

**MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP**  
**ANAHEIM II**  
**ANGEL STADIUM - ANAHEIM, CA**  
**ROUND 3 OF 8 - JANUARY 17, 2009**  
**AMA Supercross Lites - West**



**INDIVIDUAL TIMES - LITES GROUP A SESSION 2**

**1** Jason D. Lawrence  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.832	-
2	25.053	22.321	32.876	1:20.250
3	22.708	17.493	32.821	1:13.022
4	22.457	16.593	24.850	1:03.900
5	22.080	16.737	23.969	1:02.786
6	22.229	16.236	23.501	1:01.967
7	27.918	1:11.911	32.287	2:12.116
8	21.546	16.709	23.829	1:02.084
9	22.483	21.690	31.002	1:15.175
10	27.367	28.510	33.345	1:29.222
11	21.815	16.673	32.089	1:10.577
12	21.706	16.628	23.448	1:01.783
13	21.848	16.358	24.245	1:02.451
AVG	22.392	16.678	23.974	1:04.821
IDEAL	21.546	16.236	23.448	1:01.230

**10** Ryan M. Dungey  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	31.471	-
2	26.240	18.411	26.062	1:10.713
3	24.180	16.960	25.089	1:06.229
4	22.210	16.893	23.742	1:02.845
5	22.097	16.682	23.994	1:02.773
6	22.184	16.770	23.625	1:02.579
7	26.640	21.205	32.014	1:19.859
8	21.774	16.095	22.989	1:00.858
9	21.992	16.902	40.882	1:19.776
10	21.566	16.937	23.649	1:02.152
11	30.123	19.583	32.687	1:22.393
12	21.384	16.239	23.035	1:00.659
13	22.473	16.471	24.244	1:03.188
14	27.784	18.588	24.982	1:11.354
AVG	22.207	16.995	24.141	1:04.335
IDEAL	21.384	16.095	22.989	1:00.468

**19** Jake T. Weimer  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.652	-
2	22.989	17.285	24.577	1:04.851
3	22.645	16.894	24.416	1:03.955
4	23.649	17.137	23.838	1:04.624
5	25.120	16.714	24.066	1:05.900
6	22.125	16.572	23.637	1:02.334
7	22.380	16.794	23.892	1:03.065
8	22.371	30.400	46.087	1:38.858
9	22.010	16.623	26.193	1:04.826
10	21.921	16.435	23.646	1:02.002
11	-	-	30.662	2:44.848
12	23.701	16.690	32.788	1:13.179
13	21.892	16.508	24.089	1:02.489

**31** Ryan Sipes  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.643	-
2	25.399	19.797	24.551	1:09.747
3	22.656	16.765	25.070	1:04.491
4	22.440	16.818	25.422	1:04.680
5	29.186	16.770	26.763	1:12.719
6	22.736	17.172	24.190	1:04.098
7	22.386	22.982	35.114	1:20.481
8	22.203	17.117	24.033	1:03.354
9	22.166	17.022	24.213	1:03.401
10	40.034	17.731	24.401	1:22.165
11	22.777	16.962	24.093	1:03.833
12	23.375	17.534	26.703	1:07.611
13	23.100	17.214	23.901	1:04.215
14	34.566	21.304	28.294	1:24.164
AVG	22.924	17.355	25.329	1:05.815
IDEAL	22.166	16.765	23.901	1:02.832

**55** Ryan D. Clark  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	44.754	-
2	-	-	38.958	3:15.027
3	23.609	17.768	25.784	1:07.161
4	23.793	17.612	26.230	1:07.634
5	23.227	17.571	25.469	1:06.267
6	31.356	21.713	33.362	1:26.431
7	22.945	17.488	26.329	1:06.762
8	23.219	17.597	25.192	1:06.008
9	23.272	17.364	25.307	1:05.943
10	-	-	34.824	1:31.527
11	23.273	17.266	24.917	1:05.456
AVG	23.334	17.524	25.604	1:06.462
IDEAL	22.945	17.266	24.917	1:05.128

**63** Chris Blose  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.284	-
2	26.030	17.223	25.109	1:08.362
3	22.879	17.245	24.722	1:04.846
4	23.004	20.893	33.674	1:17.571
5	22.314	16.717	24.750	1:03.780
6	25.437	25.662	33.703	1:24.802
7	22.862	16.838	23.947	1:03.647
8	22.461	16.598	23.780	1:02.839
9	-	-	28.187	1:57.090
10	22.354	16.646	25.349	1:04.349
11	32.185	28.495	28.631	1:29.311
12	22.102	16.937	24.068	1:03.108
13	22.423	16.976	24.469	1:03.868

**65** Shaun J. Skinner  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.642	-
2	25.973	23.161	26.820	1:15.953
3	24.141	17.462	25.729	1:07.333
4	28.039	18.008	26.110	1:12.156
5	23.277	17.187	25.471	1:05.935
6	23.708	17.540	25.181	1:06.429
7	23.592	17.129	24.929	1:05.650
8	-	-	29.282	2:07.548
9	23.317	17.371	25.265	1:05.953
10	23.423	17.088	24.769	1:05.280
11	23.440	17.292	25.469	1:06.201
12	36.844	49.103	35.524	2:01.471
AVG	23.859	17.385	25.902	1:07.877
IDEAL	23.277	17.088	24.769	1:05.134

**85** Sean D. Borkenhagen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.371	-
2	24.059	17.162	25.767	1:06.988
3	23.434	17.176	25.339	1:05.949
4	23.547	17.189	25.189	1:05.926
5	23.320	16.984	24.935	1:05.239
6	23.516	16.918	25.274	1:05.708
7	23.361	17.086	24.584	1:05.031
8	28.099	19.635	29.167	1:16.901
9	23.471	17.099	24.996	1:05.567
10	-	-	25.933	2:24.782
11	23.305	16.848	24.246	1:04.399
12	-	-	34.107	2:02.277
AVG	23.502	17.344	25.140	1:06.856
IDEAL	23.305	16.848	24.246	1:04.399

**87** P. J. Larsen  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.071	-
2	25.046	17.436	25.414	1:07.896
3	23.727	17.722	24.559	1:06.008
4	23.835	17.207	24.301	1:05.343
5	23.648	17.531	23.931	1:05.110
6	23.191	17.484	23.940	1:04.615
7	23.724	17.509	24.136	1:05.369
8	22.654	16.837	24.762	1:04.253
9	22.916	17.469	24.906	1:05.291
10	26.191	42.276	24.340	1:32.807
11	22.956	17.044	24.493	1:04.493
12	22.712	17.482	24.431	1:04.625
13	26.831	22.917	25.044	1:14.791
14	23.251	17.068	24.438	1:04.757

**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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INDIVIDUAL TIMES - LITES GROUP A SESSION 2

AVG	23.899	17.345	24.515	1:06.046
IDEAL	22.654	16.837	23.931	1:03.422

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Christopher Gosselaar  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.176	-
2	32.670	22.181	42.918	1:37.769
3	27.184	44.529	29.360	1:41.073
4	37.937	17.368	33.563	1:28.868
5	23.190	17.347	25.522	1:06.058
6	23.733	46.808	47.116	1:57.657
7	22.352	17.355	25.356	1:05.062
8	39.562	1:25.069	45.161	2:49.792
9	1:46.441	2:23.512	2:43.504	3:23.525

AVG	23.091	17.357	26.746	1:05.560
IDEAL	22.352	17.347	25.356	1:05.054

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Michael J. Sleeter  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.749	-
2	26.952	20.311	40.045	1:27.308
3	-	-	26.535	2:13.465
4	25.141	18.165	26.026	1:09.332
5	24.242	17.777	27.375	1:09.394
6	37.635	19.744	25.717	1:23.096
7	23.858	17.711	31.742	1:13.311
8	-	-	27.718	1:51.508
9	23.813	17.564	28.871	1:10.248
10	-	-	46.366	1:52.163
11	32.120	24.472	30.240	1:26.833

AVG	24.801	18.545	27.498	1:13.076
IDEAL	23.813	17.564	25.717	1:07.094

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Justin D. Brayton  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.640	-
2	24.605	19.340	25.068	1:09.013
3	23.235	18.023	24.525	1:05.783
4	22.715	16.973	26.704	1:06.391
5	22.624	16.555	23.844	1:03.023
6	22.310	16.597	23.756	1:02.663
7	23.615	17.327	23.783	1:04.725
8	22.775	16.481	23.918	1:03.174
9	22.434	22.825	24.886	1:10.146
10	22.391	22.605	24.793	1:09.789
11	22.466	16.404	23.950	1:02.819
12	30.637	1:16.918	29.679	2:17.235
13	22.393	16.483	29.230	1:08.106

AVG	22.869	17.131	24.523	1:05.966
IDEAL	22.310	16.404	23.756	1:02.470

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Ryan Morais  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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1	-	-	28.606	-
2	24.748	18.162	25.961	1:08.871
3	23.812	17.168	24.300	1:05.279
4	23.855	17.180	24.257	1:05.292
5	22.831	17.242	23.921	1:03.994
6	-	-	24.559	1:50.086
7	22.494	17.247	24.287	1:04.033
8	22.928	17.153	30.502	1:10.583
9	22.716	17.047	23.732	1:03.496
10	-	-	26.117	2:50.312
11	22.635	16.839	24.009	1:03.483
12	29.754	25.391	38.259	1:33.404

AVG	23.253	17.255	24.571	1:05.629
IDEAL	22.499	16.839	23.732	1:03.070

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Dan Reardon  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.698	-
2	23.439	20.505	27.524	1:11.468
3	22.672	16.969	24.144	1:03.785
4	22.461	17.005	24.746	1:04.212
5	22.860	17.010	25.865	1:05.735
6	38.224	24.819	30.430	1:33.472
7	22.418	16.883	24.006	1:03.306
8	-	-	28.032	3:02.645
9	22.082	17.027	23.797	1:02.906
10	31.158	18.014	26.853	1:16.025
11	22.307	16.909	24.069	1:03.285
12	-	-	33.607	1:40.404

AVG	22.605	17.117	25.448	1:04.957
IDEAL	22.082	16.883	23.797	1:02.762

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Cole Seely  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.266	-
2	23.732	17.482	27.039	1:08.252
3	23.862	17.304	24.772	1:05.938
4	23.943	17.091	24.998	1:06.032
5	23.603	17.162	25.164	1:05.929
6	24.362	17.248	27.128	1:08.738
7	24.172	16.916	27.928	1:09.016
8	24.546	1:21.743	25.034	2:11.323
9	27.241	18.594	28.687	1:14.522
10	24.061	17.105	24.654	1:05.820
11	23.986	17.274	24.765	1:06.025
12	25.951	18.671	31.758	1:16.380
13	23.974	17.097	25.242	1:06.313

AVG	24.453	17.450	26.056	1:08.451
IDEAL	23.603	16.916	24.654	1:05.173

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Ben D. Evans  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	36.717	-
2	27.285	18.389	26.183	1:11.857

3	25.374	17.866	25.072	1:08.312
4	23.544	17.237	24.665	1:05.446
5	23.277	17.105	25.496	1:05.879
6	26.350	19.856	32.310	1:18.516
7	23.598	17.368	25.263	1:06.229
8	23.167	16.962	24.698	1:04.827
9	34.543	18.927	25.390	1:18.860
10	23.226	16.940	28.307	1:08.473
11	23.124	16.871	24.567	1:04.561
12	36.739	20.487	30.653	1:27.879
13	23.379	16.952	30.283	1:10.614

AVG	24.336	17.695	25.471	1:07.451
IDEAL	23.124	16.871	24.567	1:04.561

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Adam B. Chatfield  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	37.228	-
2	27.112	21.240	35.997	1:24.350
3	24.970	17.557	26.585	1:09.111
4	23.297	17.157	25.588	1:06.042
5	23.263	17.188	24.985	1:05.437
6	39.567	21.686	32.168	1:33.421
7	23.300	17.071	24.727	1:05.099
8	23.420	17.318	24.949	1:05.687
9	36.973	1:13.114	46.064	2:36.151
10	23.391	17.217	25.483	1:06.090
11	38.866	24.128	33.051	1:36.045
12	22.850	23.197	33.240	1:19.287

AVG	23.950	17.251	25.386	1:06.244
IDEAL	22.850	17.071	24.727	1:04.648

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Eric J. McCrummen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.619	-
2	26.377	18.389	31.305	1:16.072
3	26.138	16.899	26.221	1:09.258
4	22.995	16.914	25.054	1:04.963
5	22.838	17.065	25.143	1:05.047
6	28.427	23.657	38.747	1:30.831
7	26.477	26.192	32.480	1:25.149
8	22.553	16.959	23.992	1:03.504
9	27.122	59.829	27.705	1:54.656
10	22.359	16.415	24.221	1:02.995
11	-	-	37.640	2:15.415

AVG	24.248	17.107	25.389	1:05.153
IDEAL	22.359	16.415	23.992	1:02.766

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Jeff Alessi  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.415	-
2	23.450	17.403	25.024	1:05.877
3	24.404	17.107	25.020	1:06.532
4	23.643	17.378	25.099	1:06.119
5	23.749	17.293	24.839	1:05.882

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 - LITES GROUP A SESSION 2

801 Jeff Alessi  
 Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	37.770	1:01.932	29.866	2:09.568
7	39.281	52.843	34.410	2:06.534
8	22.853	17.169	24.208	1:04.229
9	23.164	16.936	24.824	1:04.924
10	43.170	1:00.593	35.097	2:18.861
11	44.466	1:04.046	35.009	2:23.521
AVG	23.009	17.053	24.516	1:04.577
IDEAL	22.853	16.936	24.208	1:03.996