

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
DAYTONA SUPERCROSS BY HONDA
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
ROUND 4 OF 8 - MARCH 7, 2009
AMA Supercross Lites - East



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

20 Nico A. Izzi
Suzuki RM-Z250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | - | - |
| 2 | 17.441 | 27.408 | 28.425 | 1:13.274 |
| 3 | 37.593 | 37.718 | 39.990 | 1:55.301 |
| 4 | 17.514 | 27.029 | 30.683 | 1:15.226 |
| 5 | 17.597 | 26.978 | 30.479 | 1:15.054 |
| 6 | 54.236 | 40.274 | 42.033 | 2:16.543 |
| 7 | 17.393 | 27.553 | 29.129 | 1:14.074 |
| 8 | 35.793 | 33.234 | 34.574 | 1:43.601 |
| 9 | 17.081 | 26.636 | 28.082 | 1:11.799 |
| 10 | 50.079 | 49.055 | 47.141 | 2:26.275 |
| 11 | 17.035 | 26.906 | 28.617 | 1:12.558 |
| AVG | 17.343 | 27.085 | 29.236 | 1:13.664 |
| IDEAL | 17.035 | 26.636 | 28.082 | 1:11.753 |

34 Matthew C. Goerke
Suzuki RM-Z250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|----------|--------|----------|
| 1 | - | - | - | - |
| 2 | 18.416 | 27.278 | 29.133 | 1:14.827 |
| 3 | 19.567 | 1:01.861 | 49.721 | 2:11.149 |
| 4 | 18.402 | 26.874 | 29.608 | 1:14.884 |
| 5 | 1:36.224 | 42.787 | 43.787 | 3:02.798 |
| 6 | 18.079 | 27.482 | 28.678 | 1:14.240 |
| 7 | 17.697 | 26.859 | 28.669 | 1:13.224 |
| AVG | 18.432 | 27.123 | 29.022 | 1:14.294 |
| IDEAL | 17.697 | 26.859 | 28.669 | 1:13.224 |

41 Matthew J. Lemoine
Yamaha YZ250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | - | - | - | - |
| 2 | 19.052 | 31.158 | 32.644 | 1:22.854 |
| 3 | 18.736 | 27.159 | 28.577 | 1:14.472 |
| 4 | 1:22.830 | 36.089 | 35.854 | 2:34.773 |
| 5 | 19.197 | 27.286 | 29.578 | 1:16.061 |
| 6 | 18.824 | 34.399 | 39.555 | 1:32.778 |
| 7 | 18.185 | 27.126 | 28.325 | 1:13.636 |
| 8 | 1:32.342 | 39.029 | 35.295 | 2:46.666 |
| 9 | 17.562 | 26.667 | 28.791 | 1:13.020 |
| 10 | 29.173 | 37.689 | 36.929 | 1:43.791 |
| AVG | 18.593 | 27.879 | 29.583 | 1:16.009 |
| IDEAL | 17.562 | 26.667 | 28.325 | 1:12.554 |

50 Wil A. Hahn
KTM 250SX-F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | - | - | 40.790 | - |
| 2 | 17.888 | 27.342 | 30.431 | 1:15.661 |
| 3 | 17.812 | 27.934 | 29.142 | 1:14.888 |
| 4 | 1:09.492 | 44.032 | 36.872 | 2:30.395 |
| 5 | 17.924 | 27.002 | 29.627 | 1:14.553 |
| 6 | 25.485 | 31.809 | 35.773 | 1:33.068 |
| 7 | 17.240 | 26.827 | 29.630 | 1:13.697 |

61 Blake Wharton
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 8 | 55.921 | 30.082 | 41.377 | 2:07.379 |
| 9 | 17.562 | 26.984 | 29.728 | 1:14.274 |
| 10 | 39.638 | 34.070 | 38.735 | 1:52.443 |
| AVG | 17.685 | 28.508 | 29.712 | 1:14.615 |
| IDEAL | 17.240 | 26.827 | 29.142 | 1:13.209 |

74 Branden L. Jesseman
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | - | - | - | - |
| 2 | 18.745 | 27.443 | 28.957 | 1:15.145 |
| 3 | 31.417 | 34.134 | 32.338 | 1:37.889 |
| 4 | 18.626 | 27.247 | 29.550 | 1:15.423 |
| 5 | 18.545 | 27.629 | 32.118 | 1:18.292 |
| 6 | 1:05.115 | 33.051 | 45.085 | 2:23.251 |
| 7 | 18.209 | 34.743 | 35.776 | 1:28.728 |
| 8 | 19.153 | 27.017 | 29.545 | 1:15.715 |
| 9 | 26.606 | 39.083 | 32.007 | 1:37.696 |
| 10 | 18.113 | 27.437 | 28.949 | 1:14.498 |
| 11 | 29.206 | 33.866 | 39.243 | 1:42.316 |
| AVG | 18.565 | 27.355 | 30.495 | 1:17.967 |
| IDEAL | 18.113 | 27.017 | 28.949 | 1:14.078 |

77 Steven J. Clarke
Suzuki RM-Z250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | - | - | - | - |
| 2 | 18.654 | 27.061 | 28.432 | 1:14.148 |
| 3 | 18.222 | 28.308 | 30.005 | 1:16.535 |
| 4 | 18.564 | 27.427 | 29.227 | 1:15.218 |
| 5 | 18.443 | 27.889 | 29.397 | 1:15.729 |
| 6 | 19.952 | 32.984 | 35.139 | 1:28.074 |
| 7 | 18.091 | 27.150 | 28.332 | 1:13.573 |
| 8 | 18.217 | 45.336 | 30.319 | 1:33.871 |
| 9 | 18.083 | 27.039 | 28.599 | 1:13.722 |
| 10 | 1:39.465 | 29.979 | 33.120 | 2:42.563 |
| 11 | 18.121 | 26.965 | 28.090 | 1:13.177 |
| 12 | 17.999 | 28.302 | 38.805 | 1:25.106 |
| AVG | 18.435 | 27.791 | 29.502 | 1:15.901 |
| IDEAL | 17.999 | 26.965 | 28.090 | 1:13.054 |

96 Tyler A. Wharton
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:23.917 | 33.358 | 50.559 | - |
| 2 | 20.638 | 29.286 | 33.000 | 1:22.924 |
| 3 | 19.410 | 55.183 | 37.361 | 1:51.954 |
| 4 | 19.007 | 27.859 | 29.368 | 1:16.234 |
| 5 | 19.156 | 41.604 | 44.841 | 1:45.601 |
| AVG | 19.553 | 30.168 | 31.184 | 1:19.579 |
| IDEAL | 19.007 | 27.859 | 29.368 | 1:16.234 |

96 Tyler A. Wharton
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:09.879 | 31.002 | 38.877 | - |
| 2 | 19.322 | 28.948 | 30.121 | 1:18.391 |

125 Daniel M. Blair
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 3 | 43.702 | 33.758 | 37.589 | 1:55.048 |
| 4 | 18.877 | 28.592 | 56.396 | 1:43.865 |
| 5 | 19.294 | 28.570 | 30.681 | 1:18.545 |
| 6 | 1:43.261 | 34.533 | 33.012 | 2:50.805 |
| 7 | 19.169 | 28.663 | 31.621 | 1:19.453 |
| 8 | 19.002 | 28.784 | 44.886 | 1:32.671 |
| 9 | 1:36.022 | 35.032 | 37.837 | 2:48.891 |
| AVG | 19.133 | 30.259 | 31.359 | 1:22.265 |
| IDEAL | 18.877 | 28.570 | 30.121 | 1:17.569 |

159 Darryn L. Durham
Yamaha YZ250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | - | - | 31.499 | - |
| 2 | 18.742 | 28.158 | 29.931 | 1:16.831 |
| 3 | 18.712 | 28.056 | 30.100 | 1:16.868 |
| 4 | 19.347 | 29.350 | 31.836 | 1:20.532 |
| 5 | 1:15.846 | 30.667 | 30.242 | 2:16.756 |
| 6 | 19.142 | 28.613 | 31.455 | 1:19.210 |
| 7 | 21.971 | 29.664 | 33.052 | 1:24.687 |
| 8 | 18.426 | 27.771 | 29.398 | 1:15.596 |
| 9 | 54.559 | 34.607 | 38.558 | 2:07.724 |
| 10 | 18.022 | 27.657 | 31.794 | 1:17.474 |
| 11 | 18.161 | 27.603 | 29.665 | 1:15.429 |
| AVG | 18.650 | 28.615 | 30.897 | 1:18.328 |
| IDEAL | 18.022 | 27.603 | 29.398 | 1:15.023 |

198 Jacob Saylor
Yamaha YZ250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:03.066 | 31.382 | 31.684 | - |
| 2 | 18.593 | 27.107 | 29.625 | 1:15.326 |
| 3 | 18.649 | 27.078 | 28.878 | 1:14.605 |
| 4 | 1:19.263 | 55.948 | 49.177 | 3:04.388 |
| 5 | 25.840 | 36.509 | 38.948 | 1:41.296 |
| 6 | 22.230 | 32.981 | 38.542 | 1:33.753 |
| 7 | 17.895 | 27.383 | 28.815 | 1:14.093 |
| 8 | 1:16.018 | 45.868 | 41.359 | 2:43.244 |
| 9 | 18.275 | 26.731 | 28.958 | 1:13.964 |
| AVG | 18.353 | 27.936 | 29.592 | 1:14.497 |
| IDEAL | 17.895 | 26.731 | 28.815 | 1:13.441 |

198 Jacob Saylor
Yamaha YZ250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | - | - | 39.638 | - |
| 2 | 20.005 | 42.717 | 45.775 | 1:48.497 |
| 3 | 18.719 | 29.067 | 31.237 | 1:19.023 |
| 4 | 2:12.323 | 30.695 | 31.250 | 3:14.268 |
| 5 | 18.844 | 31.469 | 36.284 | 1:26.597 |
| 6 | 19.665 | 28.569 | 30.761 | 1:18.995 |
| 7 | 4:10.685 | 34.825 | 44.965 | 5:30.475 |
| AVG | 19.308 | 29.950 | 32.383 | 1:21.538 |
| IDEAL | 18.719 | 28.569 | 30.761 | 1:18.049 |

P - lap ended in the pits **RF** - 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 1 (5 MINUTES FREE)

304 Bradley J. Ripple
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|----------|--------|----------|
| 1 | - | - | 30.661 | - |
| 2 | 20.555 | 43.387 | 31.989 | 1:35.931 |
| 3 | 20.064 | 33.440 | 30.929 | 1:24.433 |
| 4 | 1:04.529 | 28.090 | 34.988 | 2:07.607 |
| 5 | 20.833 | 2:30.097 | 48.462 | 3:39.392 |
| 6 | 20.516 | 29.300 | 30.209 | 1:20.024 |
| 7 | 1:06.495 | 36.073 | 32.713 | 2:15.280 |
| 8 | 19.627 | 27.876 | 29.617 | 1:17.120 |
| AVG | 20.319 | 29.677 | 31.587 | 1:20.526 |
| IDEAL | 19.627 | 27.876 | 29.617 | 1:17.120 |

351 Shane M. Sewell
Yamaha YZ250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | - | - | 39.370 | - |
| 2 | 18.837 | 28.225 | 29.844 | 1:16.906 |
| 3 | 18.610 | 27.931 | 30.676 | 1:17.217 |
| 4 | 1:22.273 | 47.936 | 32.481 | 2:42.691 |
| 5 | 19.646 | 42.437 | 44.938 | 1:47.021 |
| 6 | 18.614 | 28.813 | 29.830 | 1:17.258 |
| 7 | 31.464 | 34.410 | 31.238 | 1:37.111 |
| 8 | 18.281 | 27.813 | 30.645 | 1:16.739 |
| 9 | 34.919 | 52.277 | 45.370 | 2:12.566 |
| 10 | 18.051 | 48.249 | 43.764 | 1:50.065 |
| AVG | 18.673 | 28.196 | 30.786 | 1:17.030 |
| IDEAL | 18.051 | 27.813 | 29.830 | 1:15.695 |

377 Christophe Pourcel
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:06.826 | 31.868 | 34.958 | - |
| 2 | 17.874 | 27.673 | 28.271 | 1:13.817 |
| 3 | 28.666 | 36.516 | 32.120 | 1:37.302 |
| 4 | 17.989 | 26.817 | 27.790 | 1:12.596 |
| 5 | 17.547 | 26.738 | 28.103 | 1:12.388 |
| 6 | 1:43.749 | 40.427 | 40.295 | 3:04.471 |
| 7 | 17.267 | 26.703 | 27.587 | 1:11.557 |
| 8 | 25.525 | 37.669 | 37.769 | 1:40.963 |
| 9 | 17.221 | 25.819 | 27.928 | 1:10.968 |
| 10 | 23.719 | 40.538 | 40.351 | 1:44.608 |
| AVG | 17.580 | 26.750 | 28.633 | 1:12.265 |
| IDEAL | 17.221 | 25.819 | 27.587 | 1:10.627 |

412 Levi W. Kilbarger
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|--------|--------|--------|----------|
| 1 | - | - | 56.972 | - |
| 2 | 18.231 | 27.987 | 30.505 | 1:16.722 |
| 3 | 18.876 | 28.693 | 30.529 | 1:18.098 |
| 4 | 35.506 | 40.716 | 35.530 | 1:51.752 |
| 5 | 18.942 | 27.779 | 30.378 | 1:17.099 |
| 6 | 32.245 | 39.729 | 38.515 | 1:50.488 |
| 7 | 18.754 | 28.300 | 29.783 | 1:16.836 |

521 Kyle M. Gills
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 8 | 32.778 | 36.394 | 41.806 | 1:50.978 |
| 9 | 18.419 | 28.281 | 31.147 | 1:17.847 |
| 10 | 33.496 | 43.892 | 40.654 | 1:58.042 |
| AVG | 18.644 | 28.208 | 31.312 | 1:17.321 |
| IDEAL | 18.231 | 27.779 | 29.783 | 1:15.792 |

577 Martin Davalos
KTM 250SX-F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:09.090 | 33.345 | 35.745 | - |
| 2 | 18.738 | 28.251 | 30.716 | 1:17.704 |
| 3 | 28.314 | 44.717 | 41.554 | 1:54.585 |
| 4 | 19.684 | 28.581 | 31.082 | 1:19.347 |
| 5 | 1:24.081 | 46.007 | 44.257 | 2:54.345 |
| 6 | 19.591 | 28.693 | 30.975 | 1:19.260 |
| 7 | 27.955 | 34.835 | 42.048 | 1:44.837 |
| 8 | 19.009 | 28.666 | 30.896 | 1:18.571 |
| 9 | 45.151 | 41.924 | 43.617 | 2:10.692 |
| AVG | 19.256 | 29.507 | 31.883 | 1:18.721 |
| IDEAL | 18.738 | 28.251 | 30.716 | 1:17.704 |

719 Vince A. Friese
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|----------|--------|----------|
| 1 | - | - | 43.738 | - |
| 2 | 17.595 | 35.971 | 40.246 | 1:33.812 |
| 3 | 17.272 | 26.802 | 28.496 | 1:12.569 |
| 4 | 1:34.289 | 44.216 | 39.445 | 2:57.950 |
| 5 | 17.529 | 26.296 | 28.588 | 1:12.414 |
| 6 | 17.810 | 1:09.873 | 45.553 | 2:13.236 |
| 7 | 17.100 | 26.815 | 32.748 | 1:16.663 |
| 8 | 2:06.608 | 38.092 | 45.620 | 3:30.320 |
| 9 | 17.025 | 35.405 | 51.512 | 1:43.942 |
| AVG | 17.389 | 26.638 | 29.944 | 1:13.882 |
| IDEAL | 17.025 | 26.296 | 28.496 | 1:11.817 |

981 Austin L. Stroupe
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|----------|----------|----------|
| 1 | 1:01.105 | 29.296 | 31.809 | - |
| 2 | 20.060 | 33.649 | 41.910 | 1:35.619 |
| 3 | 6:53.346 | 7:09.715 | 6:35.377 | 7:59.369 |
| 4 | 19.766 | 53.815 | 40.626 | 1:54.207 |
| 5 | 20.036 | 41.560 | 50.245 | 1:51.841 |
| 6 | 18.853 | 28.293 | 29.574 | 1:16.720 |
| AVG | 19.679 | 30.413 | 30.691 | 1:16.720 |
| IDEAL | 18.853 | 28.293 | 29.574 | 1:16.720 |

981 Austin L. Stroupe
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | - | - | 44.864 | - |
| 2 | 18.136 | 26.695 | 29.621 | 1:14.452 |
| 3 | 31.102 | 34.947 | 37.985 | 1:44.034 |
| 4 | 17.998 | 26.384 | 28.599 | 1:12.981 |
| 5 | 1:08.416 | 40.776 | 51.483 | 2:40.675 |
| 6 | 18.286 | 26.489 | 29.451 | 1:14.226 |

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