



INDIVIDUAL TIMES - QUALIFYING SESSION #4

**159** Josh Tarantino  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>40.732</del>	20.106	20.626	-
2	12.816	18.952	20.126	51.894
3	13.172	19.083	19.870	52.125
4	12.640	21.426	27.287	1:01.353
5	<del>12.415</del>	19.237	<del>18.905</del>	<del>50.557</del>
6	12.720	19.233	36.008	1:07.961
7	-	-	20.722	48.173
8	13.085	<del>18.844</del>	18.915	50.844
9	-	-	37.190	1:38.008
10	-	-	25.140	59.785
11	12.443	1:08.479	41.999	2:02.921
12	13.335	29.955	27.743	1:11.033
13	20.796	24.830	25.530	1:11.156
14	21.624	20.390	37.871	1:19.885
AVG	12.828	19.659	19.861	52.230
IDEAL	12.415	18.844	18.905	50.164

**277** Ryan Newton  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>46.256</del>	25.261	20.995	-
2	13.602	20.839	20.157	54.598
3	13.387	19.505	<del>19.432</del>	52.324
4	22.341	27.965	20.600	1:10.906
5	13.323	19.368	19.900	52.591
6	23.058	1:36.346	53.411	2:52.815
7	13.296	19.006	19.433	51.735
8	24.330	27.647	39.306	1:31.283
9	<del>12.988</del>	<del>18.899</del>	19.756	<del>51.643</del>
10	-	-	33.230	1:37.776
11	13.112	19.080	20.688	52.880
AVG	13.285	19.450	20.120	52.629
IDEAL	12.988	18.899	19.432	51.319

**321** Chad E Ward  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.780</del>	18.804	19.976	-
2	12.413	19.011	<del>19.090</del>	50.514
3	19.081	28.291	25.369	1:12.741
4	12.833	24.691	22.938	1:00.462
5	12.349	18.684	19.227	<del>50.260</del>
6	21.666	25.540	22.160	1:09.366
7	12.035	<del>18.626</del>	19.894	50.555
8	20.978	1:16.243	32.956	2:10.177
9	<del>11.742</del>	53.732	34.025	1:39.499
10	12.173	19.209	19.556	50.938
11	23.486	31.496	22.653	1:17.635
12	14.733	28.005	22.099	1:04.837
13	21.881	26.345	22.287	1:10.513
AVG	12.258	18.867	20.771	50.567
IDEAL	11.742	18.626	19.090	49.458

**514** Eric Nye  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>48.507</del>	25.082	23.425	-
2	14.361	28.243	29.550	1:12.154
3	12.954	24.553	31.271	1:08.778
4	12.804	18.995	19.968	51.767
5	12.381	1:06.413	20.340	1:39.134
6	12.334	19.025	19.595	50.954
7	<del>12.175</del>	18.804	19.633	50.612
8	27.499	28.946	19.986	1:16.431
9	12.365	20.966	30.845	1:04.176
10	12.272	18.704	21.358	52.334
11	12.243	<del>18.661</del>	<del>19.506</del>	<del>50.410</del>
12	31.434	37.281	21.488	1:30.203
13	12.396	18.854	19.633	50.883
AVG	12.629	19.144	20.167	51.160
IDEAL	12.175	18.661	19.506	50.342

**521** Kyle M Gills  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>44.911</del>	24.485	20.426	-
2	12.898	18.761	18.885	50.544
3	12.395	18.987	19.176	50.558
4	12.319	<del>18.749</del>	18.901	49.969
5	15.195	1:04.400	21.378	1:40.973
6	12.213	18.848	<del>18.756</del>	<del>49.817</del>
7	18.323	24.598	21.138	1:04.059
8	12.259	18.878	19.950	51.087
9	21.747	1:29.078	28.882	2:19.707
10	<del>12.124</del>	19.056	19.230	50.410
11	18.999	26.631	21.589	1:07.219
12	12.634	19.070	20.148	51.852
13	21.885	28.387	24.377	1:14.649
14	15.707	25.607	21.872	1:03.186
AVG	12.406	18.907	20.121	50.605
IDEAL	12.124	18.749	18.756	49.629

**552** Fred D Karrie  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>43.915</del>	23.565	20.348	-
2	18.664	20.410	20.068	59.142
3	13.160	20.247	23.339	56.746
4	13.961	20.268	19.807	54.036
5	13.395	20.131	19.956	53.482
6	13.306	20.345	20.136	53.787
7	23.796	28.613	27.189	1:19.598
8	<del>12.693</del>	19.736	21.196	53.625
9	21.291	1:25.134	22.410	2:08.835
10	13.195	20.385	19.358	52.938
11	21.670	28.130	20.631	1:10.431
12	12.787	<del>20.273</del>	<del>18.799</del>	<del>51.859</del>
13	21.390	1:02.464	21.535	1:45.389
14	12.759	<del>19.488</del>	18.944	<del>51.191</del>

**553** Austin J Prescott  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.151</del>	24.527	24.624	-
2	14.761	<del>20.665</del>	21.264	<del>56.690</del>
3	13.942	1:08.762	21.307	1:44.011
4	<del>13.386</del>	49.749	21.297	1:24.432
5	13.830	22.570	33.861	1:10.261
6	13.852	1:08.046	<del>20.646</del>	1:42.544
7	13.513	23.026	24.215	1:00.754
8	13.699	1:43.984	20.654	2:18.337
9	13.466	24.218	20.753	58.437
10	13.614	1:32.773	20.783	2:07.170
11	13.610	21.145	22.553	57.308
AVG	13.767	22.692	21.810	58.297
IDEAL	13.386	20.665	20.646	54.697

**566** Logan B Martin  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.860</del>	26.682	25.178	-
2	14.018	21.933	1:00.750	1:36.701
3	18.253	50.151	26.688	1:35.092
4	15.162	23.922	21.195	1:00.279
5	13.786	31.841	27.589	1:13.216
6	14.206	21.295	23.806	59.307
7	13.758	23.179	23.953	1:00.890
8	15.937	20.275	21.160	57.372
9	<del>13.709</del>	20.055	21.143	54.907
10	14.197	26.796	27.223	1:08.216
11	13.887	19.847	21.129	54.863
12	18.520	27.085	27.504	1:13.109
13	13.805	<del>18.937</del>	<del>20.520</del>	<del>53.262</del>
14	20.566	25.921	25.973	1:12.460
AVG	14.247	20.390	21.844	57.269
IDEAL	13.709	18.937	20.520	53.166

**596** Zach T Ames  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>40.547</del>	20.086	20.461	-
2	13.344	19.123	20.098	52.565
3	12.707	19.917	18.782	51.406
4	12.400	19.059	<del>18.741</del>	<del>50.200</del>
5	12.269	18.619	19.669	50.557
6	12.363	18.698	19.647	50.708
7	17.410	1:46.485	22.027	2:25.922
8	12.707	25.363	19.606	57.676
9	<del>12.215</del>	20.148	18.932	51.295
10	<del>12.061</del>	1:09.787	20.469	1:42.317
11	15.252	20.317	19.826	55.395
12	13.358	1:00.823	19.403	1:33.584
13	12.102	<del>18.548</del>	18.873	<del>49.523</del>
14	12.273	25.076	32.988	1:10.337

**P** - lap ended in the pits - lap ended on a red flag

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session

AMPD MOBILE AMA SUPERCROSS SERIES

INDIANAPOLIS

RCA DOME - INDIANAPOLIS, IN

ROUND 12 OF 16 - MARCH 24, 2007

Lites East Supercross



INDIVIDUAL TIMES - QUALIFYING SESSION #4

AVG	12.527	19.391	19.733	52.147
IDEAL	12.061	18.548	18.741	49.350

**660**

Robbie Smith  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>41.131</del>	20.884	20.247	-
2	13.585	20.191	21.047	54.823
3	<del>12.585</del>	4:28.264	27.776	5:08.625
4	13.577	2:03.661	20.860	2:38.098
5	12.765	<del>18.553</del>	<del>19.781</del>	<del>51.099</del>
6	13.960	30.237	19.840	1:04.037
7	13.081	18.945	21.776	53.802

AVG	13.259	19.643	20.592	53.241
IDEAL	12.585	18.553	19.781	50.919

**702**

Jimmy Albertson  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.979</del>	19.325	19.654	-
2	12.612	19.220	19.039	50.871
3	12.868	20.842	19.453	53.163
4	12.332	18.833	<del>18.580</del>	49.745
5	14.321	1:30.947	21.889	2:07.157
6	12.347	18.369	18.857	49.573
7	29.083	27.808	38.609	1:35.500
8	12.141	<del>18.097</del>	18.591	<del>48.829</del>
9	25.355	35.414	21.649	1:22.418
10	12.330	2:18.912	27.187	2:58.429
11	<del>12.100</del>	18.217	24.163	54.480
12	15.190	21.390	33.459	1:10.039
AVG	12.631	19.287	19.714	51.110
IDEAL	12.100	18.097	18.580	48.777

**745**

Kevin D Rookstool  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>40.568</del>	20.216	20.352	-
2	13.671	20.651	20.438	54.760
3	12.855	23.362	27.994	1:04.211
4	13.389	20.915	20.367	54.671
5	12.496	<del>18.735</del>	21.395	52.626
6	12.871	1:16.114	1:12.493	1:52.706
7	12.703	21.866	28.478	1:03.047
8	12.686	18.807	20.933	52.426
9	<del>21.789</del>	2:33.223	20.814	3:15.826
10	<del>12.418</del>	19.317	24.488	56.223
11	25.601	29.790	<del>19.863</del>	1:15.254
12	12.539	18.819	20.135	51.493
13	24.153	35.650	32.261	1:32.064
AVG	12.848	19.916	20.537	53.700
IDEAL	12.418	18.735	19.863	51.016

**779**

Augie L Lieber  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.255</del>	27.023	23.232	-

2	12.889	19.483	19.821	52.193
3	12.508	<del>19.159</del>	<del>18.567</del>	<del>50.234</del>
4	18.066	22.460	27.145	1:07.671
5	<del>11.866</del>	19.911	18.767	50.544
6	17.787	1:49.615	27.045	2:34.447
7	13.310	23.247	20.571	57.128
8	12.423	25.906	19.746	58.075
9	12.157	19.436	36.946	1:08.539
10	17.318	20.583	19.401	57.302
11	27.854	2:41.998	27.145	3:36.997
AVG	12.577	20.074	19.528	53.953
IDEAL	11.866	19.159	18.567	49.592

**888**

Hunter Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>45.702</del>	23.950	21.752	-
2	13.699	19.522	20.144	53.365
3	13.733	25.113	20.965	59.811
4	13.771	20.046	19.748	53.565
5	13.248	20.486	<del>19.404</del>	53.138
6	24.215	2:01.660	33.544	2:59.419
7	13.364	20.428	27.569	1:01.361
8	13.542	19.222	19.444	<del>52.208</del>
9	20.675	33.725	27.531	1:21.931
10	<del>13.003</del>	<del>19.080</del>	28.192	1:00.275
11	23.010	1:03.685	32.124	1:58.819
12	13.489	19.620	20.605	53.714
13	14.183	24.409	30.711	1:09.303
AVG	13.559	19.772	20.295	55.930
IDEAL	13.003	19.080	19.404	51.487

**P** - lap ended in the pits - lap ended on a red flag

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session