

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
MINNEAPOLIS

HHH METRODOME - MINNEAPOLIS, MN

ROUND 4 OF 7 - MARCH 15, 2008

AMA Supercross Lites - East



INDIVIDUAL TIMES - NON-SEEDER PRACTICE #1 GROUP A

70 Ryan Mills
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.825	29.347	30.478	-
2	20.740	25.609	21.071	1:07.420
3	14.867	21.304	20.204	56.375
4	15.111	26.204	36.795	1:18.110
5	13.879	20.113	20.895	54.887
6	14.226	19.162	19.312	52.700
7	13.834	19.242	19.145	52.221
8	14.101	19.475	19.050	52.626
9	24.871	37.427	1:20.698	2:22.996
10	13.978	19.003	18.990	51.971
11	13.845	19.021	19.245	52.111
12	14.298	25.476	29.072	1:08.846
13	13.884	19.205	18.981	52.070
14	21.742	30.313	29.772	1:21.827
AVG	14.202	19.566	19.655	53.120
IDEAL	13.834	19.003	18.981	51.818

79 Justin M. Sipes
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.428	30.574	28.854	-
2	19.672	23.406	24.988	1:08.066
3	16.173	20.574	22.465	59.212
4	14.695	22.656	24.788	1:02.139
5	14.113	19.183	19.348	52.644
6	19.711	21.548	1:06.750	1:48.009
7	14.458	20.049	19.212	53.719
8	13.958	19.170	19.039	52.167
9	14.150	18.964	19.310	52.424
10	29.091	30.666	31.538	1:31.295
11	15.888	30.461	26.843	1:13.192
12	14.261	19.113	1:23.051	1:56.425
13	14.118	19.058	19.413	52.589
AVG	14.646	20.035	19.798	54.985
IDEAL	13.958	18.964	19.039	51.961

89 Robert A. Marshall
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.821	22.584	22.237	-
2	43.121	50.720	20.059	1:53.900
3	15.191	20.308	21.774	57.273
4	15.351	20.490	20.998	56.839
5	14.758	20.687	1:58.430	2:33.875
6	15.440	20.484	20.145	56.069
7	17.924	32.818	29.442	1:20.184
8	17.935	20.673	21.600	1:00.208
9	14.785	19.538	1:59.135	2:33.458
AVG	15.105	20.681	21.136	57.597
IDEAL	14.758	19.538	20.059	54.355

157 Sean L. Hackley
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.988	20.718	20.270	-
2	14.198	20.209	19.689	54.096
3	14.516	22.895	22.550	59.961
4	14.262	19.851	21.092	55.205
5	13.971	20.307	19.883	54.161
6	19.809	22.225	23.275	1:05.309
7	14.059	19.310	19.328	52.697
8	20.028	25.297	2:53.505	3:38.830
9	14.065	19.322	19.822	53.209
10	14.335	22.202	24.795	1:01.332
11	14.235	19.563	19.671	53.469
12	22.955	22.347	32.879	1:18.181
13	-	-	-	1:14.916
AVG	14.205	20.814	20.288	55.516
IDEAL	13.971	19.310	19.328	52.609

178 Phillip J. Nicoletti
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.977	21.495	51.482	-
2	14.397	19.548	20.911	54.856
3	16.149	27.323	26.743	1:10.215
4	13.353	18.878	19.782	52.013
5	13.448	19.587	19.679	52.714
6	13.378	18.858	19.643	51.879
7	18.068	23.788	29.842	1:11.698
8	12.882	18.783	19.107	50.772
9	17.471	1:06.310	1:02.863	1:42.312
10	13.262	21.475	31.236	1:05.973
11	13.136	19.118	18.582	50.836
12	17.868	20.754	19.735	58.357
13	13.365	19.023	18.409	50.797
14	16.739	22.267	28.114	1:07.120
15	14.509	21.339	20.564	56.412
AVG	13.526	20.094	19.601	53.182
IDEAL	12.882	18.783	18.409	50.074

192 Cameron P. Lansing
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.274	23.645	24.629	-
2	14.852	21.220	20.157	56.229
3	15.474	23.688	20.647	59.809
4	14.754	20.587	20.427	55.768
5	14.403	20.518	21.630	56.551
6	17.743	22.362	2:14.940	2:55.045
7	14.386	20.252	19.598	54.236
8	14.335	20.205	19.440	53.980
9	14.251	20.185	19.784	54.220
10	22.346	23.522	35.733	1:21.601
11	14.330	19.915	19.654	53.899
AVG	14.598	21.464	20.167	55.587
IDEAL	14.251	19.915	19.440	53.606

268 Bryce A. Shondeck
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.770	30.071	28.699	-
2	21.776	22.305	25.032	1:09.113
3	15.653	20.560	28.315	1:04.528
4	15.047	20.260	21.882	57.189
5	14.932	21.136	22.122	58.190
6	24.673	26.472	35.378	1:26.523
7	14.580	19.927	20.469	54.976
8	21.466	35.388	25.961	1:22.815
9	14.911	20.097	20.431	55.439
10	23.849	22.086	2:35.333	3:21.268
11	14.855	19.973	20.150	54.978
12	24.755	25.031	24.751	1:14.537
AVG	14.996	20.793	21.011	57.550
IDEAL	14.580	19.927	20.150	54.657

371 Bruce L. Dehn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.928	23.086	22.842	-
2	14.361	20.141	20.762	55.264
3	14.449	22.483	22.499	59.431
4	13.974	19.738	19.505	53.217
5	13.830	19.860	19.404	53.094
6	14.015	19.880	20.532	54.427
7	15.029	19.984	19.193	54.206
8	14.457	20.223	20.095	54.775
9	14.119	19.902	19.898	53.919
10	13.999	20.096	19.645	53.740
11	14.005	19.974	20.451	54.430
12	14.408	21.057	1:01.196	1:36.661
13	13.977	19.734	19.542	53.253
14	14.404	26.048	19.836	1:00.288
15	14.244	20.616	22.873	57.733
16	14.432	20.184	47.412	1:22.028
AVG	14.247	20.464	20.506	55.214
IDEAL	13.830	19.734	19.193	52.757

383 Robert R. Fitch
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.510	24.806	44.704	-
2	17.696	21.278	23.010	1:01.984
3	15.610	20.886	29.263	1:05.759
4	15.054	26.066	31.996	1:13.116
5	14.549	21.149	23.235	58.933
6	14.537	20.278	23.109	57.924
7	14.672	19.968	21.342	55.982
8	18.688	37.310	1:19.123	2:15.121
9	17.170	20.391	23.421	1:00.982
10	14.480	20.119	22.751	57.350
11	14.938	20.291	21.456	56.685
12	14.991	20.120	2:20.611	2:55.722

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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INDIVIDUAL TIMES - NON-SEEDED PRACTICE #1 GROUP A

AVG	15.111	20.498	22.618	59.450
IDEAL	14.480	19.968	21.342	55.790

385

Adam D. Gulley
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.806	29.423	28.383	-
2	18.738	47.946	23.173	1:29.857
3	15.713	22.561	21.826	1:00.100
4	15.934	21.087	27.154	1:04.175
5	15.620	21.540	23.862	1:01.022
6	15.737	21.552	23.498	1:00.787
7	15.214	20.662	27.873	1:03.749
8	24.379	33.252	58.110	1:55.741
9	14.868	20.558	23.731	59.157
10	22.134	34.353	27.362	1:23.849
11	15.243	20.922	22.525	58.690
12	18.523	37.284	1:05.051	2:00.858
AVG	15.476	21.269	23.103	1:01.097
IDEAL	14.868	20.558	21.826	57.252

523

Dustin E. Gills
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.814	31.913	26.901	-
2	16.665	22.791	21.726	1:01.182
3	14.603	20.339	21.239	56.181
4	14.446	20.274	22.024	56.744
5	14.665	20.163	21.624	56.452
6	20.748	22.200	55.895	1:38.843
7	14.673	20.278	20.413	55.364
8	32.689	27.138	23.168	1:22.995
9	15.158	20.151	21.662	56.971
10	14.487	20.155	20.821	55.463
11	24.828	23.926	27.810	1:16.564
12	14.372	20.390	20.612	55.374
13	23.934	25.391	43.143	1:32.468
14	14.836	20.158	20.476	55.470
AVG	14.878	20.984	21.377	56.578
IDEAL	14.372	20.151	20.413	54.936

597

Mitchell S. Dougherty
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.702	29.623	28.079	-
2	17.927	20.938	22.023	1:00.888
3	14.748	21.360	21.231	57.339
4	14.093	19.915	21.792	55.800
5	14.642	19.987	22.274	56.903
6	26.409	28.837	1:34.990	2:30.236
7	14.300	19.762	20.218	54.280
8	27.152	1:02.165	1:59.124	3:28.441
9	14.277	19.904	20.838	55.019
10	24.792	32.562	1:15.628	2:12.982
AVG	14.412	20.311	21.396	56.705
IDEAL	14.093	19.762	20.218	54.073

677

Jason R. Hussey
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.852	23.431	23.421	-
2	15.260	20.405	21.438	57.103
3	15.599	23.141	21.442	1:00.182
4	14.833	20.253	21.724	56.810
5	15.539	1:31.217	1:32.586	2:08.385
6	14.657	20.332	20.650	55.639
7	14.828	21.737	30.251	1:06.816
8	14.611	20.251	20.817	55.679
9	14.383	19.679	20.684	54.746
10	20.964	1:53.972	1:41.830	2:35.353
11	14.516	19.805	19.706	54.027
12	22.398	20.941	22.123	1:05.462
13	14.451	19.659	19.835	53.945
AVG	14.868	20.876	21.184	56.016
IDEAL	14.383	19.659	19.706	53.748

737

Tanner J. Reidman
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.546	25.569	23.977	-
2	16.032	22.157	23.100	1:01.289
3	15.634	22.405	21.935	59.974
4	15.114	20.982	21.179	57.275
5	21.107	21.726	22.317	1:05.150
6	22.165	20.550	20.247	1:02.962
7	14.652	20.196	19.370	54.218
8	21.802	24.719	1:05.109	1:51.630
9	14.518	19.781	19.101	53.400
10	19.411	22.832	27.238	1:09.481
11	14.728	20.044	26.460	1:01.232
12	15.117	20.054	19.530	54.701
13	19.414	21.254	1:24.668	2:05.336
14	14.420	19.829	19.093	53.342
AVG	15.027	20.984	20.347	57.599
IDEAL	14.420	19.781	19.093	53.294

779

Augie L. Lieber
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.549	28.193	34.356	-
2	15.946	22.890	20.240	59.076
3	14.352	20.823	19.593	54.768
4	14.263	19.939	19.664	53.866
5	26.568	26.727	1:02.315	1:55.610
6	14.193	19.716	19.054	52.963
7	14.306	37.752	4:22.672	5:14.730
8	25.231	26.479	24.460	1:16.170
9	14.325	30.622	23.859	1:08.806
10	13.997	19.728	18.834	52.559
AVG	14.483	20.619	19.477	54.646
IDEAL	13.997	19.716	18.834	52.547

927

Travis L. Sewell
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.185	25.514	20.671	-
2	14.607	20.745	20.607	55.959
3	13.947	20.201	19.216	53.364
4	19.703	25.198	25.030	1:09.931
5	13.773	19.341	18.654	51.768
6	13.774	19.589	19.238	52.601
7	31.802	31.285	34.871	1:37.958
8	13.382	19.283	18.562	51.227
9	18.926	23.902	22.716	1:05.544
10	13.664	19.107	18.667	51.438
11	21.045	24.886	27.664	1:13.595
12	13.524	19.371	18.734	51.629
13	21.862	34.647	56.234	1:52.743
14	13.328	19.085	18.516	50.929
AVG	13.750	19.590	19.207	52.364
IDEAL	13.328	19.085	18.516	50.929