



INDIVIDUAL TIMES - SEEDING PRACTICE #1

28 Ryan M Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.389	20.165	23.224	-
2	15.773	18.259	21.621	55.653
3	15.195	17.451	21.412	54.058
4	14.901	18.796	22.264	55.961
5	14.336	17.622	21.042	53.000
6	19.050	23.956	23.696	1:06.702
7	14.556	17.396	21.506	53.458
8	14.837	18.524	22.980	56.341
9	14.531	18.918	22.231	55.679
10	14.274	17.467	20.967	52.708
11	14.389	17.444	20.415	52.248
12	1:28.104	19.128	23.246	2:10.478
13	14.106	17.355	22.087	53.548
14	14.260	17.296	20.443	51.999
15	1:05.574	17.861	21.744	1:45.179
AVG	14.651	18.120	21.925	54.059
IDEAL	14.106	17.296	20.415	51.818

30 Jake T Weimer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.819	20.104	23.715	-
2	15.794	19.292	22.345	57.431
3	14.758	43.683	22.739	1:21.180
4	15.216	18.192	22.096	55.504
5	14.669	17.798	21.407	53.874
6	19.924	25.442	26.660	1:12.026
7	14.523	17.800	21.225	53.548
8	21.393	23.476	34.716	1:19.584
9	14.534	17.631	21.415	53.580
10	15.027	17.410	20.743	53.180
11	2:21.136	18.075	21.473	3:00.684
12	14.670	19.281	1:07.820	1:41.771
13	14.727	17.938	21.025	53.690
AVG	14.880	18.352	21.818	54.401
IDEAL	14.523	17.410	20.743	52.677

32 Thomas K Hahn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.322	24.589	23.733	-
2	15.941	20.524	23.046	59.511
3	15.281	19.278	23.407	57.966
4	14.963	18.048	21.534	54.544
5	14.845	18.452	21.324	54.621
6	14.969	18.916	21.027	54.912
7	14.657	26.627	25.369	1:06.653
8	1:09.386	17.804	21.391	1:48.581
9	14.705	18.139	21.480	54.325
10	25.200	26.263	53.994	1:45.456
11	14.519	17.445	21.770	53.734
12	14.685	17.704	21.755	54.144
13	34.153	24.959	32.008	1:27.444

14 14.371 17.119 21.677 53.167

AVG	14.846	18.232	21.985	55.009
IDEAL	14.371	17.119	21.027	52.517

38 Andrew Mcfarlane
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.554	27.867	27.687	-
2	17.815	20.461	23.189	1:01.465
3	15.162	29.201	30.902	1:15.265
4	15.085	18.189	22.875	56.149
5	14.797	23.726	27.440	1:05.963
6	14.830	18.191	22.363	55.384
7	15.022	17.680	22.435	55.137
8	1:43.229	41.948	34.965	3:00.142
9	14.927	17.915	22.300	55.142
10	14.764	17.931	21.680	54.375
11	1:53.762	42.200	32.325	3:08.288
AVG	14.941	18.395	22.473	56.275
IDEAL	14.764	17.680	21.680	54.124

51 Austin L Stroupe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.527	27.506	30.021	-
2	18.642	20.275	23.133	1:02.050
3	14.947	19.560	22.886	57.393
4	24.938	27.324	22.748	1:15.010
5	15.189	17.831	22.047	55.067
6	15.071	17.628	21.776	54.475
7	15.040	17.569	21.124	53.733
8	14.727	28.740	31.363	1:14.829
9	14.769	17.510	21.558	53.837
10	53.964	21.596	22.871	1:38.431
11	14.841	17.277	22.413	54.531
12	26.925	27.677	27.484	1:22.086
13	14.887	17.086	20.792	52.765
14	22.780	26.646	27.746	1:17.172
AVG	14.934	18.092	22.135	55.481
IDEAL	14.727	17.086	20.792	52.604

58 Kyle B Cunningham
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.265	21.011	30.254	-
2	15.566	20.467	32.744	1:08.777
3	15.316	18.525	22.810	56.651
4	15.176	18.528	24.865	58.569
5	14.855	18.003	23.909	56.767
6	1:25.909	1:28.797	1:30.775	2:08.425
7	14.765	19.026	23.877	57.667
8	41.867	17.741	22.370	1:21.978
9	15.167	17.758	22.145	55.070
10	19.471	30.363	36.193	1:26.027
11	14.503	18.682	23.378	56.563
12	18.415	25.968	30.381	1:14.764
13	14.799	18.102	23.456	56.357

AVG 15.018 18.784 23.351 56.806
 IDEAL 14.503 17.741 22.145 54.390

60 Broc D Hepler
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.408	26.572	25.836	-
2	15.284	20.202	24.080	59.566
3	14.663	23.795	24.957	1:03.415
4	20.269	18.300	23.515	1:02.083
5	14.294	18.087	22.844	55.225
6	1:27.774	17.855	22.501	2:08.130
7	14.394	19.751	21.722	55.866
8	14.428	17.908	21.415	53.751
9	14.406	17.668	20.316	52.390
10	1:03.193	18.421	25.112	1:46.726
11	14.068	17.583	21.881	53.532
12	19.823	21.131	23.207	1:04.161
13	14.487	18.065	21.405	53.957
14	17.141	18.593	21.223	56.957
AVG	14.503	18.403	22.192	55.925
IDEAL	14.068	17.583	20.316	51.968

73 Adam B Chatfield
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.718	23.573	26.145	-
2	16.998	20.959	35.497	1:13.454
3	16.270	20.002	29.239	1:05.511
4	16.217	20.103	22.659	58.979
5	16.186	19.775	23.410	59.371
6	15.372	18.741	24.413	58.526
7	1:39.165	19.800	30.213	2:29.178
8	15.448	18.848	23.230	57.526
9	15.754	18.622	23.083	57.458
10	41.955	24.618	31.236	1:37.809
11	15.518	18.541	22.651	56.710
12	15.339	18.258	22.732	56.329
AVG	15.900	19.365	23.540	58.801
IDEAL	15.339	18.258	22.651	56.248

74 Chris Blöse
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.434	26.647	30.787	-
2	18.808	20.902	26.381	1:06.091
3	15.439	18.667	22.539	56.645
4	14.949	18.475	22.424	55.847
5	14.710	18.393	22.274	55.377
6	24.267	58.473	31.119	1:53.859
7	18.168	26.027	50.314	1:34.508
8	14.951	17.967	22.228	55.146
9	14.966	19.471	28.723	1:03.160
10	14.761	18.272	23.299	56.332
11	58.143	50.712	36.580	2:25.435
12	14.806	19.931	28.084	1:02.821

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

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

ANAHEIM II

ANGEL STADIUM - ANAHEIM, CA

ROUND 3 OF 8 - JANUARY 19, 2008

AMA Supercross Lites - West



INDIVIDUAL TIMES - SEEDING PRACTICE #1

AVG	14.940	19.010	23.191	58.927
IDEAL	14.710	17.967	22.228	54.905

86 Michael L Willard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.855	26.886	25.969	-
2	17.597	27.729	26.692	1:12.018
3	18.182	25.360	23.856	1:07.398
4	16.059	18.821	22.508	57.387
5	28.501	19.329	23.278	1:11.108
6	15.544	18.828	22.186	56.558
7	1:08.880	31.490	49.228	2:29.597
8	15.043	18.243	22.586	55.872
9	20.260	18.551	26.744	1:05.555
10	15.014	18.423	21.877	55.314
11	21.992	36.975	31.791	1:30.758
12	15.355	18.225	21.918	55.498
13	54.282	18.274	22.157	1:34.713
AVG	15.769	18.587	22.926	57.697
IDEAL	15.014	18.225	21.877	55.116

99 Wil A Hahn
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.677	23.245	24.432	-
2	16.027	20.110	22.035	58.172
3	15.159	18.526	22.438	56.123
4	15.455	17.839	22.188	55.482
5	15.252	17.943	21.857	55.052
6	14.864	18.063	22.181	55.108
7	15.192	19.331	22.243	56.766
8	14.927	17.808	21.367	54.102
9	1:38.174	17.810	21.549	2:17.534
AVG	15.268	18.429	22.254	55.829
IDEAL	14.864	17.808	21.367	54.039

114 Justin D Brayton
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.829	25.111	24.718	-
2	17.345	18.850	22.394	58.589
3	15.364	19.034	22.092	56.490
4	18.761	18.146	28.315	1:05.222
5	15.085	17.659	23.044	55.788
6	21.443	18.402	22.872	1:02.717
7	14.694	18.142	21.074	53.910
8	22.518	20.893	23.403	1:06.813
9	14.938	17.829	27.903	1:00.670
10	56.787	19.925	26.389	1:43.100
11	14.426	17.602	21.243	53.271
12	23.850	45.004	24.540	1:33.394
13	14.594	17.455	21.291	53.340
14	22.078	46.441	22.888	1:31.408
AVG	14.850	18.540	22.687	56.847
IDEAL	14.426	17.455	21.074	52.955

122 Daniel James Reardon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.880	23.424	24.456	-
2	15.907	19.843	21.825	57.575
3	15.221	18.593	23.136	56.950
4	14.711	18.143	22.456	55.310
5	14.644	17.721	22.851	55.216
6	27.493	34.751	42.462	1:44.706
7	14.373	17.829	21.711	53.913
8	1:41.199	19.560	39.707	2:40.466
9	14.529	17.821	22.211	54.561
10	14.296	20.882	27.423	1:02.601
11	14.484	17.702	21.723	53.909
12	29.978	36.099	27.434	1:33.511
13	14.149	17.463	21.341	52.953
AVG	14.702	18.556	22.412	55.888
IDEAL	14.149	17.463	21.341	52.953

123 Brett Metcalfe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.020	24.183	25.837	-
2	16.707	20.690	25.783	1:03.180
3	15.397	18.825	21.402	55.624
4	15.064	18.244	21.951	55.258
5	14.877	17.984	21.702	54.563
6	16.167	21.853	22.567	1:00.587
7	14.432	17.686	26.022	58.140
8	15.084	17.456	21.257	53.796
9	14.436	18.412	21.468	54.316
10	14.908	17.539	21.857	54.305
11	40.013	19.105	23.192	1:22.310
12	14.808	17.614	21.721	54.143
13	14.743	17.500	21.014	53.257
14	14.914	17.864	21.398	54.176
15	14.929	17.571	26.547	59.047
16	14.506	17.776	21.246	53.528
AVG	15.070	18.162	21.731	55.994
IDEAL	14.432	17.456	21.014	52.902

132 Billy R Laninovich
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.468	20.879	23.589	-
2	15.743	19.297	22.182	57.222
3	15.001	18.175	21.783	54.959
4	15.113	18.045	21.510	54.668
5	14.708	18.118	21.611	54.437
6	14.728	18.371	21.032	54.131
7	14.542	18.091	22.481	55.114
8	14.444	18.185	21.479	54.108
9	24.627	25.142	23.128	1:12.896
10	14.849	17.879	21.145	53.873
11	1:14.158	22.128	46.877	2:23.163
12	14.731	17.906	21.398	54.035

13 2:28.797 18.735 23.150 3:10.682

AVG	14.873	18.535	22.126	54.727
IDEAL	14.444	17.879	21.032	53.355

138 Michael J Lapaglia
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.793	24.559	28.234	-
2	17.190	20.463	23.692	1:01.345
3	15.452	19.099	22.618	57.169
4	15.485	18.675	22.925	57.085
5	23.917	26.557	28.527	1:19.001
6	15.637	18.748	24.579	58.964
7	1:49.284	19.014	23.144	2:31.441
8	15.386	18.707	23.602	57.696
9	19.247	33.090	37.482	1:29.818
10	15.480	18.418	21.553	55.451
11	1:08.255	18.825	33.467	2:00.547
12	15.311	18.140	21.791	55.243
AVG	15.706	18.899	22.988	57.565
IDEAL	15.311	18.140	21.553	55.004

183 Michael R Blose
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.712	24.312	26.400	-
2	16.955	20.012	23.345	1:00.312
3	15.865	21.315	26.363	1:03.543
4	40.915	18.300	22.374	1:21.588
5	15.805	18.330	22.525	56.660
6	15.667	18.087	22.910	56.664
7	20.461	18.375	33.568	1:12.404
8	16.239	18.237	22.611	57.086
9	15.881	23.502	25.766	1:05.149
10	18.911	19.307	25.397	1:03.615
11	16.494	19.468	25.589	1:01.551
12	38.818	20.343	23.458	1:22.619
13	16.458	22.577	25.608	1:04.643
14	15.810	22.638	24.279	1:02.728
AVG	16.131	19.177	24.356	1:01.195
IDEAL	15.667	18.087	22.374	56.128

273 Gavin L Gracyk
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.602	22.776	23.826	-
2	15.294	20.027	23.059	58.380
3	14.866	18.916	24.067	57.849
4	15.419	18.769	22.650	56.838
5	14.763	18.858	24.406	58.027
6	14.523	18.383	21.940	54.846
7	15.389	19.030	24.044	58.463
8	35.226	18.816	23.886	1:17.927
9	15.083	18.155	22.307	55.545
10	16.390	23.420	22.224	1:02.035
11	15.304	20.782	22.669	58.754
12	14.895	18.073	22.313	55.281

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ANAHEIM II
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INDIVIDUAL TIMES - SEEDING PRACTICE #1

273 Gavin L Gracyk
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	14.971	17.699	22.182	54.852
AVG	14.971	17.699	22.182	54.852
IDEAL	14.523	17.699	21.940	54.162

10	59.929	32.273	24.121	1:56.322
11	3:06.404	23.934	23.267	3:53.606
AVG	15.743	19.820	23.347	58.951
IDEAL	15.407	18.314	22.020	55.740

338 Jason D Lawrence
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.995	26.522	24.473	-
2	16.621	20.685	22.484	59.790
3	15.173	18.973	21.799	55.945
4	14.482	18.252	21.352	54.085
5	14.414	17.933	21.966	54.313
6	14.305	17.672	19.922	51.899
7	14.038	17.559	20.798	52.395
8	1:07.760	20.283	30.634	1:58.676
9	20.665	19.482	34.426	1:14.574
10	14.415	17.508	26.300	58.222
11	14.183	17.182	20.407	51.772
12	14.282	17.383	20.809	52.474
13	14.235	17.488	20.606	52.329
14	1:03.672	19.723	20.632	1:44.027
AVG	14.615	18.286	21.077	54.322
IDEAL	14.038	17.182	19.922	51.143

410 Eric J Mccrummen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.206	25.215	24.991	-
2	16.693	20.605	22.923	1:00.221
3	15.562	18.829	21.946	56.337
4	15.557	19.087	21.843	56.487
5	16.355	17.596	31.664	1:05.615
6	22.561	20.568	20.796	1:03.925
7	15.124	17.778	21.071	53.973
8	2:02.581	18.566	28.553	2:49.701
9	16.811	19.893	24.752	1:01.455
10	14.880	18.045	20.951	53.876
11	22.627	21.171	35.341	1:19.139
AVG	15.855	18.996	22.040	58.039
IDEAL	14.880	17.596	20.796	53.272

615 Jeff S Northrop
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.574	21.835	24.739	-
2	16.388	20.354	23.346	1:00.088
3	15.486	20.337	22.479	58.302
4	15.458	21.778	22.741	59.977
5	16.227	20.026	23.596	59.849
6	47.472	18.767	22.448	1:28.687
7	15.491	18.403	22.020	55.914
8	15.407	18.314	22.919	56.639
9	18.959	18.561	24.365	1:01.885

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