



INDIVIDUAL TIMES - LITES GROUP C SESSION 2

55 Ryan D. Clark
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:31.828	45.030	46.798	-
2	12.324	35.864	40.153	1:28.342
3	10.704	2:47.376	2:55.322	3:31.970
4	10.250	25.748	28.647	1:04.645
5	10.355	26.402	29.715	1:06.472
6	10.247	25.993	29.039	1:05.279
7	10.168	25.881	43.807	1:19.856
8	13.364	32.763	46.147	1:32.274
9	10.218	25.753	37.278	1:13.249
10	41.255	36.226	43.632	2:01.112
AVG	10.324	25.955	29.133	1:07.411
IDEAL	10.168	25.748	28.647	1:04.563

65 Shaun J. Skinner
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.113	33.431	33.682	-
2	11.089	26.807	32.292	1:10.188
3	10.380	26.481	30.892	1:07.753
4	10.601	25.988	31.161	1:07.750
5	10.584	26.522	29.974	1:07.080
6	10.219	26.213	29.840	1:06.272
7	16.244	1:07.133	36.036	1:59.412
8	10.261	26.456	32.901	1:09.617
9	10.462	26.286	39.483	1:16.231
10	10.197	26.997	37.229	1:14.423
11	10.035	26.711	29.238	1:05.984
AVG	10.425	26.496	31.248	1:09.478
IDEAL	10.035	25.988	29.238	1:05.261

85 Sean D. Borkenhagen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.905	36.018	32.887	-
2	14.906	27.427	30.008	1:12.342
3	10.257	26.537	35.369	1:12.163
4	10.682	48.542	32.381	1:31.605
5	11.121	30.675	29.459	1:11.255
6	10.070	25.878	29.494	1:05.442
7	10.358	26.579	29.931	1:06.868
8	9.930	26.266	28.759	1:04.955
9	11.761	32.636	34.759	1:19.156
10	10.000	26.028	29.331	1:05.360
11	1:28.811	1:44.998	39.021	2:35.018
AVG	10.522	27.056	30.281	1:08.341
IDEAL	9.930	25.878	28.759	1:04.567

111 Michael J. Sleeter
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:19.518	36.867	42.651	-
2	11.045	27.900	31.795	1:10.739
3	10.559	26.361	45.938	1:22.858

4 10.469 26.582 29.755 1:06.806
 5 10.125 26.190 29.787 1:06.102
 6 10.263 26.317 29.575 1:06.155
 AVG 10.488 26.655 30.133 1:07.322
 IDEAL 10.125 26.190 29.575 1:05.890

143 Michael R. Horban
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.043	31.567	41.476	-
2	10.528	26.354	30.568	1:07.450
3	10.337	26.434	31.157	1:07.928
4	-	-	38.514	1:55.532
5	10.192	26.479	30.467	1:07.137
6	10.198	27.614	51.936	1:29.748
7	10.077	26.800	30.797	1:07.674
8	10.237	2:12.552	51.904	3:14.693
9	10.178	26.492	30.774	1:07.444
AVG	10.250	27.391	30.753	1:07.527
IDEAL	10.077	26.354	30.467	1:06.898

201 Cameron Rodriguez
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:39.491	2:04.579	34.912	-
2	10.968	28.010	33.341	1:12.319
3	10.310	28.311	32.514	1:11.135
4	10.664	27.430	32.336	1:10.430
5	10.255	27.828	32.928	1:11.011
6	14.095	1:36.493	39.549	2:30.137
7	10.567	27.302	43.807	1:21.677
8	10.325	26.920	35.660	1:12.904
9	10.468	27.693	33.034	1:11.195
10	13.012	31.900	38.018	1:22.930
AVG	10.508	28.174	34.093	1:14.200
IDEAL	10.255	26.920	32.336	1:09.511

222 Chris C. Howell
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.228	30.486	33.742	-
2	11.590	29.650	32.487	1:13.727
3	11.356	30.114	34.049	1:15.520
4	11.139	27.824	34.623	1:13.585
5	11.162	27.914	33.773	1:12.849
6	10.927	28.736	33.556	1:13.219
7	10.825	28.275	34.567	1:13.667
8	10.817	28.154	38.068	1:17.039
9	11.028	28.351	40.273	1:19.652
10	11.208	1:07.305	34.960	1:53.473
11	10.812	27.816	32.357	1:10.985
12	10.920	28.423	43.038	1:22.381
AVG	11.071	28.704	34.218	1:15.262
IDEAL	10.812	27.816	32.357	1:10.985

337 Jeremey M. Odriscoll
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.120	33.103	33.017	-
2	11.221	28.089	33.595	1:12.905
3	10.841	27.713	2:00.494	2:39.048
4	11.143	28.021	32.095	1:11.259
5	10.716	27.662	32.187	1:10.564
6	10.837	27.673	31.400	1:09.911
7	11.169	27.475	33.139	1:11.783
8	10.934	27.560	39.572	1:18.066
9	10.747	27.661	35.331	1:13.739
10	10.842	27.732	31.253	1:09.827
11	1:03.572	27.689	31.677	2:02.938
AVG	10.939	27.728	32.633	1:12.257
IDEAL	10.716	27.475	31.253	1:09.443

350 Ben D. Evans
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.927	30.836	33.091	-
2	11.103	26.643	31.188	1:08.934
3	10.589	26.160	31.262	1:08.011
4	10.758	26.399	31.935	1:09.092
5	10.249	26.274	30.188	1:06.711
6	14.908	27.486	31.656	1:14.050
7	10.141	25.624	30.796	1:06.560
8	10.451	31.037	39.754	1:21.242
9	10.309	26.726	46.757	1:23.792
10	9.995	25.668	36.158	1:11.821
11	10.133	26.574	32.789	1:09.496
12	10.252	28.213	32.800	1:11.265
13	10.032	25.779	30.223	1:06.034
AVG	10.365	26.504	32.008	1:09.197
IDEAL	9.995	25.624	30.188	1:05.807

357 Jacob Locks
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.435	41.070	35.365	-
2	11.058	28.498	33.390	1:12.946
3	10.960	28.222	1:03.688	1:42.870
4	15.960	31.533	35.554	1:23.047
5	10.770	28.242	32.306	1:11.318
6	10.816	27.963	32.384	1:11.163
7	11.511	29.023	32.401	1:12.935
8	10.750	1:00.777	39.473	1:51.000
9	10.745	28.831	36.227	1:15.802
10	10.798	28.151	32.586	1:11.535
11	11.285	31.268	35.624	1:18.177
12	10.679	28.341	32.067	1:11.087
AVG	10.937	29.007	33.791	1:14.223
IDEAL	10.679	27.963	32.067	1:10.709



INDIVIDUAL TIMES - LITES GROUP C SESSION 2

402 Cedric Soubeyras
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.666	41.356	34.310	-
2	10.322	26.539	30.133	1:06.994
3	10.231	27.397	35.394	1:13.023
4	10.061	26.049	30.106	1:06.215
5	16.642	1:08.250	57.245	2:22.136
6	9.898	31.431	35.350	1:16.678
7	10.049	25.613	29.970	1:05.632
8	14.377	29.740	58.346	1:42.463
9	11.668	42.852	37.592	1:32.112
10	9.726	25.582	32.119	1:07.427
11	9.893	29.199	31.316	1:10.408
AVG	10.231	27.160	32.337	1:09.482
IDEAL	9.726	25.582	29.970	1:05.278

410 Eric J. McCrummen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.329	34.726	33.603	-
2	11.198	27.056	31.645	1:09.899
3	11.086	35.013	32.621	1:18.720
4	10.178	25.459	32.227	1:07.864
5	10.055	26.650	30.249	1:06.953
6	10.464	26.812	29.333	1:06.609
7	9.892	2:21.950	31.402	3:03.244
8	9.873	3:20.651	32.188	4:02.712
9	10.645	27.348	31.416	1:09.408
AVG	10.424	26.665	31.631	1:09.909
IDEAL	9.873	25.459	29.333	1:04.665

413 Shaun Hillion
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.263	29.614	33.649	-
2	10.588	28.316	33.159	1:12.063
3	10.660	28.160	34.596	1:13.416
4	10.613	28.447	33.751	1:12.811
5	10.871	28.772	32.489	1:12.133
6	10.753	33.589	32.557	1:16.899
7	10.743	28.900	32.664	1:12.308
8	10.590	28.298	32.171	1:11.058
9	10.588	3:26.965	34.064	4:11.617
10	10.440	28.434	36.744	1:15.618
AVG	10.650	29.170	33.584	1:13.288
IDEAL	10.440	28.160	32.171	1:10.770

417 Travis Smith
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.426	38.600	36.828	-
2	11.544	31.305	37.615	1:20.464
3	11.048	28.640	36.167	1:15.855
4	11.700	29.184	37.313	1:18.197
5	10.648	31.064	37.324	1:19.036

421 Richie Leech
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	-	-	36.949	1:36.666
7	11.167	29.072	36.425	1:16.663
8	10.677	28.535	36.982	1:16.195
9	12.813	27.953	37.526	1:18.292
10	10.672	28.460	35.942	1:15.074
11	11.047	29.516	34.190	1:14.753
12	11.031	28.579	34.805	1:14.414
AVG	11.059	29.231	36.540	1:16.894
IDEAL	10.648	27.953	34.190	1:12.791

447 Deven E. Raper
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.138	38.238	37.900	-
2	11.037	27.698	33.844	1:12.579
3	10.493	27.236	32.138	1:09.867
4	10.381	27.432	31.853	1:09.666
5	14.304	1:23.795	34.596	2:12.695
6	10.103	27.378	45.060	1:22.541
7	10.284	27.505	33.855	1:11.644
8	10.028	27.282	41.353	1:18.664
9	10.142	38.906	43.673	1:32.720
10	10.353	27.667	33.736	1:11.757
11	10.286	1:47.067	46.749	2:44.102
AVG	10.345	27.457	33.989	1:13.817
IDEAL	10.028	27.236	31.853	1:09.117

501 Scotty Wennerstrom
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.974	34.597	35.377	-
2	11.041	28.013	33.184	1:12.237
3	10.571	27.718	34.427	1:12.717
4	10.590	27.851	32.699	1:11.140
5	10.315	27.177	30.807	1:08.298
6	10.304	27.167	35.660	1:13.131
7	10.500	1:50.049	32.980	2:33.529
8	10.334	26.924	43.213	1:20.471
9	10.769	27.248	35.722	1:13.739
10	10.548	28.057	33.891	1:12.496
11	10.633	28.711	34.399	1:13.743
AVG	10.561	27.652	33.915	1:13.108
IDEAL	10.304	26.924	30.807	1:08.035

534 Travis T. Freistat
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:37.059	1:04.617	32.442	-
2	10.943	27.936	31.196	1:10.075
3	10.546	27.898	31.428	1:09.872
4	10.557	27.721	32.184	1:10.462
5	10.596	27.550	31.039	1:09.184
6	10.635	27.299	31.301	1:09.235
7	16.260	1:43.740	37.877	2:37.877
8	10.612	28.379	43.853	1:22.844
9	10.600	27.752	33.474	1:11.826
10	10.481	27.994	31.757	1:10.231
11	10.432	27.570	32.454	1:10.456
AVG	10.600	27.789	31.919	1:11.576
IDEAL	10.432	27.299	31.039	1:08.769

575 Chappy Fiene
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	10.735	27.718	30.285	1:08.738
12	11.043	41.833	40.178	1:33.053
AVG	10.748	27.742	31.423	1:11.019
IDEAL	10.462	27.171	30.285	1:07.918

575 Chappy Fiene
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.357	37.043	35.314	-
2	11.459	29.241	34.950	1:15.650
3	10.935	29.136	36.751	1:16.823
4	12.562	37.258	36.895	1:26.715
5	10.429	27.726	32.809	1:10.963
6	11.604	1:53.677	33.847	2:39.128
7	10.670	1:33.152	1:43.878	2:22.570
8	10.506	46.198	34.155	1:30.859
9	11.055	28.744	32.143	1:11.943
AVG	10.951	28.712	34.608	1:13.845
IDEAL	10.429	27.726	32.143	1:10.298

611 Brady A. Sheren
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.129	39.207	37.922	-
2	10.467	27.527	31.556	1:09.550
3	10.194	26.997	31.587	1:08.778
4	10.325	27.455	31.849	1:09.629
5	10.257	27.399	32.256	1:09.912
6	12.629	28.013	38.136	1:18.779
7	10.986	1:31.473	38.631	2:21.089
8	10.284	27.399	40.238	1:17.920
9	16.183	29.225	37.004	1:22.412
10	10.240	27.135	31.276	1:08.651
11	13.223	1:16.334	40.193	2:09.750
AVG	10.393	27.644	32.588	1:11.888
IDEAL	10.194	26.997	31.276	1:08.467

703 Ricky A. Yorks
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.576	36.594	33.982	-
2	27.721	28.194	31.139	1:27.054
3	10.967	27.537	33.688	1:12.192
4	10.978	27.707	30.563	1:09.248
5	10.525	27.703	30.668	1:08.896
6	10.732	27.900	30.463	1:09.095
7	10.916	27.171	31.346	1:09.433
8	10.550	27.605	31.808	1:09.963
9	10.462	28.370	39.787	1:18.619
10	10.583	27.537	37.147	1:15.268

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

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
ANAHEIM I

ANGEL STADIUM - ANAHEIM, CA
ROUND 1 OF 8 - JANUARY 3, 2009

AMA Supercross Lites - West



INDIVIDUAL TIMES - LITES GROUP C SESSION 2

703 Ricky A. Yorks

Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.675	33.041	35.634	-
2	11.017	30.288	36.048	1:17.353
3	10.761	27.560	32.462	1:10.783
4	10.648	27.645	32.397	1:10.690
5	10.403	1:03.686	40.533	1:54.622
6	11.131	27.505	42.220	1:20.856
7	12.280	32.709	43.409	1:28.399
8	10.431	27.444	35.606	1:13.481
9	10.641	26.983	42.187	1:19.811
10	10.757	27.104	32.254	1:10.114
11	15.490	40.670	38.443	1:34.603
AVG	10.897	27.790	34.692	1:14.727
IDEAL	10.403	26.983	32.254	1:09.640

706 Carlos J. Gonzalez

KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:26.858	46.446	40.412	-
2	10.426	26.568	30.244	1:07.238
3	26.144	2:22.225	43.482	3:31.850
4	10.418	25.914	29.392	1:05.724
5	14.161	2:12.206	47.623	3:13.990
6	11.787	30.652	46.123	1:28.562
7	9.900	26.307	31.545	1:07.751
8	11.761	32.334	36.537	1:20.633
9	10.353	29.214	35.124	1:14.691
AVG	10.774	27.731	31.576	1:08.851
IDEAL	9.900	25.914	29.392	1:05.206

727 Rhett C. Urseth

Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.285	35.282	35.003	-
2	10.621	26.947	30.979	1:08.547
3	10.466	26.286	31.744	1:08.496
4	13.675	1:05.855	42.416	2:01.946
5	10.356	25.568	30.372	1:06.296
6	10.497	25.863	30.482	1:06.841
7	13.806	2:24.779	51.454	3:30.039
8	13.084	30.383	37.346	1:20.814
9	10.422	26.357	30.334	1:07.112
10	13.814	34.596	38.139	1:26.549
AVG	10.472	26.901	31.486	1:07.458
IDEAL	10.356	25.568	30.334	1:06.257

758 Jason K. Potter

Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.004	30.768	33.236	-
2	11.579	26.895	34.557	1:13.031
3	10.810	27.512	31.762	1:10.085
4	12.005	27.026	33.988	1:13.019
5	10.637	27.069	31.334	1:09.040

6	10.246	26.804	31.581	1:08.632
7	10.389	26.578	30.006	1:06.973
8	10.521	26.781	30.222	1:07.525
AVG	10.804	27.360	32.030	1:09.617
IDEAL	10.246	26.578	30.006	1:06.830

931 Danny R. Bajza

Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.671	1:00.792	33.879	-
2	10.711	32.361	31.789	1:14.861
3	10.789	27.247	1:15.159	1:53.195
4	13.619	27.569	33.085	1:14.273
5	10.933	28.582	32.022	1:11.537
6	10.343	26.954	30.676	1:07.972
7	10.160	27.454	31.114	1:08.728
8	10.092	27.071	35.347	1:12.511
AVG	10.505	27.480	32.559	1:11.647
IDEAL	10.092	26.954	30.676	1:07.722

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