

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 #2

28 Ryan M Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.599	22.187	23.412	-
2	17.078	17.867	22.223	57.168
3	14.005	17.370	23.786	55.160
4	17.604	18.607	22.482	58.693
5	14.053	16.970	20.463	51.486
6	18.473	17.573	19.995	56.041
7	14.140	17.294	20.585	52.019
8	14.096	33.284	27.677	1:15.057
9	55.134	18.808	22.599	1:36.541
10	1:03.030	18.086	22.937	1:44.053
11	14.302	17.788	22.774	54.864
12	13.921	16.889	20.236	51.046
13	14.117	17.858	21.714	53.689
AVG	14.091	17.737	21.934	54.463
IDEAL	13.921	16.889	19.995	50.806

30 Jake T Weimer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.260	23.698	33.562	-
2	15.370	17.909	22.120	55.399
3	15.000	17.738	21.507	54.245
4	26.831	24.222	22.175	1:13.228
5	14.718	17.433	21.758	53.909
6	14.641	17.230	21.033	52.904
7	14.735	18.286	21.178	54.199
8	14.664	17.290	21.030	52.984
9	14.651	17.541	21.249	53.441
10	14.593	17.131	21.376	53.100
11	36.467	17.552	23.025	1:17.044
12	14.498	17.235	48.815	1:20.548
13	14.093	17.177	22.148	53.418
14	18.518	17.520	20.961	56.999
15	14.567	17.322	20.721	52.610
AVG	14.685	17.490	21.560	53.928
IDEAL	14.093	17.131	20.721	51.945

32 Thomas K Hahn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.261	24.052	27.209	-
2	17.558	17.843	20.908	56.309
3	14.932	17.649	20.942	53.523
4	14.770	17.540	22.323	54.633
5	14.979	17.676	21.371	54.027
6	14.694	17.858	20.888	53.440
7	14.836	18.131	22.264	55.231
8	46.047	17.697	22.718	1:26.462
9	14.607	17.571	21.380	53.558
10	1:16.395	17.904	23.458	1:57.757
11	14.911	17.506	20.687	53.104
12	14.155	17.831	21.384	53.370
13	22.451	18.656	39.850	1:20.957

14	14.248	18.129	20.858	53.235
AVG	14.638	17.866	21.541	53.970
IDEAL	14.155	17.506	20.687	52.348

38 Andrew McFarlane
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.100	27.699	35.401	-
2	24.464	23.031	45.528	1:33.023
3	15.069	17.910	21.640	54.619
4	14.677	18.369	21.586	54.632
5	24.801	24.193	24.622	1:13.616
6	14.811	17.894	22.297	55.002
7	25.883	38.475	27.310	1:31.668
8	14.496	17.609	20.957	53.062
9	26.995	24.820	1:05.825	1:57.640
10	14.470	17.575	48.270	1:20.315
11	14.288	17.419	21.725	53.432
12	21.072	29.420	35.557	1:26.049
13	14.530	17.874	22.957	55.361
AVG	14.620	17.807	22.255	54.351
IDEAL	14.288	17.419	20.957	52.664

51 Austin L Stroupe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.597	18.688	21.909	-
2	1:14.729	17.996	21.489	1:54.214
3	14.906	19.084	52.880	1:26.870
4	38.797	18.051	21.213	1:18.061
5	2:46.901	2:52.313	37.646	3:44.501
6	14.485	17.288	20.753	52.526
7	14.553	17.372	20.976	52.901
8	25.536	28.509	23.537	1:17.582
9	13.947	17.254	20.383	51.584
10	21.507	19.685	23.108	1:04.300
11	14.136	17.748	30.450	1:02.334
AVG	14.406	18.130	21.671	52.337
IDEAL	13.947	17.254	20.383	51.584

58 Kyle B Cunningham
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.327	28.369	23.958	-
2	17.618	19.413	24.807	1:01.838
3	15.164	17.722	21.769	54.654
4	15.375	17.776	21.673	54.824
5	30.842	17.714	30.555	1:19.112
6	14.894	17.065	21.344	53.303
7	23.713	18.202	21.847	1:03.762
8	14.926	17.497	22.438	54.861
9	14.717	17.735	22.148	54.600
10	15.042	17.721	30.515	1:03.278
11	37.427	18.180	21.973	1:17.580
12	14.673	17.317	21.170	53.160
13	22.170	18.406	21.272	1:01.848
14	14.511	17.637	28.113	1:00.261

15	19.859	18.711	24.042	1:02.612
AVG	14.913	17.987	22.499	58.586
IDEAL	14.511	17.065	21.170	52.746

60 Broc D Hepler
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.284	22.395	22.889	-
2	16.262	18.217	24.450	58.929
3	14.137	17.649	20.844	52.629
4	22.588	18.633	33.331	1:14.552
5	14.402	17.175	20.309	51.886
6	14.195	17.695	21.966	53.856
7	40.803	18.380	20.946	1:20.129
8	14.071	17.391	20.833	52.295
9	19.548	19.964	38.235	1:17.747
10	13.748	17.043	20.622	51.413
11	14.062	16.931	21.427	52.420
12	14.422	17.075	20.371	51.868
13	14.120	17.662	20.103	51.885
14	14.189	17.329	21.178	52.696
15	23.779	18.900	22.563	1:05.242
16	14.259	17.338	20.790	52.387
AVG	14.352	17.825	21.141	52.933
IDEAL	13.748	16.931	20.103	50.782

73 Adam B Chatfield
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.172	25.338	38.834	-
2	17.723	20.196	23.781	1:01.700
3	15.518	18.794	22.019	56.331
4	15.220	18.496	22.117	55.833
5	15.363	18.163	22.740	56.267
6	24.518	40.412	39.156	1:44.086
7	15.287	18.258	22.585	56.130
8	15.101	17.957	21.872	54.930
9	1:15.715	34.183	52.590	2:42.488
10	15.310	17.712	22.109	55.131
11	15.128	17.950	22.186	55.264
12	24.985	30.043	37.407	1:32.435
13	15.086	17.768	22.576	55.430
AVG	15.527	18.366	22.443	56.335
IDEAL	15.086	17.712	21.872	54.670

74 Chris Blöse
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.008	26.900	30.108	-
2	17.780	18.396	24.387	1:00.563
3	15.473	18.216	22.403	56.092
4	15.094	17.942	22.507	55.543
5	24.364	18.692	1:06.506	1:49.563
6	15.048	18.305	22.829	56.182
7	19.288	18.316	29.942	1:07.546
8	14.944	17.806	22.280	55.030
9	23.090	27.790	29.378	1:20.258

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

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74 Chris Blöse
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	15.288	17.858	23.235	56.381
11	49.703	18.130	26.218	1:34.051
12	15.179	18.329	22.247	55.755
13	20.990	19.639	26.457	1:07.086
14	15.096	18.225	23.355	56.676
AVG	15.188	18.436	24.302	56.271
IDEAL	14.944	17.806	22.247	54.997

99 Wil A Hahn
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.605	20.283	22.322	-
2	15.973	17.825	21.298	55.096
3	15.072	17.656	20.904	53.632
4	14.959	17.925	22.106	54.990
5	15.142	18.550	21.269	54.961
6	15.335	18.537	23.111	56.983
7	14.657	18.011	24.692	57.360
8	2:00.544	17.889	21.365	2:39.798
9	14.804	18.024	21.180	54.008
10	14.682	17.869	21.174	53.725
11	40.277	18.689	23.651	1:22.617
12	14.578	18.466	22.564	55.608
13	14.685	18.054	21.380	54.119
14	1:08.902	20.318	24.118	1:53.338
AVG	14.989	18.435	22.224	55.048
IDEAL	14.578	17.656	20.904	53.139

114 Justin D Brayton
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.101	23.504	23.597	-
2	18.205	18.490	21.295	57.990
3	14.750	17.616	21.106	53.471
4	14.615	17.785	21.376	53.776
5	14.682	17.484	21.393	53.559
6	14.434	17.901	42.686	1:15.021
7	14.471	17.878	23.162	55.511
8	22.180	19.167	25.344	1:06.691
9	14.336	17.804	21.141	53.281
10	25.011	49.266	25.615	1:39.892
11	14.358	17.490	20.323	52.171
12	18.207	22.827	24.614	1:05.648
13	14.406	18.026	24.999	57.431
14	14.435	17.165	21.318	52.918
15	49.723	17.616	22.910	1:30.249
AVG	14.499	17.868	21.762	54.456
IDEAL	14.336	17.165	20.323	51.824

122 Daniel James Reardon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.156	25.216	23.940	-

2	17.779	19.272	22.953	1:00.004
3	14.268	18.707	28.036	1:01.010
4	14.625	17.795	20.754	53.174
5	19.084	24.147	22.199	1:05.431
6	14.161	17.988	21.057	53.206
7	14.296	18.214	29.960	1:02.470
8	1:38.327	26.133	24.560	2:29.020
9	14.477	17.560	21.306	53.343
10	18.364	26.674	31.894	1:16.932
11	14.347	17.368	20.973	52.688
12	22.606	31.071	1:00.502	1:54.179
13	14.298	18.083	21.649	54.030
AVG	14.353	18.251	22.234	56.659
IDEAL	14.161	17.368	20.754	52.282

123 Brett Metcalfe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.829	23.587	25.242	-
2	18.395	18.822	21.157	58.374
3	14.815	18.542	22.711	56.068
4	14.967	17.269	20.869	53.105
5	14.574	18.027	20.728	53.329
6	14.637	17.351	21.343	53.331
7	15.738	22.056	27.030	1:04.824
8	14.655	17.256	20.614	52.525
9	14.365	17.318	21.255	52.938
10	1:19.124	22.890	46.327	2:28.341
11	15.537	17.588	22.775	55.900
12	14.291	17.633	20.951	52.875
13	14.678	17.491	20.742	52.911
14	14.393	17.445	20.637	52.475
15	17.337	18.861	24.705	1:00.903
AVG	14.787	17.800	21.540	54.561
IDEAL	14.291	17.256	20.614	52.161

132 Billy R Laninovich
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.014	23.572	23.442	-
2	17.238	18.194	22.475	57.907
3	15.032	18.232	21.821	55.084
4	14.740	17.869	21.463	54.072
5	14.872	18.024	21.198	54.094
6	19.293	18.045	22.380	59.718
7	14.669	18.154	21.416	54.239
8	14.606	25.662	30.440	1:10.708
9	18.445	21.780	27.083	1:07.308
10	14.844	17.406	21.453	53.703
11	14.835	17.273	21.141	53.249
12	1:12.728	17.553	21.209	1:51.490
13	14.963	17.396	20.885	53.244
14	32.254	25.466	23.457	1:21.177
15	14.967	17.422	22.033	54.422
AVG	15.077	17.779	21.875	54.973
IDEAL	14.606	17.273	20.885	52.764

138 Michael J Lapaglia
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.247	29.990	31.257	-
2	19.500	19.462	23.945	1:02.907
3	15.451	19.456	21.940	56.847
4	15.331	18.660	22.257	56.248
5	14.999	18.486	21.658	55.144
6	1:27.627	21.234	31.506	2:20.367
7	14.816	18.158	22.703	55.677
8	1:42.820	18.593	21.550	2:22.963
9	15.938	24.016	38.815	1:18.769
10	14.930	18.169	21.995	55.094
11	15.465	18.051	21.834	55.350
12	1:08.443	24.870	27.881	2:01.194
AVG	15.276	18.919	22.235	56.752
IDEAL	14.816	18.051	21.550	54.417

183 Michael R Blöse
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.417	23.260	24.157	-
2	17.976	18.390	23.299	59.665
3	15.397	18.035	21.787	55.218
4	15.890	18.388	21.822	56.100
5	15.146	19.447	21.706	56.299
6	17.232	18.097	22.060	57.389
7	17.227	27.682	25.938	1:10.847
8	15.535	18.183	28.543	1:02.261
9	17.609	18.957	28.742	1:05.308
10	17.666	18.804	26.449	1:02.919
11	15.109	27.301	24.067	1:06.477
12	15.479	17.782	21.874	55.135
13	17.969	20.349	23.932	1:02.250
14	1:03.193	23.433	23.787	1:50.413
AVG	16.520	18.643	23.130	59.254
IDEAL	15.109	17.782	21.706	54.597

273 Gavin L Gracyk
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.269	23.378	26.891	-
2	17.889	19.284	22.354	59.527
3	15.658	17.695	22.579	55.931
4	15.259	18.264	22.453	55.976
5	14.976	18.357	21.809	55.142
6	14.763	18.678	21.603	55.044
7	14.954	18.236	24.399	57.589
8	14.631	21.058	23.464	59.153
9	14.637	17.908	21.959	54.504
10	44.614	18.405	21.602	1:24.621
11	14.807	17.768	21.178	53.753
12	14.575	17.925	39.095	1:11.595
13	1:08.628	19.029	22.252	1:49.909
14	14.770	28.788	35.144	1:18.702

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AVG	14.903	18.551	22.332	56.291	14	15.622	17.869	21.929	55.420
IDEAL	14.575	17.695	21.178	53.448	15	22.981	24.405	22.833	1:10.219

338

Jason D Lawrence
Yamaha YZ250F

AVG	15.358	18.769	22.040	56.505
IDEAL	15.138	17.869	21.247	54.254

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.248	24.319	21.929	-
2	17.636	19.908	20.107	57.651
3	14.409	17.493	19.990	51.892
4	14.023	17.784	21.006	52.813
5	14.897	17.258	20.324	52.479
6	14.491	17.347	20.169	52.007
7	14.203	17.298	20.266	51.767
8	13.981	17.103	19.845	50.929
9	1:38.172	17.856	22.645	2:18.673
10	17.174	18.972	25.313	1:01.459
11	13.906	20.893	30.602	1:05.401
12	13.881	17.168	20.233	51.282
13	14.061	17.253	19.554	50.868
14	37.841	18.008	25.611	1:21.460
15	13.688	16.987	20.875	51.550
AVG	14.154	17.726	20.579	52.324
IDEAL	13.688	16.987	19.554	50.229

410

Eric J Mccrummen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.685	24.158	23.527	-
2	1:38.045	1:38.656	1:38.374	2:19.933
3	16.022	18.467	22.680	57.169
4	14.928	17.897	20.573	53.399
5	17.210	18.898	25.508	1:01.616
6	14.483	17.737	21.589	53.809
7	1:27.089	20.290	26.532	2:13.911
8	14.382	17.481	21.004	52.867
9	1:26.964	23.685	41.385	2:32.034
10	18.723	19.779	27.549	1:06.051
11	53.144	22.078	24.609	1:39.831
AVG	15.405	18.650	22.330	55.772
IDEAL	14.382	17.481	20.573	52.437

615

Jeff S Northrop
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.616	22.480	23.136	-
2	18.952	20.140	22.046	1:01.138
3	15.290	19.508	21.537	56.334
4	15.277	18.630	21.904	55.811
5	18.265	19.034	21.574	58.873
6	15.182	18.201	21.552	54.935
7	18.312	18.360	22.394	59.066
8	28.076	18.404	23.398	1:09.878
9	15.138	18.037	21.545	54.720
10	24.205	20.217	21.964	1:06.386
11	15.323	18.185	21.247	54.755
12	15.410	18.061	21.609	55.080
13	19.633	20.246	28.005	1:07.884

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