

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

INDIANAPOLIS

LUCAS OIL STADIUM - INDIANAPOLIS, IN

ROUND 3 OF 8 - FEBRUARY 28, 2009

AMA Supercross Lites - East



INDIVIDUAL TIMES - LITES GROUP A SESSION 2

20 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.766	22.624	19.142	-
2	16.917	19.712	17.098	53.727
3	21.970	24.928	18.885	1:05.783
4	16.643	19.457	16.398	52.498
5	24.035	25.609	20.062	1:09.706
6	21.140	22.031	20.719	1:03.890
7	37.419	20.899	23.577	1:21.894
8	16.129	19.273	17.222	52.624
9	46.814	23.533	18.555	1:28.902
10	16.546	28.207	20.438	1:05.191
11	15.943	19.444	16.420	51.807
12	19.835	34.222	20.314	1:14.370
13	15.916	19.532	16.438	51.886
14	44.127	32.743	21.893	1:38.763
AVG	16.349	20.372	17.520	52.508
IDEAL	15.916	19.273	16.398	51.587

34 Matthew C. Goerke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.133	22.545	20.588	-
2	16.565	19.968	17.537	54.069
3	16.652	19.763	17.426	53.841
4	32.019	30.324	21.562	1:23.905
5	17.383	19.788	17.015	54.186
6	17.223	19.394	17.293	53.910
7	59.809	45.742	34.089	2:19.640
8	16.863	19.660	16.810	53.334
9	35.824	32.842	23.686	1:32.352
10	18.229	31.708	29.785	1:19.721
11	16.778	19.507	16.800	53.085
12	17.194	33.734	27.472	1:18.400
13	40.258	43.381	26.262	1:49.902
AVG	17.111	20.089	17.147	53.738
IDEAL	16.565	19.394	16.800	52.758

41 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.635	25.675	19.960	-
2	17.225	20.657	17.310	55.192
3	16.886	20.121	16.915	53.923
4	16.473	19.940	16.990	53.402
5	21.786	28.519	20.523	1:10.828
6	50.729	21.164	18.972	1:30.865
7	16.363	19.677	17.354	53.394
8	15.938	19.421	17.152	52.511
9	21.052	35.480	18.157	1:14.690
10	15.660	19.437	17.186	52.283
11	24.937	26.985	17.596	1:09.518
12	21.732	25.729	21.583	1:09.044
13	16.180	19.049	16.305	51.534
14	26.414	22.228	19.502	1:08.144

15 18.276 27.686 22.007 1:07.969

AVG	16.809	20.188	17.585	53.177
IDEAL	15.660	19.049	16.305	51.014

50 Wil A. Hahn
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.284	26.488	20.796	-
2	17.597	20.162	18.007	55.766
3	22.192	23.661	20.697	1:06.550
4	16.887	19.913	17.360	54.161
5	37.065	25.546	18.026	1:20.637
6	16.424	19.630	17.353	53.407
7	42.551	22.520	21.954	1:27.025
8	16.591	19.032	16.950	52.573
9	27.082	23.815	18.772	1:09.669
10	16.709	27.515	20.446	1:04.670
11	16.773	19.316	16.895	52.984
12	44.222	23.581	19.357	1:27.159
13	16.391	19.700	17.417	53.508
14	21.067	27.966	21.236	1:10.269
AVG	16.768	20.039	17.793	53.733
IDEAL	16.391	19.032	16.895	52.318

61 Blake Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.536	22.342	19.194	-
2	17.071	19.870	17.170	54.111
3	18.175	25.576	17.533	1:01.284
4	17.242	19.914	16.919	54.075
5	24.649	30.999	21.185	1:16.833
6	16.975	22.292	23.001	1:02.268
7	20.887	25.418	19.192	1:05.497
8	16.764	20.028	21.187	57.979
9	16.656	19.685	17.200	53.541
10	51.698	27.629	18.922	1:38.249
11	17.368	19.463	16.795	53.626
12	20.996	23.668	19.553	1:04.218
13	16.478	19.641	16.170	52.289
14	28.308	20.716	18.877	1:07.901
15	41.460	25.173	25.164	1:31.797
AVG	17.091	20.439	17.797	56.147
IDEAL	16.478	19.463	16.170	52.111

74 Branden L. Jesseman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.036	27.505	21.531	-
2	19.107	24.739	23.034	1:06.879
3	16.203	20.010	23.223	59.436
4	17.988	19.807	17.252	55.047
5	16.690	19.438	16.929	53.057
6	16.556	19.405	16.869	52.830
7	17.845	19.435	17.507	54.787
8	17.095	19.758	22.969	59.822
9	16.104	20.903	20.515	57.522

10 17.141 19.450 16.330 52.920

11	47.735	22.914	20.015	1:30.664
12	16.136	19.841	19.108	55.085
13	22.585	22.450	20.336	1:05.371
14	16.232	19.727	17.719	53.678
15	20.900	21.157	19.998	1:02.055
AVG	17.020	20.268	17.256	55.763
IDEAL	16.104	19.405	16.330	51.839

77 Steven J. Clarke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.956	24.556	20.400	-
2	19.784	22.589	20.664	1:03.037
3	16.707	20.735	17.758	55.200
4	1:06.679	21.504	19.124	1:47.307
5	16.768	20.953	18.021	55.742
6	16.402	20.331	17.110	53.843
7	2:17.800	23.336	19.380	3:00.516
8	16.574	20.210	18.755	55.540
9	23.743	26.403	20.338	1:10.483
10	17.719	22.728	25.291	1:05.738
AVG	16.834	21.548	18.861	56.672
IDEAL	16.402	20.210	17.110	53.722

96 Tyler A. Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.748	23.484	21.264	-
2	17.949	21.861	19.489	59.299
3	18.925	21.289	19.524	59.738
4	17.779	21.711	21.662	1:01.152
5	18.116	24.847	19.357	1:02.320
6	4:20.668	4:26.375	4:24.995	5:02.933
7	20.855	23.903	19.897	1:04.654
8	18.016	22.077	19.754	59.847
9	18.489	30.304	21.268	1:10.061
10	17.743	20.086	17.552	55.381
11	1:06.461	20.537	21.831	1:48.829
AVG	18.484	21.869	19.262	1:00.342
IDEAL	17.743	20.086	17.552	55.381

125 Daniel M. Blair
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.285	24.606	20.679	-
2	17.369	22.540	18.530	58.439
3	17.140	20.339	19.570	57.050
4	16.706	19.942	16.702	53.350
5	24.513	28.612	20.036	1:13.160
6	18.368	23.557	19.096	1:01.021
7	16.765	20.086	16.542	53.393
8	24.918	26.660	20.444	1:12.022
9	16.355	19.708	16.846	52.908
10	26.024	25.442	21.792	1:13.258
11	16.948	27.710	19.553	1:04.212
12	16.492	23.662	19.753	59.907

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



INDIVIDUAL TIMES - LITES GROUP A SESSION 2

125 Daniel M. Blair
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	18.767	24.571	19.630	1:02.968
14	16.392	20.161	16.657	53.210
15	22.811	27.957	23.077	1:13.846
AVG	17.580	20.161	18.143	58.089
IDEAL	16.355	19.708	16.542	52.605

159 Darryn L. Durham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.921	27.079	21.842	-
2	19.038	24.950	19.582	1:03.571
3	17.679	20.973	18.664	57.315
4	17.793	20.258	18.707	56.758
5	16.520	20.367	17.505	54.392
6	16.171	27.362	21.936	1:05.469
7	21.222	24.473	17.936	1:03.631
8	49.798	26.975	18.095	1:34.868
9	16.515	20.162	16.734	53.411
10	16.513	20.779	17.697	54.989
11	44.787	21.764	21.055	1:27.607
AVG	17.176	20.717	18.115	57.724
IDEAL	16.171	20.162	16.734	53.067

198 Jacob Saylor
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.778	25.779	21.999	-
AVG	-	25.779	21.999	-
IDEAL	-	-	-	-

247 Teddy P. Parks
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.327	28.632	26.695	-
2	18.805	24.668	20.936	1:04.409
3	19.028	22.089	19.914	1:01.031
4	17.935	21.262	18.001	57.198
5	22.271	23.806	24.005	1:10.082
6	17.729	22.007	23.395	1:03.131
7	17.993	21.618	22.442	1:02.053
8	17.798	23.188	22.629	1:03.615
9	17.365	28.265	21.679	1:07.309
10	17.654	21.759	18.073	57.486
11	18.399	21.308	18.214	57.921
12	28.476	27.013	22.660	1:18.149
13	17.258	30.377	24.516	1:12.151
14	17.869	29.057	28.051	1:14.977
AVG	17.985	22.412	19.028	1:01.573
IDEAL	17.258	21.262	18.001	56.521

304 Bradley J. Ripple
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.667	23.196	19.471	-

2	17.443	21.055	17.769	56.266
3	17.402	21.007	18.730	57.139
4	16.791	20.222	17.468	54.481
5	17.197	21.214	19.700	58.111
6	58.800	21.504	18.354	1:38.659
7	18.188	32.680	1:13.645	2:04.512
8	17.894	20.641	19.140	57.675
9	50.036	25.118	19.281	1:34.435
10	22.122	26.105	19.389	1:07.616
11	50.370	22.452	19.439	1:32.261
12	18.955	25.670	22.443	1:07.068
13	22.631	24.501	20.583	1:07.715
AVG	17.664	21.372	18.924	56.657
IDEAL	16.791	20.222	17.468	54.481

377 Christophe Pourcel
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.808	27.893	20.915	-
2	17.904	26.986	19.950	1:04.840
3	17.051	25.986	18.950	1:01.987
4	22.485	26.981	22.420	1:11.886
5	15.299	20.865	22.459	58.624
6	15.107	19.411	15.931	50.449
7	17.343	28.531	23.855	1:09.729
8	15.019	19.301	19.615	53.935
9	1:30.437	29.127	19.602	2:19.167
10	27.197	23.791	21.158	1:12.146
11	21.903	27.728	24.658	1:14.289
12	19.034	24.318	22.462	1:05.814
13	16.212	22.323	19.743	58.278
AVG	16.276	20.475	17.441	55.321
IDEAL	15.019	19.301	15.931	50.251

412 Levi W. Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.129	25.599	22.530	-
2	20.082	25.665	21.005	1:06.752
3	17.037	20.524	1:44.750	2:22.312
4	21.396	20.984	23.310	1:05.690
5	17.003	20.499	19.761	57.262
6	16.769	20.250	21.851	58.869
7	16.749	20.879	20.413	58.041
8	16.732	20.820	17.947	55.500
9	26.333	26.687	19.968	1:12.988
10	16.779	20.329	16.860	53.968
11	29.777	28.894	21.194	1:19.866
12	16.865	20.527	17.168	54.559
13	30.487	26.792	22.660	1:19.938
AVG	16.848	20.602	18.341	56.367
IDEAL	16.732	20.250	16.860	53.842

577 Martin Davalos
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.997	26.428	20.569	-

2	18.441	28.017	19.141	1:05.599
3	16.642	19.572	16.378	52.592
4	21.608	20.151	19.417	1:01.176
5	16.551	24.707	21.526	1:02.784
6	16.254	19.453	16.301	52.008
7	18.203	27.766	19.190	1:05.158
8	16.364	19.167	21.557	57.089
9	15.845	19.174	16.319	51.338
10	16.641	19.515	16.515	52.671
11	1:19.995	31.769	19.967	2:11.731
12	16.150	19.100	16.043	51.293
13	26.284	28.904	20.845	1:16.033
14	16.639	19.498	17.001	53.138
AVG	16.925	19.454	17.337	53.913
IDEAL	15.845	19.100	16.043	50.988

719 Vince A. Friese
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.939	24.508	23.431	-
2	18.027	25.984	23.197	1:07.208
3	17.034	20.646	18.123	55.803
4	29.468	31.534	20.024	1:21.026
5	16.870	20.407	17.840	55.117
6	1:14.200	29.555	35.859	2:19.614
7	16.883	20.779	17.687	55.349
8	29.144	32.141	25.548	1:26.833
9	15.859	20.243	18.010	54.112
10	58.081	34.123	30.181	2:02.385
11	23.888	24.445	20.812	1:09.145
12	27.972	24.577	18.277	1:10.826
AVG	16.935	20.519	18.682	55.095
IDEAL	15.859	20.243	17.687	53.789

981 Austin L. Stroupe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.708	22.671	23.037	-
2	15.904	20.196	21.303	57.404
3	15.675	20.824	22.075	58.574
4	16.266	19.513	16.669	52.448
5	19.063	26.107	19.650	1:04.820
6	15.908	19.325	17.304	52.537
7	16.110	27.108	20.126	1:03.344
8	17.390	24.819	23.091	1:05.300
9	15.690	19.461	16.238	51.389
10	34.891	25.442	19.648	1:19.981
11	15.806	19.298	16.308	51.412
12	24.189	25.262	21.028	1:10.479
13	16.260	18.957	16.207	51.424
14	16.053	29.140	20.968	1:06.161
15	17.018	23.804	37.983	1:18.805
AVG	16.189	20.031	16.545	53.598
IDEAL	15.675	18.957	16.207	50.839