



**INDIVIDUAL TIMES - PROVISIONAL - LITES GROUP C SESSION 2**

**85** Sean D. Borkenhagen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>31.336</del>	14.902	16.434	-
2	24.009	14.021	15.558	53.588
3	24.267	14.247	16.693	55.207
4	23.602	14.180	15.539	53.321
5	24.362	14.072	15.676	54.110
6	25.781	23.902	20.823	1:10.506
7	24.055	14.342	21.579	59.975
8	23.781	14.261	17.078	55.121
9	23.848	14.027	15.510	53.385
10	24.099	14.588	16.052	54.739
11	53.601	15.817	15.929	1:25.347
12	23.189	14.066	15.596	52.851
13	23.069	13.618	15.692	52.380
14	1:40.751	18.846	17.068	2:16.665
15	24.467	17.014	18.938	1:00.419
AVG	24.044	14.345	16.069	55.009
IDEAL	23.069	13.618	15.510	52.197

**128** Ross R. Johnson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:07.136</del>	41.447	25.689	-
2	25.153	15.340	16.963	57.455
3	24.704	15.031	16.526	56.261
4	24.960	14.699	16.279	55.938
5	58.801	15.421	16.917	1:31.138
6	24.550	14.745	15.999	55.294
7	24.614	14.430	15.924	54.968
8	1:06.375	21.477	21.784	1:49.636
9	23.826	14.579	15.910	54.315
10	23.997	14.838	16.282	55.117
11	1:18.480	20.313	17.527	1:56.319
12	24.458	16.956	19.408	1:00.822
13	23.900	14.686	16.233	54.819
AVG	24.462	15.073	16.456	56.110
IDEAL	23.826	14.430	15.910	54.166

**143** Michael R. Horban  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>36.033</del>	19.587	16.446	-
2	54.219	14.350	18.130	1:26.699
3	24.435	14.535	15.874	54.844
4	24.274	14.455	15.864	54.593
5	24.854	14.358	15.995	55.206
6	24.220	14.135	16.256	54.611
7	2:07.630	15.667	18.030	2:41.327
8	24.249	14.418	15.960	54.627
9	24.528	14.591	15.674	54.793
10	1:01.317	14.071	15.937	1:31.324
11	26.382	20.325	19.470	1:06.177
12	24.614	14.351	15.848	54.813
13	33.464	14.326	17.093	1:04.883

**144** Alex J. Martin  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>31.705</del>	14.932	16.773	-
2	24.784	14.174	16.496	55.455
3	24.512	14.917	16.374	55.803
4	25.342	14.300	15.682	55.324
5	24.051	14.402	15.934	54.386
6	24.572	14.010	15.592	54.174
7	26.145	18.862	16.922	1:01.930
8	57.049	15.542	17.876	1:30.466
9	23.386	14.329	16.197	53.912
10	24.069	13.964	15.791	53.824
11	29.041	14.823	16.374	1:00.238
12	26.235	15.330	16.537	58.102
13	46.951	14.538	16.599	1:18.088
14	24.205	14.431	15.889	54.526
15	24.956	17.771	20.079	1:02.805
AVG	24.751	14.592	16.360	56.706
IDEAL	23.386	13.964	15.592	52.942

**152** Scott C. Champion  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>41.596</del>	22.814	18.782	-
2	26.211	16.065	16.850	59.127
3	25.018	14.532	16.158	55.707
4	24.932	14.899	16.067	55.898
5	57.751	16.957	17.115	1:31.823
6	24.540	14.504	15.936	54.980
7	53.293	15.282	17.346	1:25.921
8	24.290	14.572	15.843	54.705
9	33.050	15.862	19.056	1:07.968
10	24.416	14.717	16.050	55.183
11	55.185	16.457	24.656	1:36.298
12	32.003	16.317	18.066	1:06.386
13	24.870	14.424	16.204	55.498
14	39.529	23.199	19.644	1:22.372
AVG	24.897	15.382	16.765	55.871
IDEAL	24.290	14.424	15.843	54.557

**177** Mitchell J. Rask  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>48.728</del>	25.223	23.505	-
2	26.010	16.105	17.590	59.705
3	25.159	14.981	17.115	57.256
4	25.332	16.392	16.381	58.105
5	24.676	15.230	17.057	56.964
6	47.033	23.391	23.737	1:34.161
7	24.667	15.146	16.320	56.133
8	27.638	25.462	26.328	1:19.428
9	24.876	15.068	21.581	1:01.526
10	25.129	15.127	16.550	56.805

11 24.955 14.867 16.749 56.572  
 12 1:39.858 17.134 23.050 2:20.042  
 13 24.334 15.438 20.783 1:00.555

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
AVG	25.248	15.487	16.814	58.019
IDEAL	24.334	14.867	16.320	55.521

**186** Derek J. Costella  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>36.964</del>	19.350	17.614	-
2	26.052	14.937	17.023	58.012
3	25.671	14.299	16.580	56.550
4	28.748	14.767	15.513	59.029
5	24.555	14.339	35.012	1:13.905
6	27.446	14.287	16.271	58.004
7	42.601	14.152	17.488	1:14.241
8	24.387	14.570	15.673	54.630
9	30.509	14.761	20.686	1:05.956
10	25.358	14.232	15.812	55.402
11	24.560	14.431	16.023	55.014
12	1:41.220	14.624	15.984	2:11.828
13	27.740	16.984	25.321	1:10.045
AVG	26.057	14.491	16.398	56.663
IDEAL	24.387	14.152	15.513	54.052

**252** Justin F. Keeney  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.963</del>	20.576	18.387	-
2	24.529	15.045	16.089	55.663
3	25.028	14.730	15.642	55.400
4	1:04.639	14.655	16.426	1:35.719
5	23.913	14.374	15.874	54.161
6	29.092	15.886	26.098	1:11.076
7	23.221	14.000	15.465	52.686
8	24.014	14.177	15.643	53.835
9	23.977	16.081	18.287	58.345
10	1:19.810	15.939	18.025	1:53.773
11	22.932	14.195	15.974	53.102
12	31.614	15.494	18.716	1:05.824
13	25.577	19.282	19.756	1:04.615
14	26.736	16.672	20.980	1:04.388
AVG	24.437	15.104	16.581	54.742
IDEAL	22.932	14.000	15.465	52.397

**411** Hugo Dagod  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.263</del>	44.642	20.621	-
2	24.479	14.371	15.969	54.818
3	52.051	18.806	18.271	1:29.128
4	23.950	14.500	16.031	54.481
5	53.184	15.552	18.947	1:27.683
6	23.969	14.340	15.908	54.216
7	1:22.477	16.609	22.917	2:02.003
8	23.526	14.543	16.478	54.547
9	34.495	19.564	23.962	1:18.022

**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

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

SAN FRANCISCO

AT&T PARK - SAN FRANCISCO, CA

ROUND 4 OF 8 - JANUARY 31, 2009

AMA Supercross Lites - West



INDIVIDUAL TIMES - PROVISIONAL - LITES GROUP C SESSION 2

**411** Hugo Dagod  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	23.633	14.785	16.083	54.501
11	1:42.704	18.599	24.455	2:25.758
12	24.938	23.074	24.082	1:12.094
AVG	24.285	14.785	16.083	54.501
IDEAL	23.526	14.340	15.908	53.774

**417** Travis Smith  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.740	16.732	20.398	1:07.869
3	27.841	21.801	22.681	1:12.323
4	42.471	16.621	17.945	1:17.036
5	27.192	17.402	22.640	1:07.234
6	45.381	34.491	20.123	1:39.995
7	27.946	16.072	16.797	1:00.814
8	27.184	16.254	17.480	1:00.918
9	28.892	15.947	17.229	1:02.068
10	27.451	16.959	25.462	1:09.872
11	27.303	16.105	17.562	1:00.969
12	1:23.306	22.963	24.090	2:10.359
AVG	28.069	16.512	17.856	1:05.259
IDEAL	27.184	15.947	16.797	59.928

**565** Preston D. Mull  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.516	23.562	18.954	-
2	28.081	16.300	16.959	1:01.340
3	27.119	15.431	16.784	59.334
4	26.489	15.740	17.265	59.494
5	1:15.329	15.121	16.953	1:47.402
6	26.392	15.133	17.329	58.854
7	26.683	15.178	19.351	1:01.212
8	2:26.586	15.412	19.055	3:01.053
9	25.973	15.021	16.497	57.491
10	26.619	15.034	17.097	58.751
11	51.631	17.131	17.129	1:25.890
12	25.628	16.614	22.330	1:04.572
AVG	26.623	15.647	17.579	1:00.131
IDEAL	25.628	15.021	16.497	57.146

**611** Brady A. Sheren  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.415	18.913	23.502	-
2	28.160	14.279	16.341	58.780
3	24.139	15.016	16.080	55.235
4	24.478	14.410	16.015	54.903
5	24.343	14.380	16.717	55.440
6	40.447	15.753	17.328	1:13.527
7	24.566	14.383	16.195	55.144
8	32.710	19.004	22.066	1:13.780

**727** Rhett C. Urseth  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	1:24.382	20.358	19.054	2:03.794
10	24.319	14.411	16.012	54.742
11	24.891	14.561	15.843	55.295
12	33.428	19.355	25.279	1:18.062
13	24.228	14.415	15.946	54.589
14	35.068	22.936	25.976	1:23.980
AVG	24.890	14.623	16.275	55.516
IDEAL	24.139	14.279	15.843	54.261

**737** Tanner J. Reidman  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.741	21.542	21.199	-
2	28.902	16.071	25.590	1:10.562
3	24.496	14.969	16.443	55.909
4	24.361	14.475	16.766	55.602
5	1:14.378	19.480	27.626	2:01.484
6	23.987	14.586	15.941	54.513
7	28.629	19.416	20.073	1:08.118
8	25.338	14.468	18.102	57.907
9	1:35.303	18.438	21.163	2:14.905
10	23.493	14.189	16.261	53.943
11	1:14.841	18.013	22.181	1:55.036
12	29.209	18.207	24.790	1:12.206
AVG	24.335	14.793	16.702	55.575
IDEAL	23.493	14.189	15.941	53.622

**737** Tanner J. Reidman  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.513	15.830	17.683	-
2	25.677	15.113	16.610	57.401
3	24.649	15.217	16.394	56.260
4	24.900	15.116	16.375	56.390
5	26.184	14.910	16.427	57.520
6	24.139	14.711	15.882	54.731
7	24.425	15.145	22.616	1:02.186
8	24.576	15.172	16.339	56.087
9	1:29.420	15.294	17.232	2:01.946
10	24.115	14.473	15.812	54.400
11	36.609	15.068	17.488	1:09.164
12	24.400	14.813	16.283	55.496
13	35.208	17.139	23.784	1:16.131
14	25.020	14.934	16.622	56.576
15	31.301	23.498	22.974	1:17.773
AVG	24.808	15.210	16.596	56.705
IDEAL	24.115	14.473	15.812	54.400

**888** Hunter Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.982	23.386	20.596	-
2	25.284	14.629	16.051	55.965
3	24.431	14.962	16.118	55.511
4	34.180	22.124	21.805	1:18.109
5	24.182	14.813	16.219	55.214
6	1:07.461	20.856	17.662	1:45.980

**931** Danny R. Bajza  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	24.388	14.636	16.965	55.989
8	24.189	14.974	16.298	55.460
9	25.082	17.678	22.226	1:04.986
10	25.551	14.704	15.855	56.110
11	38.188	21.384	25.372	1:24.944
12	24.461	15.277	15.984	55.722
13	25.272	18.179	22.260	1:05.711
14	24.560	14.573	16.463	55.596
AVG	24.708	14.800	16.458	57.477
IDEAL	24.182	14.573	15.855	54.609

**931** Danny R. Bajza  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	32.849	15.791	17.058	-
2	26.135	14.720	16.982	57.837
3	24.180	14.582	16.546	55.308
4	26.679	40.430	19.721	1:26.829
5	24.477	14.949	16.412	55.837
6	34.129	15.455	16.757	1:06.342
7	24.300	14.618	16.020	54.938
8	38.528	15.372	16.767	1:10.667
9	24.687	14.407	16.066	55.160
10	1:19.547	17.070	22.371	1:58.988
11	26.324	16.145	16.933	59.403
12	26.203	15.735	18.807	1:00.745
13	24.355	17.752	22.975	1:05.082
14	24.336	16.297	23.279	1:03.913
AVG	25.168	15.428	16.835	58.691
IDEAL	24.180	14.407	16.020	54.607

**986** Topher C. Ingalls  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.700	20.906	18.794	-
2	26.746	15.150	18.077	59.973
3	26.127	14.871	16.353	57.352
4	24.548	14.746	16.496	55.790
5	24.028	14.203	16.469	54.700
6	23.818	14.223	15.755	53.796
7	32.682	16.440	16.348	1:05.470
8	23.637	14.108	16.206	53.951
9	55.992	27.247	25.470	1:48.709
10	23.733	14.458	36.985	1:15.176
11	23.862	14.496	16.922	55.281
12	44.656	27.730	25.270	1:37.656
13	27.846	18.956	21.872	1:08.674
14	31.812	18.442	18.531	1:08.785
AVG	24.927	14.744	16.995	55.835
IDEAL	23.637	14.108	15.755	53.499

**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