



## COUNTDOWN TO SEBRING

*In 2008 Flying Lizard had one of the best races of their five-year history, finishing one/two at the 08 Mobil 1 Twelve Hours of Sebring. They've been here all week for testing and by the final practice session had the fastest and third fastest lap times in GT2.*

"Success at Sebring boils down to three factors: car reliability, speed, and pit work," said Lizard chief strategist Thomas Blam.

"Reliability is a strong point for Porsche. There's no place it's more important than Sebring; the bumpy course is so tough on cars and drivers. Hit a bump the wrong way and you can do some serious damage."

For 09, Porsche made several changes to the 911 GT3 RSRs. Craig Watkins, Lizard chief engineer, explained. "Aerodynamically, there's more downforce in the front, which should help resolve the understeer

which dogged us in 2008. We also have new-generation Michelin tires for the year. With more downforce on the front, our tire wear rate will be different than last year. The front diffusers are different, the nose has been reconfigured, and the hood has been modified."

Craig continued, "To meet the 09 regulations on cockpit temperature, the car was redesigned for an air conditioning system. The system generates more heat with the air conditioning, which is transferred out by the more efficient nose and hood air ducting."

Eric Ingraham, Lizard team manager, is looking forward to his sixth Sebring: "It's always hard to tell how the field will stack up until the green flag. So far, 09 is shaping up to a great year in GT2. We have one of the deepest fields worldwide in sports car racing – Ferrari, Porsche, BMW, Aston Martin, Corvette, Ford, and Panoz – it will definitely be an exciting twelve hours!"

### DRIVER PERSPECTIVE Darren Law, No. 44



"To be on the podium at Sebring takes an entire team behind you, driving is one piece of it. Flying Lizard is going on their sixth season together and I think it shows. I drive for many different teams and Flying Lizard is one of the most organized programs I've raced with."

## GT2 SESSION RESULTS

### FRIDAY, MARCH 20, 2009, MORNING PRACTICE

#	Time	Car/Driver
1	2:03.722	No. 45 Flying Lizard Porsche; Patrick Long
2	2:03.725	No. 87 Farnbacher Loles Porsche
3	2:03.988	No. 44 Flying Lizard Porsche; Darren Law

## SCHEDULE

### SATURDAY MARCH 21, 2009

Time	Activity
8:00-8:25 am	Morning Warmup
9:00 am-10:00 pm	Flying Lizard Store Open
10:30-10:30	Mobil 1 Twelve Hours of Sebring

FEATURED PHOTO  
© 2009 BOB CHAPMAN



No. 45 and No. 44 in Tandem During Practice



### 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.



# OUR OWN MICHELIN MAN

## Larry Jackson, Race Tire Engineer

Flying Lizard has run Michelin tires on our racecars since we started competing in the ALMS in 2004. Tires are one of the most critical elements of our racing program. We rely on Michelin to provide us with tires suited for the unique conditions of endurance racing and the requirements of the rear-engine Porsches.

At the track, Michelin supports their teams with tire engineers. Our own Michelin man is Larry Jackson, who has worked at Michelin since 1997.

"I have a huge passion for motorsports. Working with the Lizard program pushes us to bring the best



Larry Jackson and Lonnie Tamboury Discuss Tires

tires we can, it's a joy working with them."

When not racing, Larry can be found hanging out with his family in South Carolina.

### DID YOU KNOW?

Larry's first job was managing produce in a grocery store in South Carolina.

# BEFORE THE GREEN FLAG

## Eric Ingraham, Team Manager & No. 44 Strategist Explains Pre-Race Procedures

"At ALMS races, there's a structured pre-race procedure. First, cars line up on the grid, which is formed on the front straight. Before going to the grid, cars are allowed one or more recon laps for a final shakedown. After the recon laps, cars either stop in their pit stall for an adjustment or proceed to the grid. The pit lane exit closes at a specific time before race start; any cars that have not made the grid must start from pit lane. Once the grid is complete, fans are invited onto the grid to meet the drivers and see the cars up close.

ALMS races use a rolling start. First, cars run one or two pace laps behind the pace car. During the pace laps, drivers warm up the cars and remove pickup from the tires. Each race is a double file start: on the final pace lap, race control notifies the drivers to line up double file according to their grid position. The leader starts in the front row on the inside of the first turn, the second position car starts on the front row on the outside, and so on. The goal is a clean race start for the entire field."

## VISIT THE ONLINE STORE

