

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

DETROIT

FORD FIELD - DETROIT, MI

ROUND 6 OF 7 - APRIL 12, 2008

AMA Supercross Lites - East



INDIVIDUAL TIMES - SEEDED PRACTICE #1

2 Ryan D. Villopoto
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	15.862	-
2	13.551	35.623	16.205	51.960
3	13.286	25.276	26.147	1:04.709
4	19.193	1:08.132	15.984	1:43.309
5	13.845	35.861	15.886	52.453
6	13.375	35.726	15.832	51.753
7	13.455	22.121	15.701	51.277
8	12.927	26.279	22.817	1:02.023
9	15.134	22.300	16.116	53.550
10	12.595	35.306	15.782	50.645
11	13.063	35.532	16.186	51.442
AVG	13.262	23.994	15.950	51.869
IDEAL	12.595	22.121	15.701	50.417

20 Joshua M. Grant
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	17.970	-
2	15.198	25.333	17.142	57.673
3	12.655	36.034	16.464	51.620
4	12.890	45.054	24.565	1:01.692
5	12.613	35.064	16.044	50.438
6	23.246	37.653	17.418	1:18.317
7	13.077	38.353	16.877	54.202
8	13.098	27.286	26.221	1:06.605
9	13.364	36.706	16.681	52.999
10	13.744	1:00.460	18.633	1:32.837
AVG	13.063	26.310	17.154	53.386
IDEAL	12.613	25.333	16.044	53.990

36 Kyle P. Chisholm
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.141	40.340	17.320	-
2	14.164	37.928	16.967	54.781
3	26.121	1:01.226	24.376	1:30.156
4	14.080	38.769	16.811	55.773
5	20.250	53.023	23.799	1:16.975
6	13.608	24.086	16.027	53.721
7	21.928	34.828	19.874	1:16.630
8	25.369	37.973	18.311	1:07.567
9	14.341	46.078	25.611	1:04.037
10	15.465	37.805	16.514	55.849
AVG	14.332	24.086	16.992	56.832
IDEAL	13.608	24.086	16.027	53.721

41 Matthew C. Goerke
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	2.909	-
2	13.325	39.619	19.582	55.973
3	13.321	36.821	16.761	52.955
4	13.369	36.065	16.301	52.343

48 Trey G. Canard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	13.274	36.915	16.989	53.112
6	13.608	45.377	27.145	1:04.750
7	25.714	59.903	19.651	1:28.324
8	13.598	46.024	19.712	1:03.799
9	25.547	42.662	21.713	1:11.290
10	13.383	37.760	16.801	54.011
11	13.958	36.781	16.804	53.744
AVG	13.457	37.942	14.793	53.607
IDEAL	13.274	36.065	16.301	1:05.640

48 Trey G. Canard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	15.246	22.691	16.921	54.858
3	27.006	1:27.795	16.609	1:57.570
4	14.236	23.009	16.726	53.971
5	20.635	22.780	15.856	59.271
6	13.642	24.942	16.078	54.662
7	50.466	1:08.891	19.434	2:18.791
8	13.157	22.600	15.367	51.124
9	21.883	24.529	17.023	1:03.435
AVG	14.070	23.425	16.369	54.777
IDEAL	13.157	22.600	15.367	51.124

57 Ryan Sipes
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.810	45.692	20.684	-
2	26.488	22.809	17.259	1:06.556
3	47.316	1:14.295	19.987	2:21.598
4	26.932	43.001	21.005	1:12.850
5	14.474	23.047	17.519	55.040
6	21.541	23.702	23.246	1:08.489
7	17.309	27.733	16.869	1:01.911
8	38.946	45.979	19.403	1:27.926
AVG	15.892	23.186	18.207	58.476
IDEAL	14.474	22.809	16.869	54.152

75 Ricky L. Renner
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.199	47.915	26.145	-
2	30.089	29.672	17.711	1:17.472
3	17.276	31.734	21.716	1:10.726
4	15.054	23.800	17.030	55.884
5	15.090	37.553	16.746	55.487
6	26.597	1:21.490	20.272	1:40.641
7	19.347	1:09.895	31.804	1:32.295
8	20.655	39.712	20.065	1:04.905
9	26.788	28.289	24.157	1:19.234
AVG	15.807	26.045	17.888	58.759
IDEAL	15.054	23.800	16.746	55.600

77 Branden L. Jesseman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	13.325	39.619	19.582	55.973
3	13.321	36.821	16.761	52.955
4	13.369	36.065	16.301	52.343

95 Kyle Partridge
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	17.561	-
2	13.036	22.587	16.838	52.461
3	13.186	23.517	16.106	52.809
4	13.142	36.356	16.249	52.346
5	13.985	36.872	16.188	53.675
6	14.489	1:31.521	19.370	1:48.900
7	15.556	36.557	16.279	54.922
8	14.084	48.775	27.349	1:06.582
9	13.741	42.230	18.523	59.001
10	13.392	23.753	16.957	54.102
11	14.209	23.378	28.377	1:05.964
AVG	13.882	23.309	16.918	54.188
IDEAL	13.036	22.587	16.106	51.729

95 Kyle Partridge
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.201	-
2	15.644	23.335	16.922	55.901
3	12.885	23.364	35.912	1:12.161
4	12.873	36.942	16.318	52.592
5	28.051	1:17.949	23.227	1:39.446
6	24.414	32.883	16.858	1:14.155
7	14.186	38.749	31.432	1:24.367
8	12.988	24.944	25.853	1:03.785
9	12.784	23.020	16.694	52.498
10	28.920	34.820	25.848	1:29.588
AVG	13.143	23.666	16.698	53.664
IDEAL	12.784	23.020	16.318	52.122

109 Matt Boni
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	17.898	-
2	19.884	25.057	17.954	1:02.895
3	13.768	23.629	16.855	54.252
4	14.500	42.344	20.429	59.881
5	14.348	23.985	16.984	55.317
6	26.631	1:48.496	20.613	2:18.865
7	13.982	44.773	24.621	1:02.734
8	14.040	38.656	16.466	55.036
9	-	-	17.235	1:54.435
AVG	14.128	24.224	17.232	58.353
IDEAL	13.768	23.629	16.466	53.863

116 Ryan Morais
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	17.728	-
2	17.978	44.284	16.767	1:05.154
3	13.880	27.082	16.701	57.663
4	14.041	36.678	16.098	53.400
5	28.076	29.804	23.352	1:21.232
6	14.187	36.191	15.953	53.176
7	13.574	23.324	15.846	52.744
8	26.066	1:30.572	21.184	2:00.938
9	17.540	34.129	18.171	1:09.840

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

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116 Ryan Morais
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	16.514	28.094	20.171	1:04.779
AVG	-	-	-	-
IDEAL	13.574	23.324	15.846	52.744

156 William A. Browning
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.085	-
2	17.091	1:09.579	17.363	1:29.913
3	17.117	40.717	17.946	1:00.520
4	15.194	41.548	19.047	59.561
5	15.216	27.661	18.775	1:01.652
6	22.034	2:18.203	20.771	2:43.027
7	15.435	39.096	17.189	57.413
8	14.896	40.016	17.120	57.794
9	14.479	39.158	17.278	56.573
AVG	15.633	27.661	17.817	58.919
IDEAL	14.479	27.661	17.120	59.260

195 Billy R. Payne
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	3.843	-
2	15.029	24.814	17.925	57.768
3	16.672	28.175	19.437	1:04.284
4	15.232	25.356	18.885	59.473
5	36.512	59.341	19.242	1:39.138
6	16.349	38.564	17.712	57.881
7	31.637	26.987	24.316	1:22.940
8	17.444	48.689	24.163	1:09.470
9	16.657	23.899	22.678	1:03.234
10	18.795	38.307	17.534	1:00.136
AVG	16.231	25.846	16.368	1:00.463
IDEAL	15.029	23.899	17.534	56.462

341 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	16.644	-
2	14.004	36.158	15.947	52.815
3	14.958	43.001	18.915	1:00.716
4	13.483	38.393	16.297	54.606
5	13.441	23.476	15.610	52.527
6	29.243	1:32.954	18.366	2:05.002
7	13.608	22.949	15.551	52.108
8	27.464	1:45.660	23.792	2:16.216
9	14.029	22.846	15.687	52.562
AVG	13.921	23.090	16.300	54.222
IDEAL	13.441	22.846	15.551	51.838

391 Tyler T. Bowers
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:01.512	1:57.319	27.948	-

577 Martin Davalos
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	15.860	37.287	16.449	55.942
3	14.732	35.844	16.097	53.287
4	30.621	1:36.883	20.458	2:10.294
5	15.913	23.417	1:18.603	1:57.933
6	16.367	48.634	26.321	1:31.322
AVG	15.746	23.417	16.332	55.057
IDEAL	14.732	23.417	16.097	54.246

702 Jimmy Albertson
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	2.898	-
2	15.856	1:13.010	23.025	1:51.891
3	13.221	36.007	16.134	51.995
4	24.010	1:18.476	24.501	2:06.987
5	17.362	40.165	16.968	1:00.509
6	14.130	22.438	16.843	53.411
7	31.962	1:18.258	28.039	2:18.259
8	13.386	22.573	16.473	52.432
AVG	14.148	22.506	13.863	54.587
IDEAL	13.221	22.438	16.134	51.793

927 Travis L. Sewell
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.588	-
2	14.910	24.352	23.328	1:02.590
3	19.295	1:18.508	19.080	1:40.917
4	31.045	39.645	19.645	1:17.648
5	13.771	38.101	17.633	55.010
6	31.448	1:01.335	19.672	1:42.471
7	15.842	29.975	25.117	1:10.934
8	14.264	1:25.073	17.842	1:42.760
AVG	14.697	24.352	18.774	58.800
IDEAL	13.771	24.352	17.633	55.756

979 Ben Coisy
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.736	26.671	19.065	-
2	15.834	22.986	18.618	57.438
3	23.673	34.660	21.842	1:20.175
4	15.055	43.465	21.703	1:02.240
5	15.936	23.212	18.754	57.902
6	24.197	1:01.227	29.961	1:28.529
7	15.532	23.517	18.198	57.247
8	25.582	1:14.408	24.186	1:43.549
9	26.310	29.425	19.969	1:15.704
AVG	15.589	24.097	19.385	58.707
IDEAL	15.055	22.986	18.198	56.239

979 Ben Coisy
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.074	-
2	14.205	36.626	16.525	53.523
3	28.262	40.433	18.174	1:11.798

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