

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 #2

2 Ryan D. Villopoto
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.587	22.062	16.525	-
2	13.675	22.185	15.837	51.697
3	42.957	55.141	16.609	1:41.432
4	13.716	34.958	15.982	51.427
5	13.179	22.123	15.552	50.854
6	15.065	22.109	15.771	52.945
7	13.365	22.430	16.104	51.899
8	15.537	21.759	16.057	53.353
9	13.866	21.591	15.705	51.162
10	13.237	21.717	15.371	50.325
11	24.448	1:19.281	17.585	2:01.314
12	13.521	21.771	18.767	54.059
13	19.546	57.739	16.424	1:33.709
14	17.423	45.558	16.450	1:19.431
AVG	13.907	21.972	16.152	51.969
IDEAL	13.179	21.591	15.371	50.141

20 Joshua M. Grant
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.563	37.462	17.124	-
2	13.918	44.842	22.309	1:01.666
3	15.243	24.392	18.016	57.651
4	13.502	23.427	15.384	52.313
5	12.787	36.883	16.378	52.470
6	13.358	35.277	15.465	51.354
7	-	-	17.429	2:39.501
8	14.219	22.596	18.519	55.334
9	22.862	27.082	16.109	1:06.053
10	13.648	23.422	18.350	55.420
11	23.190	1:04.085	36.011	1:30.276
12	13.808	23.599	16.553	53.960
AVG	13.810	24.086	16.756	54.072
IDEAL	12.787	22.596	15.384	50.767

36 Kyle P. Chisholm
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.788	41.826	20.645	-
2	17.015	38.839	17.259	58.747
3	15.895	24.224	17.187	57.306
4	14.140	36.870	16.279	53.726
5	13.923	37.164	16.609	53.872
6	23.392	34.208	20.214	1:17.814
7	56.492	55.709	18.195	1:55.356
8	14.396	42.633	21.543	1:00.464
9	14.007	23.341	16.399	53.747
10	14.939	24.007	20.971	59.917
11	22.367	43.850	18.296	1:09.128
12	17.464	1:09.409	16.687	1:29.873
13	14.421	37.680	17.023	55.116
14	19.683	44.808	22.608	1:08.427

41 Matthew C. Goerke
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.097	1:01.416	25.355	-
2	15.092	24.300	16.463	55.855
3	14.191	37.682	16.401	54.811
4	13.949	36.125	16.320	52.995
5	13.742	23.621	16.257	53.620
6	14.380	36.089	15.999	53.243
7	19.338	44.413	17.317	1:21.068
8	20.193	33.141	16.271	1:09.605
9	14.059	36.138	16.216	53.038
10	14.255	35.979	16.428	53.090
11	13.897	46.421	26.749	1:04.221
12	13.590	22.250	16.223	52.063
13	13.650	22.919	16.412	52.981
14	14.127	40.789	16.749	1:11.665
15	13.514	22.822	16.191	52.527
AVG	14.037	23.182	16.404	53.422
IDEAL	13.514	22.250	15.999	51.763

48 Trey G. Canard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.288	26.864	19.424	-
2	16.047	23.005	16.577	55.629
3	14.447	22.923	15.325	52.695
4	24.906	37.216	16.436	1:04.994
5	13.974	22.512	15.210	51.696
6	23.052	1:28.510	18.048	1:54.299
7	14.953	36.136	16.358	53.884
8	13.722	22.177	15.825	51.724
9	23.859	25.972	15.637	1:05.468
10	14.674	21.980	19.498	56.152
11	24.367	1:09.606	17.315	1:51.288
12	13.838	22.635	17.300	53.773
13	14.225	21.485	15.224	50.934
14	23.681	40.650	18.332	1:07.267
AVG	14.485	22.388	16.296	53.311
IDEAL	13.722	21.485	15.210	50.417

57 Ryan Sipes
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.083	26.355	18.728	-
2	15.793	37.241	17.681	56.130
3	16.524	23.083	16.568	56.175
4	13.593	36.320	16.105	52.821
5	13.425	35.723	15.855	51.774
6	27.793	1:07.830	16.018	1:38.462
7	14.075	22.447	16.146	52.668
8	13.383	35.764	16.054	51.880
9	18.563	36.199	16.318	1:11.080
10	16.673	24.523	16.883	58.079

11 13.755 22.677 15.869 52.301

12 28.099 33.459 16.679 1:18.237

13 ~~13.313~~ 22.673 19.660 55.646

14 43.712 40.652 16.700 1:27.220

15 13.882 32.886 23.586 1:10.354

AVG 13.886 23.491 16.534 53.978

IDEAL 13.313 22.447 15.855 51.615

75 Ricky L. Renner
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.254	51.314	18.982	-
2	16.186	41.460	16.976	1:00.496
3	14.081	23.445	16.320	53.846
4	14.645	1:28.523	20.994	2:04.162
5	14.457	28.283	19.521	1:02.261
6	15.957	24.036	16.856	56.849
7	14.344	23.842	16.874	55.060
8	20.340	30.434	17.616	1:08.390
9	23.315	34.470	24.410	1:22.195
10	14.603	23.148	18.343	56.094
11	25.277	41.061	20.098	1:09.991
12	14.176	23.742	16.582	54.500
13	17.166	46.023	17.907	1:21.096
AVG	14.806	23.643	17.598	57.015
IDEAL	14.081	23.148	16.320	53.549

77 Branden L. Jesseman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.760	26.321	21.439	-
2	14.307	24.044	16.673	55.024
3	15.230	23.324	16.231	54.785
4	15.327	22.737	15.981	54.045
5	15.686	23.560	18.267	57.513
6	21.973	1:01.741	16.457	1:40.171
7	13.820	22.728	16.136	52.684
8	14.144	36.335	35.310	1:12.452
9	17.745	23.396	16.022	57.163
10	14.342	22.403	16.231	52.976
11	14.439	37.377	16.513	54.731
12	13.861	22.705	15.939	52.505
13	13.678	22.508	16.210	52.396
14	16.072	40.880	16.352	1:13.304
15	13.964	22.258	15.676	51.898
AVG	14.573	23.271	16.361	54.156
IDEAL	13.678	22.258	15.676	51.612

95 Kyle Partridge
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.267	54.051	23.001	-
2	16.935	29.952	16.654	1:03.541
3	13.930	24.043	16.122	54.095
4	-	-	30.574	2:06.098
5	13.804	37.607	16.403	54.247
6	-	-	16.636	1:42.006

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



DETROIT
 FORD FIELD - DETROIT, MI
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INDIVIDUAL TIMES - SEEDING PRACTICE #2

95 Kyle Partridge
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	20.834	43.055	17.045	1:07.342
8	14.458	37.127	16.428	54.348
9	24.925	1:05.291	31.089	1:33.762
10	13.566	22.702	15.771	52.039
11	22.365	1:04.018	20.158	1:29.349
12	12.963	47.256	26.574	1:04.412
AVG	13.662	22.702	16.415	53.194
IDEAL	12.963	22.702	15.771	51.436

109 Matt Boni
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.237	45.134	19.310	-
2	15.459	25.119	18.171	58.749
3	14.739	23.825	16.626	55.190
4	13.783	37.883	16.808	54.566
5	13.742	23.488	16.294	53.524
6	20.379	48.498	22.089	1:30.966
7	13.862	37.188	16.535	53.764
8	13.974	44.774	21.867	1:02.289
9	13.820	24.177	16.492	54.489
10	14.041	24.851	19.007	57.899
11	-	-	19.765	1:48.249
12	15.836	24.988	17.709	58.533
13	15.117	23.926	21.138	1:00.181
14	13.528	26.384	20.458	1:00.370
AVG	14.355	24.595	17.439	57.232
IDEAL	13.528	23.488	16.294	53.310

116 Ryan Morais
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.946	30.310	19.630	-
2	14.399	37.345	16.987	55.192
3	16.389	25.498	16.582	58.469
4	16.467	44.592	19.933	1:04.097
5	14.510	36.565	16.104	53.950
6	14.604	36.326	16.549	53.801
7	14.155	22.392	15.579	52.126
8	21.515	39.522	19.858	1:20.895
9	14.172	22.733	18.569	55.474
10	13.644	22.796	16.102	52.542
11	24.208	45.167	17.944	1:12.396
12	14.401	22.496	15.759	52.656
13	20.579	50.711	19.894	1:14.992
14	13.596	22.721	15.644	51.961
15	24.166	1:10.941	20.699	1:38.714
AVG	14.185	23.106	16.582	54.019
IDEAL	13.596	22.392	15.579	51.567

156 William A. Browning
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.946	30.310	19.630	-
2	14.399	37.345	16.987	55.192
3	16.389	25.498	16.582	58.469
4	16.467	44.592	19.933	1:04.097
5	14.510	36.565	16.104	53.950
6	14.604	36.326	16.549	53.801
7	14.155	22.392	15.579	52.126
8	21.515	39.522	19.858	1:20.895
9	14.172	22.733	18.569	55.474
10	13.644	22.796	16.102	52.542
11	24.208	45.167	17.944	1:12.396
12	14.401	22.496	15.759	52.656
13	20.579	50.711	19.894	1:14.992
14	13.596	22.721	15.644	51.961
15	24.166	1:10.941	20.699	1:38.714
AVG	14.185	23.106	16.582	54.019
IDEAL	13.596	22.392	15.579	51.567

1	44.301	41.331	18.277	-
2	15.779	38.888	18.071	57.890
3	14.516	38.349	18.418	56.471
4	15.935	38.199	16.945	57.064
5	14.388	37.540	17.232	54.997
6	17.398	24.996	17.452	59.846
7	14.528	23.947	16.881	55.356
8	15.213	37.592	17.782	56.599
9	16.734	1:09.082	20.181	1:31.167
10	17.415	37.790	16.874	58.171
11	13.986	23.606	16.547	54.139
12	15.435	44.975	16.975	1:03.417
13	14.131	23.576	16.302	54.009
14	17.680	42.944	18.347	1:03.758
15	13.805	23.885	16.873	54.563
AVG	14.772	24.002	17.417	57.406
IDEAL	13.805	23.576	16.302	53.683

195 Billy R. Payne
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.508	26.900	19.608	-
2	17.066	26.269	17.314	1:00.649
3	17.799	37.405	17.070	58.405
4	16.498	23.783	17.392	57.673
5	15.479	37.663	17.023	56.231
6	17.961	24.295	16.750	59.006
7	14.023	23.441	17.064	54.528
8	16.578	37.428	16.687	57.028
9	15.240	23.170	18.349	56.759
10	16.035	37.999	19.722	1:13.756
11	14.735	37.571	16.794	55.284
12	26.993	27.857	17.665	1:12.515
13	15.312	24.044	20.048	59.404
14	22.815	46.158	16.710	1:11.885
15	14.380	23.608	16.750	54.738
AVG	15.364	24.439	17.493	57.246
IDEAL	14.023	23.170	16.687	53.880

341 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.253	23.767	16.486	-
2	14.512	24.063	16.560	55.135
3	14.321	22.822	15.748	52.891
4	20.647	31.708	16.342	1:08.697
5	13.999	23.785	16.111	53.895
6	18.581	29.688	16.431	1:04.700
7	13.704	22.803	15.149	51.656
8	22.213	49.656	17.955	1:29.824
9	14.084	23.593	15.589	53.266
10	25.275	46.274	23.166	1:34.715
11	13.964	23.240	19.854	57.058
12	13.740	23.024	18.812	55.576
13	24.655	1:16.535	16.647	1:57.837
14	14.187	22.845	17.612	54.644

391 Tyler T. Bowers
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.426	23.953	17.473	-
2	15.493	23.013	17.231	55.737
3	18.513	23.416	17.502	59.431
4	14.078	22.942	16.840	53.860
5	25.320	1:24.165	17.360	2:06.845
6	15.589	23.836	16.448	55.873
7	26.690	30.214	16.547	1:13.451
8	13.875	36.677	16.944	53.430
9	25.521	2:22.697	24.559	3:12.777
10	15.523	23.422	17.113	56.058
11	15.543	23.751	17.680	56.974
12	14.538	23.404	16.331	54.273
AVG	14.948	23.467	17.043	55.705
IDEAL	13.875	22.942	16.331	53.148

577 Martin Davalos
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.987	43.028	17.435	-
2	14.524	26.085	15.876	56.485
3	19.433	24.795	17.378	1:01.606
4	17.630	23.002	36.516	1:17.148
5	55.193	1:07.807	16.997	2:19.997
6	27.580	23.628	17.578	1:08.786
7	13.630	22.950	34.142	1:10.722
8	14.789	23.761	16.434	54.984
9	13.772	22.577	15.932	52.281
10	28.027	1:20.179	17.148	2:05.354
11	13.660	22.707	15.840	52.207
12	24.035	1:07.347	18.042	1:49.424
AVG	14.075	23.688	16.866	55.513
IDEAL	13.630	22.577	15.840	52.047

702 Jimmy Albertson
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.662	28.058	18.604	-
2	16.599	38.974	17.125	58.544
3	14.619	23.240	16.233	54.092
4	22.117	1:26.731	24.387	1:52.668
5	19.565	1:17.719	1:06.265	2:43.549
6	17.691	1:02.564	28.299	1:23.796
7	23.279	29.868	17.109	1:10.256
8	14.410	23.290	16.231	53.931
AVG	15.209	23.265	17.060	55.522
IDEAL	14.410	23.240	16.231	53.881

927 Travis L. Sewell
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.650	31.331	20.319	-

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



INDIVIDUAL TIMES - SEEDING PRACTICE #2

927 Travis L. Sewell
 Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	17.895	43.188	18.558	1:04.072
3	14.837	37.582	16.858	55.409
4	24.513	53.033	21.959	1:20.411
5	14.403	24.293	16.331	55.027
6	26.281	48.943	20.838	1:36.062
7	13.924	37.069	16.826	53.850
8	24.219	34.251	25.527	1:23.997
9	14.020	37.873	18.264	55.342
10	23.891	32.357	22.710	1:18.958
11	24.460	1:31.274	26.495	1:59.300
12	14.135	23.010	18.332	55.477
13	20.426	31.995	21.565	1:13.986
AVG	14.264	23.652	17.528	56.530
IDEAL	13.924	23.010	16.331	53.265

979 Ben Coisy
 Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.708	27.082	25.626	-
2	15.037	36.692	16.785	54.645
3	24.075	56.118	21.297	1:23.229
4	14.143	43.883	17.960	1:01.334
5	13.773	27.964	25.514	1:07.251
6	15.847	25.769	22.284	1:03.900
7	1:16.089	1:38.202	1:51.150	2:27.369
8	1:22.082	1:42.515	1:42.641	2:18.777
9	13.567	22.607	34.387	1:10.561
10	13.708	22.698	16.443	52.849
11	27.071	34.545	20.260	1:21.876
AVG	14.346	24.539	17.063	56.276
IDEAL	13.567	22.607	16.443	52.617