

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

ATLANTA

GEORGIA DOME - ATLANTA, GA

ROUND 1 OF 7 - FEBRUARY 23, 2008

AMA Supercross Lites - East



INDIVIDUAL TIMES - SEEDED PRACTICE #2

**2** Ryan D Villopoto  
Kawasaki KX250F

| LAP   | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-------|--------|--------|--------|----------|
| 1     | -      | -      | 19.914 | -        |
| 2     | 14.046 | 19.928 | 19.566 | 53.540   |
| 3     | 13.634 | 20.267 | 19.948 | 53.849   |
| 4     | 14.793 | 20.460 | 25.754 | 1:01.007 |
| 5     | 13.525 | 19.219 | 19.636 | 52.380   |
| 6     | 13.456 | 19.033 | 20.580 | 53.069   |
| 7     | 13.418 | 19.743 | 19.526 | 52.687   |
| 8     | 13.350 | 19.383 | 19.661 | 52.394   |
| 9     | -      | -      | 19.519 | 2:24.532 |
| 10    | 14.023 | 20.578 | 19.898 | 54.499   |
| 11    | 13.013 | 19.792 | 19.397 | 52.202   |
| 12    | -      | -      | 26.838 | 1:47.840 |
| 13    | 13.231 | 19.482 | 18.860 | 51.573   |
| 14    | 13.098 | 19.568 | 21.932 | 54.598   |
| AVG   | 13.599 | 19.769 | 19.870 | 53.800   |
| IDEAL | 13.013 | 19.033 | 18.860 | 50.906   |

**20** Joshua M Grant  
Honda CRF250R

| LAP   | SEG 1  | SEG 2    | SEG 3    | LAPTIME  |
|-------|--------|----------|----------|----------|
| 1     | -      | -        | 20.391   | -        |
| 2     | 13.647 | 21.026   | 18.963   | 53.636   |
| 3     | 13.390 | 19.512   | 19.559   | 52.461   |
| 4     | 26.413 | 22.163   | 19.178   | 1:07.754 |
| 5     | 12.939 | 19.358   | 18.709   | 51.006   |
| 6     | 15.694 | 22.785   | 23.532   | 1:02.011 |
| 7     | 15.385 | 20.409   | 20.447   | 56.241   |
| 8     | 13.654 | 37.645   | 20.297   | 1:11.596 |
| 9     | 17.114 | 22.393   | 20.483   | 59.990   |
| 10    | 12.876 | 19.818   | 19.372   | 52.066   |
| 11    | 13.185 | 19.647   | 20.995   | 53.827   |
| 12    | 22.744 | 4:14.877 | 3:59.264 | 5:10.139 |
| AVG   | 13.582 | 20.790   | 19.839   | 54.175   |
| IDEAL | 12.876 | 19.358   | 18.709   | 50.943   |

**36** Kyle P Chisholm  
Kawasaki KX250F

| LAP | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-----|--------|--------|--------|----------|
| 1   | -      | -      | 26.874 | -        |
| 2   | -      | -      | 24.104 | 2:26.247 |
| 3   | 14.315 | 23.810 | 24.205 | 1:02.330 |
| 4   | 14.111 | 22.602 | 25.399 | 1:02.112 |
| 5   | 13.899 | 20.147 | 20.932 | 54.978   |
| 6   | 14.102 | 20.252 | 30.877 | 1:05.231 |
| 7   | 13.969 | 23.451 | 30.775 | 1:08.195 |
| 8   | 13.653 | 19.980 | 20.824 | 54.457   |
| 9   | 18.553 | 20.860 | 28.013 | 1:07.426 |
| 10  | 14.033 | 26.517 | 20.576 | 1:01.126 |
| 11  | 14.001 | 20.265 | 20.753 | 55.019   |
| 12  | 14.163 | 20.439 | 34.712 | 1:09.314 |
| 13  | 14.159 | 21.657 | 30.213 | 1:06.029 |
| 14  | 17.006 | 33.009 | 25.310 | 1:15.325 |

**41** Matthew C Goerke  
KTM 250SXF

| LAP   | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-------|--------|--------|--------|----------|
| 1     | -      | -      | 40.970 | -        |
| 2     | 16.317 | 25.069 | 20.610 | 1:01.996 |
| 3     | 14.495 | 20.096 | 20.466 | 55.057   |
| 4     | 16.993 | 35.491 | 22.383 | 1:14.867 |
| 5     | 14.204 | 20.088 | 19.981 | 54.273   |
| 6     | 13.885 | 20.127 | 20.548 | 54.560   |
| 7     | 14.910 | 27.948 | 42.552 | 1:25.410 |
| 8     | 15.712 | 22.746 | 20.846 | 59.304   |
| 9     | 13.977 | 20.065 | 28.713 | 1:02.755 |
| 10    | 13.730 | 20.963 | 19.855 | 54.548   |
| 11    | 14.070 | 20.523 | 20.642 | 55.235   |
| 12    | 19.729 | 33.403 | 33.049 | 1:26.181 |
| 13    | 14.387 | 20.014 | 20.120 | 54.521   |
| 14    | 13.794 | 20.562 | 32.825 | 1:07.181 |
| AVG   | 14.498 | 20.576 | 20.606 | 56.917   |
| IDEAL | 13.730 | 20.014 | 19.855 | 53.599   |

**48** Trey G Canard  
Honda CRF250R

| LAP   | SEG 1    | SEG 2    | SEG 3  | LAPTIME  |
|-------|----------|----------|--------|----------|
| 1     | -        | -        | 28.547 | -        |
| 2     | 1:13.716 | 19.652   | 20.508 | 1:53.876 |
| 3     | 13.899   | 1:19.550 | 20.019 | 1:53.468 |
| 4     | 13.524   | 19.560   | 19.824 | 52.908   |
| 5     | 14.278   | 28.218   | 20.539 | 1:03.035 |
| 6     | 1:12.829 | 19.911   | 20.353 | 1:53.093 |
| 7     | 13.528   | 19.307   | 20.356 | 53.191   |
| 8     | 13.389   | 22.434   | 33.524 | 1:09.347 |
| 9     | -        | -        | 30.650 | 2:43.244 |
| 10    | 1:56.724 | 36.727   | 36.642 | 3:10.093 |
| AVG   | 13.724   | 20.173   | 20.267 | 56.378   |
| IDEAL | 13.389   | 19.307   | 19.824 | 52.520   |

**57** Ryan Sipes  
KTM 250SXF

| LAP | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-----|--------|--------|--------|----------|
| 1   | -      | -      | 20.610 | -        |
| 2   | 13.899 | 20.159 | 20.367 | 54.425   |
| 3   | 14.344 | 28.945 | 42.495 | 1:25.784 |
| 4   | 26.118 | 21.802 | 20.037 | 1:07.957 |
| 5   | 13.721 | 19.966 | 24.217 | 57.904   |
| 6   | 13.746 | 20.032 | 19.909 | 53.687   |
| 7   | 18.384 | 28.850 | 21.865 | 1:09.099 |
| 8   | 56.425 | 21.194 | 21.545 | 1:39.164 |
| 9   | 14.001 | 19.767 | 19.591 | 53.359   |
| 10  | 17.526 | 31.876 | 19.917 | 1:09.319 |
| 11  | 13.481 | 29.840 | 23.502 | 1:06.823 |
| 12  | 13.572 | 20.699 | 34.479 | 1:08.750 |
| 13  | 13.644 | 20.860 | 20.040 | 54.544   |
| 14  | 22.263 | 24.553 | 29.096 | 1:15.912 |

**70** Ryan Mills  
Honda CRF250R

| LAP   | SEG 1    | SEG 2  | SEG 3  | LAPTIME  |
|-------|----------|--------|--------|----------|
| 1     | -        | -      | 35.334 | -        |
| 2     | 15.536   | 26.555 | 21.539 | 1:03.630 |
| 3     | 14.841   | 20.601 | 22.465 | 57.907   |
| 4     | 14.413   | 20.895 | 20.654 | 55.962   |
| 5     | 25.970   | 40.685 | 46.389 | 1:53.044 |
| 6     | 14.741   | 21.483 | 21.209 | 57.433   |
| 7     | 13.954   | 20.698 | 20.599 | 55.251   |
| 8     | 22.019   | 41.060 | 43.524 | 1:46.603 |
| 9     | 14.657   | 32.198 | 31.388 | 1:18.243 |
| 10    | 14.154   | 20.732 | 20.565 | 55.451   |
| 11    | 14.357   | 21.436 | 20.418 | 56.211   |
| 12    | 25.354   | 39.842 | 33.195 | 1:38.391 |
| 13    | 1:01.667 | 28.828 | 31.660 | 2:02.155 |
| AVG   | 14.582   | 20.974 | 21.064 | 57.406   |
| IDEAL | 13.954   | 20.601 | 20.418 | 54.973   |

**75** Ricky L Renner  
Kawasaki KX250F

| LAP   | SEG 1  | SEG 2    | SEG 3  | LAPTIME  |
|-------|--------|----------|--------|----------|
| 1     | -      | -        | 22.443 | -        |
| 2     | 15.301 | 22.185   | 25.981 | 1:03.467 |
| 3     | 14.954 | 21.041   | 22.262 | 58.257   |
| 4     | 14.498 | 20.706   | 21.702 | 56.906   |
| 5     | 14.578 | 27.514   | 21.780 | 1:03.872 |
| 6     | 14.774 | 1:07.278 | 22.316 | 1:44.368 |
| 7     | 14.399 | 1:22.880 | 21.652 | 1:58.931 |
| 8     | 14.707 | 1:11.525 | 23.059 | 1:49.291 |
| 9     | 14.738 | 21.191   | 24.322 | 1:00.251 |
| 10    | 14.556 | 22.409   | 27.830 | 1:04.795 |
| 11    | 15.105 | 28.033   | 23.931 | 1:07.069 |
| 12    | 14.392 | 21.188   | 22.219 | 57.799   |
| AVG   | 14.728 | 21.453   | 22.879 | 1:01.552 |
| IDEAL | 14.392 | 20.706   | 21.652 | 56.750   |

**77** Branden L Jesseman  
Kawasaki KX250F

| LAP | SEG 1  | SEG 2    | SEG 3  | LAPTIME  |
|-----|--------|----------|--------|----------|
| 1   | -      | -        | 33.889 | -        |
| 2   | 16.866 | 28.724   | 21.513 | 1:07.103 |
| 3   | 13.422 | 20.610   | 20.160 | 54.192   |
| 4   | 13.984 | 20.428   | 24.978 | 59.390   |
| 5   | 13.450 | 19.912   | 19.950 | 53.312   |
| 6   | 13.428 | 19.751   | 19.954 | 53.133   |
| 7   | 15.767 | 29.071   | 28.096 | 1:12.934 |
| 8   | 13.248 | 19.575   | 19.889 | 52.712   |
| 9   | 13.670 | 29.164   | 31.066 | 1:13.900 |
| 10  | 13.031 | 19.973   | 21.218 | 54.222   |
| 11  | 16.080 | 28.201   | 22.371 | 1:06.652 |
| 12  | 13.442 | 20.087   | 20.013 | 53.542   |
| 13  | 22.206 | 1:09.367 | 21.475 | 1:53.048 |
| 14  | 13.748 | 20.460   | 21.677 | 55.885   |

**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



ATLANTA  
 GEORGIA DOME - ATLANTA, GA  
 ROUND 1 OF 7 - FEBRUARY 23, 2008  
 AMA Supercross Lites - East

INDIVIDUAL TIMES - SEEDING PRACTICE #2

**77** Branden L Jesseman  
Kawasaki KX250F

| LAP   | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-------|--------|--------|--------|----------|
| 15    | 13.910 | 20.625 | 28.653 | 1:03.188 |
| AVG   | 13.910 | 20.625 | -      | 1:03.188 |
| IDEAL | 13.031 | 19.575 | 19.889 | 52.495   |

**109** Matt Boni  
Honda CRF250R

| LAP   | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-------|--------|--------|--------|----------|
| 1     | -      | -      | 30.158 | -        |
| 2     | 15.161 | 23.234 | 23.168 | 1:01.563 |
| 3     | 14.813 | 20.967 | 21.882 | 57.662   |
| 4     | 14.367 | 20.868 | 21.447 | 56.682   |
| 5     | -      | -      | 25.823 | 1:18.193 |
| 6     | 14.944 | 21.059 | 21.071 | 57.074   |
| 7     | 14.751 | 20.501 | 21.787 | 57.039   |
| 8     | -      | -      | 30.863 | 1:32.719 |
| 9     | 14.418 | 20.332 | 21.400 | 56.150   |
| 10    | -      | -      | 26.565 | 2:36.861 |
| 11    | 14.997 | 21.562 | 25.946 | 1:02.505 |
| 12    | 15.072 | 23.167 | 26.014 | 1:04.253 |
| 13    | 14.917 | 21.423 | 56.020 | 1:32.360 |
| AVG   | 14.827 | 21.457 | 21.793 | 59.116   |
| IDEAL | 14.367 | 20.332 | 21.071 | 55.770   |

**116** Ryan Morais  
Yamaha YZ250F

| LAP   | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-------|--------|--------|--------|----------|
| 1     | -      | -      | 27.936 | -        |
| 2     | 20.928 | 22.248 | 21.230 | 1:04.406 |
| 3     | 14.409 | 23.643 | 26.581 | 1:04.633 |
| 4     | 14.833 | 20.947 | 20.734 | 56.514   |
| 5     | 14.180 | 20.037 | 20.161 | 54.378   |
| 6     | 14.503 | 20.438 | 25.793 | 1:00.734 |
| 7     | 14.535 | 19.727 | 20.438 | 54.700   |
| 8     | 14.192 | 20.346 | 19.929 | 54.467   |
| 9     | 25.499 | 28.837 | 26.815 | 1:21.151 |
| 10    | 13.912 | 27.654 | 21.159 | 1:02.725 |
| 11    | 14.582 | 20.581 | 19.860 | 55.023   |
| 12    | 14.491 | 26.172 | 28.451 | 1:09.114 |
| 13    | 14.331 | 20.722 | 20.500 | 55.553   |
| 14    | 14.782 | 20.402 | 20.154 | 55.338   |
| 15    | 14.526 | 20.091 | 20.506 | 55.123   |
| 16    | 24.804 | 24.723 | 24.292 | 1:13.819 |
| AVG   | 14.440 | 20.835 | 20.467 | 57.800   |
| IDEAL | 13.912 | 19.727 | 19.860 | 53.499   |

**341** Nico A Izzi  
Suzuki RM-Z250

| LAP | SEG 1  | SEG 2  | SEG 3  | LAPTIME  |
|-----|--------|--------|--------|----------|
| 1   | -      | -      | 23.134 | -        |
| 2   | 14.344 | 20.443 | 20.264 | 55.051   |
| 3   | 14.061 | 20.008 | 20.657 | 54.726   |
| 4   | 14.144 | 20.281 | 20.076 | 54.501   |
| 5   | 52.975 | 20.517 | 23.733 | 1:37.225 |

|       |        |        |        |          |
|-------|--------|--------|--------|----------|
| 6     | 13.710 | 19.620 | 19.704 | 53.034   |
| 7     | 24.361 | 27.770 | 21.058 | 1:13.189 |
| 8     | 13.864 | 19.805 | 28.958 | 1:02.627 |
| 9     | -      | -      | 21.449 | 1:51.860 |
| 10    | 14.550 | 20.888 | 20.253 | 55.691   |
| 11    | 13.988 | 20.390 | 28.576 | 1:02.954 |
| 12    | -      | -      | 20.042 | 1:25.970 |
| 13    | 24.059 | 22.126 | 20.444 | 1:06.629 |
| 14    | 50.179 | 21.778 | 24.149 | 1:36.106 |
| AVG   | 14.046 | 20.498 | 20.617 | 56.452   |
| IDEAL | 13.710 | 19.620 | 19.704 | 53.034   |

**577** Martin Davalos  
KTM 250SXF

| LAP   | SEG 1    | SEG 2  | SEG 3  | LAPTIME  |
|-------|----------|--------|--------|----------|
| 1     | -        | -      | 25.595 | -        |
| 2     | 17.253   | 24.719 | 29.372 | 1:11.344 |
| 3     | 13.775   | 19.417 | 20.400 | 53.592   |
| 4     | 13.733   | 19.582 | 44.131 | 1:17.446 |
| 5     | 21.242   | 34.658 | 20.390 | 1:16.290 |
| 6     | 13.770   | 19.484 | 20.661 | 53.915   |
| 7     | 1:25.975 | 47.905 | 42.475 | 2:56.355 |
| 8     | 13.315   | 19.744 | 20.504 | 53.563   |
| 9     | 19.539   | 31.779 | 38.981 | 1:30.299 |
| 10    | 13.438   | 19.904 | 20.823 | 54.165   |
| 11    | 13.714   | 33.284 | 34.857 | 1:21.855 |
| 12    | 13.428   | 28.915 | 39.590 | 1:21.933 |
| AVG   | 13.596   | 19.626 | 20.556 | 53.809   |
| IDEAL | 13.315   | 19.417 | 20.390 | 53.122   |

**979** Ben Coisy  
Honda CRF250R

| LAP   | SEG 1  | SEG 2    | SEG 3  | LAPTIME  |
|-------|--------|----------|--------|----------|
| 1     | -      | -        | 26.718 | -        |
| 2     | 14.395 | 20.120   | 21.136 | 55.651   |
| 3     | 14.664 | 20.085   | 21.197 | 55.946   |
| 4     | 14.320 | 20.609   | 20.698 | 55.627   |
| 5     | 14.099 | 20.460   | 20.128 | 54.687   |
| 6     | 47.113 | 36.455   | 29.449 | 1:53.017 |
| 7     | 13.906 | 20.158   | 20.231 | 54.295   |
| 8     | 13.561 | 21.936   | 42.496 | 1:17.993 |
| 9     | 14.061 | 20.000   | 25.116 | 59.177   |
| 10    | 52.532 | 1:06.907 | 33.942 | 2:33.381 |
| AVG   | 14.144 | 20.481   | 20.678 | 55.897   |
| IDEAL | 13.561 | 20.000   | 20.128 | 53.689   |

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

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