



## LIZARDS QUALIFY 5<sup>TH</sup> AND 11<sup>TH</sup>

The Flying Lizard No. 45 and No. 44 Porsches qualified fifth and eleventh, respectively for the *Acura Sports Car Challenge of St. Petersburg*.

In the No. 45, Patrick Long had the fifth fastest time of the session, which ended early for the No. 45 when Long slid into the tire wall in Turn 10.

Long said, "We were out there to squeeze every inch out of the car. I did two 1:13.4s in a row, but to move up a position, I knew I'd really have to push it. On my last attempt, I ended up in the tire wall. Luckily, there doesn't appear to be too much

damage to the car, but obviously, it was not the result we wanted out of the session. We still have some balance to find in the car but in qualifying it was the best it's been all day." On the pole is the No. 62 Risi Competizione Ferrari, with a time of 1:12.892 (Jaime Melo).

In the No. 44, Seth Neiman used the session to finalize race setup, and qualified eleventh. Joining Long and Neiman for the race will be Joerg Bergmeister (No. 45) and Darren Law (No. 44). The race starts at 1:20 pm ET on Saturday, April 4. It will be broadcast live on ABC Sports.

### DRIVER PERSPECTIVE Darren Law, No. 44



"I like St. Pete because it's more than just 90 degree 'park it and turn' corners: several high-speed turns are 4<sup>th</sup> gear or faster.

It's good to be back to the sprint race format. It's a different mindset than a 24- or 12 hour race (Daytona and Sebring were my first two races) where you plan for a long race: tomorrow is a flat out sprint with just one planned pit stop."



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## GT2 QUALIFYING RESULTS

FRIDAY, APRIL 3, 2009

#	Time	Car/Driver
1	1:12.892	No. 62 Risi Competizione Ferrari
2	1:13.173	No. 87 Farnbacher Loles Porsche
3	1:13.267	No. 90 BMW Rahal Letterman Racing Team

## SCHEDULE

SATURDAY APRIL 4, 2009

Time	Activity
9:20-9:40 am	Morning Warmup
9:00 am-10:00 pm	Flying Lizard Store Open
~ 1:00 pm	Grid open to fans
1:20-3:15	Acura Sports Car Challenge of St. Petersburg

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A Flying Lizard at Sebring, 2009



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# ST. PETE: THE GREAT EQUALIZER

by Flying Lizard Chief Engineer Craig Watkins

*Succeeding on a street course requires a mix of skill, courage and luck on the part of the driver.* The car design also plays an important role, whether it's a front engine, mid-engine or rear-engine racecar. In GT2, the Porsche 911 GT3 RSR is a rear-engine design. The BMW, Panoz, Viper, and Corvette are front-engine design. The Ferrari 430 and Ford GTs are mid-engine design.

At St. Pete there are multiple hard braking turns and two high-speed turns. The Porsche 911, with the weight in the rear of the car, is well-suited to this type of course because it is very good under braking and turning in: a driver can brake late and hard into a turn and then accelerate quickly out of the turn. A front engine car performs well in higher speed, quick-transition turns that requires less braking. A mid-engine car is the most balanced of the GT2 cars to drive because of the neutral weight distribution, so it performs well in

transitions, and in the case of the Ferrari, handles better than the Porsche over bumps.

The rear engine weight can also be a disadvantage. For example, double stinting tires during a short race can gain 10 seconds or more. The 911s are hard on the rear tires, and historically have not been able to double stint tires without losing lap speed. The Ferraris, which are more balanced, are more successful at double stinting. The concrete and bumps of street course usually mean higher rate of tire wear than a paved road course. So even though the St. Pete race is short and laps are short (1.8 miles), double stinting may not be possible here for the Porsches.

In terms of aero, rear and the mid-engine race cars tend to have an advantage. The 911s are very aerodynamic and so are the Ferraris and the Ford GTs. You can achieve a lower hood line with a rear or mid-

engine car because you don't have to work around the engine. Aero is not critical at a street course, but it can make a huge difference at a high speed track like Road America.

St. Pete is a high-consequence track. If a driver makes a mistake, the chances of making contact with something are extremely high. Speeds are slightly lower than at a road course, which tends to even out performance among the cars.

And with the many hard braking turns, the 911's ability to exit a turn with little wheel spin and quickly power down can be an advantage over a car with less weight on the rear wheels.

A temporary street course, a short race, a large GT2 field with six manufacturers and three car platforms – it adds up to an ideal racing mix in which no team has a home field advantage and no car has an outright technical advantage.

# BEFORE THE GREEN FLAG

by Eric Ingraham, Team Manager, No. 44 Strategist

ALMS races have a structured pre-race procedure. Before going to the grid (usually formed on the front straight), cars are allowed one or more recon laps. After the recon laps, cars either stop in their pit stall for an adjustment or proceed to the grid. The pit lane exit closes before race start; cars that have not made the grid must start from pit lane.

ALMS races use a rolling start. First, cars run one or two pace laps: drivers warm up the cars and remove pickup. The race start is double file: on the final pace lap, the drivers 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.

