to continue work on their setup. Neiman added, "We changed our brake compound yesterday and needed more time to get acclimated to it. Darren (Law), Johannes (van Overbeek) and I are pretty happy with the car so far. I'm confident we'll

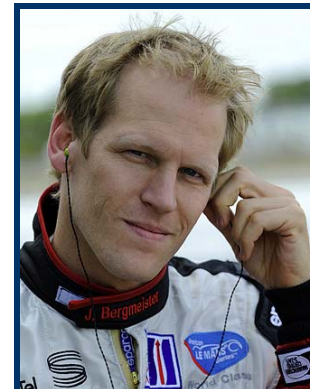
be at a solid race setup by Saturday."

In the No. 45, Flying Lizard drivers Joerg Bergmeister and Patrick Long will be joined by Marc Lieb for the twelve-hour race. Lieb has raced with the Lizards numerous times over the last several years, and was part of the trio who won in GT2 in the No. 45 at Sebring in 2008 (with Bergmeister and Wolf Henzler).

In the No. 44 Flying Lizard Porsche, Neiman, Law and van Overbeek will drive together, heading back to Sebring for an attempt at a second consecutive podium, after the car's second place GT2 finish in 2008.

The Lizards will be on track for the final practice, Friday, at 9:55 am.

DRIVER PERSPECTIVE Jörg Bergmeister, No. 45



"We are very close to our race setup, but it wasn't quite the right balance for qualifying today. We've made a lot of progress during this week's testing and practice: overall the car is performing very well."

GT2 QUALIFYING RESULTS

THURSDAY, MARCH 19, 2009

#	Time	Car/Driver
1	2:03.051	No. 87 Farnbacher Loles Porsche; Dirk Werner
2	2:03.433	No. 45 Flying Lizard Porsche; Joerg Bergmeister
3	2:03.487	No. 95 Advanced Engineering Pecom Racing Team; Gianmaria Bruni

SCHEDULE

FRIDAY MARCH 20, 2009

Time	Activity
9:55-10:55	ALMS Practice Session
10:00 am-6:00 pm	Flying Lizard Store Open Visit us in our paddock area
1:00-2:00	Driver Autograph Session – in paddock
4:00-4:30	Tech Talk, Flying Lizard paddock, fans welcome

FEATURED PHOTO © 2009 BOB CHAPMAN



Roger Reis and Lee Marks Prepare for Qualifying



HATCH OF THE DAY

Women's Flower Tee

\$25.00

A fun flowered print perfect for Florida sun. White, 100% organic cotton. Sizes XS to XL. Available at track only.



DID YOU KNOW?

Marco speaks three languages: German, English, and French.

FEATURED LIZARD

Marco Kastner, Parts Manager

Marco Kastner can usually be found at his desk presiding over the Flying Lizard parts trailer – labeling, recording, counting and distributing the thousands of parts that he manages for the team. Marco joined the Lizards in 2007 and as parts manager, plays a key role in making sure that the Lizard Porsches get and stay on track.

“The Porsche teams in the paddock have a lot of support from Porsche and their parts truck,” said Marco. “But there are so many parts that go into racing RSRs that we

carry a significant amount of backup on our truck. Managing each part – its history, life, status and special requirements is critical.

He added, “Porsche is known for their reliability and it shows in the parts that we use. But you always have to be prepared for the unexpected – it would be a shame to not finish a race because you were missing a fifty-cent part.”

A native of Germany, Marco lives near the Flying Lizard shop in Northern California. When not counting parts, he can be found hiking, running, snowboarding or bowling.

QUALIFYING EXPLAINED

Eric Ingraham, Team Manager & No. 44 Strategist

“Qualifying in the ALMS consists of two short sessions, one for Prototypes and one for GT cars. The cars start the race in the order of the fastest lap times from qualifying. One thing which makes it tricky is that each car must start the race with three of the four tires on which it qualified. So there’s a tradeoff – you can stay out longer during qualifying to try for a faster time, but you then have more wear on the tires for the start of the race. A car can elect to start on all sticker tires, but then must start from the rear of the grid. You often see this if a car has flat spotted tires in qualifying, or if they have qualified poorly and determine that they get more benefit from new tires than losing a position or two at the start.

If qualifying is not held (typically due to rain), IMSA will determine a starting position, usually based on the fastest lap times achieved by each car in previous sessions.”

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