

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

HOUSTON

RELIANT STADIUM - HOUSTON, TX

ROUND 1 OF 8 - JANUARY 24, 2009

AMA Supercross Lites - East



INDIVIDUAL TIMES - LITES GROUP B SESSION 1 (5 MINUTES FREE)

61 Blake Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	18.285	-
2	19.817	17.551	18.115	55.483
3	19.939	18.604	18.456	56.999
4	20.411	18.356	17.691	56.458
5	20.051	17.499	17.166	54.716
6	20.354	17.243	16.911	54.508
7	19.898	17.632	16.902	54.433
8	55.399	17.602	16.944	1:29.944
9	20.021	17.257	17.063	54.341
10	21.236	18.827	24.681	1:04.745
11	20.318	17.876	21.544	59.738
12	1:06.205	27.810	18.222	1:52.237
13	19.981	19.060	19.702	58.743
14	20.333	19.014	21.892	1:01.239
15	20.212	17.977	19.782	57.971
AVG	20.214	18.038	17.937	57.448
IDEAL	19.817	17.243	16.902	53.962

77 Steven J. Clarke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	20.076	16.262	16.953	53.291
3	3:20.874	29.753	24.857	4:15.484
4	20.102	16.643	25.569	1:02.315
5	19.366	16.329	16.822	52.517
6	27.042	39.696	23.899	1:25.045
7	1:00.849	26.613	20.872	1:48.334
8	20.678	27.376	18.706	1:06.760
9	19.559	16.179	17.171	52.909
10	20.112	26.037	24.728	1:10.877
11	24.300	29.165	24.186	1:17.651
12	50.884	26.333	27.305	1:44.523
AVG	19.982	16.353	17.413	55.258
IDEAL	19.366	16.179	16.822	52.367

126 Hunter Hewitt
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	19.968	17.029	16.952	53.949
3	20.363	18.059	17.101	55.524
4	19.993	16.719	17.205	53.917
5	27.826	22.849	20.684	1:11.359
6	1:05.874	16.902	18.903	1:41.679
7	20.210	17.157	16.848	54.215
8	20.017	17.697	17.311	55.025
9	34.834	30.238	23.417	1:28.489
10	20.264	38.340	19.888	1:18.492
11	20.825	16.895	18.611	56.331
12	20.052	16.700	17.222	53.974
13	36.253	32.209	21.380	1:29.842
14	20.302	16.870	18.081	55.253

159 Darryn L. Durham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	20.508	-
2	19.966	25.944	23.064	1:08.974
3	19.872	19.036	18.978	57.886
4	21.371	18.823	17.965	58.159
5	19.727	17.710	16.757	54.195
6	53.324	27.647	17.493	1:38.464
7	19.654	16.884	16.673	53.210
8	19.672	20.653	17.431	57.756
9	19.953	17.213	16.904	54.070
10	22.340	26.475	17.148	1:05.963
11	20.306	16.971	17.043	54.319
12	20.373	17.144	17.117	54.634
13	1:05.110	29.585	27.284	2:01.979
14	19.775	17.253	17.188	54.216
15	19.570	17.150	17.484	54.203
AVG	20.215	17.576	17.348	55.265
IDEAL	19.570	16.884	16.673	53.126

198 Jacob Saylor
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.008	20.249	20.759	-
2	20.352	18.958	19.954	59.263
3	20.729	18.392	18.954	58.075
4	25.766	25.166	19.264	1:10.196
5	22.601	19.166	18.085	59.852
6	3:20.854	23.619	28.905	4:13.378
7	21.536	20.132	18.017	59.685
8	21.683	18.921	17.751	58.355
9	20.251	18.118	17.617	55.986
10	31.049	29.943	23.731	1:24.723
11	21.071	24.034	23.261	1:08.366
12	21.263	19.901	25.624	1:06.788
AVG	21.186	19.230	18.800	59.715
IDEAL	20.251	18.118	17.617	55.986

247 Teddy P. Parks
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	20.212	-
2	20.435	19.039	18.254	57.728
3	20.643	21.195	19.889	1:01.727
4	21.943	19.990	18.021	59.953
5	23.516	18.934	17.739	1:00.189
6	24.130	34.232	19.258	1:17.619
7	20.240	18.671	17.280	56.191
8	20.664	18.660	22.774	1:02.098
9	20.487	18.534	17.915	56.936
10	20.569	18.796	30.680	1:10.045
11	25.239	25.777	19.022	1:10.038

12 20.611 18.373 17.396 56.380

13 20.381 18.917 29.694 1:08.992

14 20.729 18.325 17.582 56.637

15 30.751 34.009 28.014 1:32.773

AVG 21.151 18.984 18.330 58.422

IDEAL 20.240 18.325 17.280 55.845

253 Aaron B. Smith
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	19.741	-
2	20.592	20.384	20.328	1:01.304
3	20.481	20.119	19.679	1:00.280
4	20.624	19.376	19.414	59.414
5	21.661	20.504	20.125	1:02.291
6	21.389	21.991	18.812	1:02.191
7	20.873	20.925	18.850	1:00.647
8	20.628	20.490	18.430	59.548
9	21.945	23.968	20.450	1:06.363
10	20.523	19.950	19.251	59.724
11	20.789	20.222	18.555	59.565
12	30.511	29.732	26.243	1:26.486
13	20.703	19.671	18.282	58.656
14	20.511	19.327	18.635	58.473
15	31.702	29.244	30.409	1:31.355
AVG	20.893	20.269	19.273	1:00.705
IDEAL	20.481	19.327	18.282	58.090

257 John G. Dehn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.243	20.980	20.263	-
2	20.522	20.389	19.793	1:00.704
3	20.765	19.411	19.035	59.211
4	21.411	21.306	18.597	1:01.314
5	21.507	19.301	18.817	59.626
6	1:25.699	24.168	22.451	2:12.318
7	21.357	19.161	20.533	1:01.051
8	21.621	19.531	19.597	1:00.750
AVG	21.197	20.011	19.519	1:00.443
IDEAL	20.522	19.161	18.597	58.280

309 Spencer R. Dally
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	18.752	-
2	19.956	18.288	18.838	57.082
3	20.232	16.759	19.617	56.608
4	31.195	30.252	23.892	1:25.339
5	20.817	26.097	39.445	1:26.359
6	1:44.363	20.559	30.609	2:35.531
7	20.207	21.911	25.812	1:07.930
8	20.571	17.223	30.325	1:08.119
9	33.552	31.204	31.602	1:36.359
10	19.990	18.316	28.164	1:06.469
11	3:09.086	30.927	26.922	4:06.936

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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HOUSTON

RELIANT STADIUM - HOUSTON, TX

ROUND 1 OF 8 - JANUARY 24, 2009

AMA Supercross Lites - East



INDIVIDUAL TIMES - LITES GROUP B SESSION 1 (5 MINUTES FREE)

AVG	20.295	17.647	19.069	1:02.022
IDEAL	19.956	16.759	18.838	55.553

386

Aaron D. Gulley
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.738	19.079	19.659	-
2	20.138	23.752	33.314	1:17.204
3	21.121	19.412	18.680	59.213
4	20.707	19.356	18.028	58.091
5	22.530	25.392	21.236	1:09.158
6	2:06.601	20.953	21.187	2:48.740
7	20.248	18.598	17.704	56.550
8	20.374	21.591	22.891	1:04.857
9	59.234	21.685	21.352	1:42.270
10	21.654	23.625	19.850	1:05.129
AVG	20.968	20.096	19.478	1:00.768
IDEAL	20.138	18.598	17.704	56.440

387

Austin H. Miller
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	22.047	28.556	21.925	1:12.529
3	21.862	24.535	22.983	1:09.380
4	24.067	39.755	22.103	1:25.925
5	39.413	21.189	18.632	1:19.234
6	21.665	24.996	22.459	1:09.120
7	21.366	20.593	19.981	1:01.940
8	21.119	20.753	20.173	1:02.046
9	23.541	21.302	19.038	1:03.881
10	-	-	24.136	2:47.080
11	22.994	23.249	21.649	1:07.892
12	22.151	24.668	30.155	1:16.973
AVG	22.312	22.327	20.500	1:06.684
IDEAL	21.119	20.593	18.632	1:00.344

552

Fred D. Karrle
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	19.999	-
2	57.196	26.992	21.091	1:45.279
3	19.771	18.170	17.852	55.793
4	1:14.691	26.062	23.916	2:04.669
5	19.864	21.335	25.961	1:07.159
6	19.830	21.140	25.057	1:06.027
7	1:21.899	28.981	22.115	2:12.994
8	20.429	18.318	17.858	56.605
9	1:23.452	25.061	28.580	2:17.093
10	20.081	20.309	22.368	1:02.758
11	1:39.993	23.440	23.300	2:26.733
AVG	19.995	19.854	19.200	1:00.296
IDEAL	19.771	18.170	17.852	55.793

610

Christopher R. Tracy
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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1	-	-	-	-
2	22.221	19.759	19.847	1:01.828
3	23.017	20.572	19.713	1:03.301
4	22.080	20.000	26.227	1:08.308
5	22.581	22.350	37.110	1:22.041
6	23.488	30.594	18.784	1:12.866
7	33.295	54.583	28.330	1:56.208
8	21.418	22.418	20.735	1:04.572
9	36.010	28.195	19.219	1:23.424
10	22.107	28.990	38.058	1:29.155
AVG	22.416	21.020	19.660	1:06.175
IDEAL	21.418	19.759	18.784	59.961

719

Vince A. Friese
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	20.001	16.896	17.078	53.975
3	21.665	23.472	17.469	1:02.606
4	19.347	18.810	23.522	1:01.679
5	21.721	18.551	27.901	1:08.173
6	39.685	28.805	24.442	1:32.933
7	57.786	21.208	24.323	1:43.317
8	19.692	17.086	22.043	58.821
9	19.710	20.035	26.267	1:06.012
10	19.730	17.073	17.157	53.960
11	33.062	29.456	38.374	1:40.892
12	19.704	17.121	27.313	1:04.137
13	46.234	19.421	24.769	1:30.424
14	19.391	19.670	24.066	1:03.126
AVG	20.107	18.296	17.235	59.758
IDEAL	19.347	16.896	17.078	53.321

918

Michael Akaydin
Kaw

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	20.160	-
2	21.087	20.429	22.618	1:04.134
3	21.162	22.131	19.951	1:03.243
4	21.121	22.234	31.652	1:15.006
5	20.704	21.016	18.919	1:00.639
6	20.716	20.720	20.565	1:02.001
7	34.466	37.709	28.819	1:40.994
8	20.629	20.291	18.571	59.491
9	34.516	28.990	33.558	1:37.064
10	21.245	20.871	26.175	1:08.290
11	20.947	22.290	24.972	1:08.209
12	20.937	24.614	29.568	1:15.119
13	21.106	35.647	28.827	1:25.580
AVG	20.965	21.248	19.633	1:03.715
IDEAL	20.629	20.291	18.571	59.491

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