

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP  
NEW ORLEANS

LOUISIANA SUPERDOME - NEW ORLEANS, LA

ROUND 5 OF 8 - MARCH 14, 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	20.243	19.576	14.105	53.924
3	30.275	25.428	17.892	1:13.595
4	20.636	21.176	16.524	58.336
5	20.620	20.485	16.701	57.806
6	20.484	28.621	38.159	1:27.264
7	20.372	19.666	14.404	54.442
8	34.747	27.794	1:00.048	2:02.589
9	20.340	19.775	14.063	54.178
10	29.269	34.615	15.968	1:19.852
11	23.838	26.566	17.798	1:08.202
12	20.449	19.798	14.246	54.493
13	36.443	33.142	17.369	1:26.954
14	21.649	30.100	19.073	1:10.822
AVG	20.959	20.079	15.144	55.530
IDEAL	20.243	19.576	14.063	53.882

**41** Matthew J. Lemoine  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.775	22.893	18.882	-
2	21.156	21.417	14.545	57.118
3	29.406	33.598	18.674	1:21.679
4	27.056	23.555	54.622	1:45.232
5	27.012	25.691	20.165	1:12.868
6	20.651	19.922	14.415	54.988
7	34.402	30.761	19.194	1:24.357
8	20.808	19.864	14.838	55.510
9	34.604	33.682	2:22.614	3:30.899
10	21.216	20.470	14.580	56.266
11	34.567	28.903	24.959	1:28.429
AVG	20.958	21.354	14.594	55.970
IDEAL	20.651	19.864	14.415	54.930

**50** Wil A. Hahn  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:42.536	-
2	21.309	20.797	14.546	56.652
3	30.027	21.485	27.743	1:19.255
4	20.736	24.154	18.839	1:03.729
5	20.909	20.143	14.292	55.344
6	32.518	26.799	17.056	1:16.374
7	20.643	23.141	20.329	1:04.112
8	20.867	20.315	14.335	55.517
9	40.302	32.662	15.771	1:28.735
10	21.789	23.794	15.219	1:00.802
11	20.427	22.432	27.735	1:10.594
12	21.647	25.275	18.825	1:05.747
13	20.719	20.402	14.758	55.879
AVG	21.005	21.851	15.140	59.723
IDEAL	20.427	20.143	14.292	54.862

**61** Blake Wharton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.003	20.961	16.042	-
2	21.021	20.696	14.806	56.524
3	30.916	29.544	18.006	1:18.466
4	20.877	20.521	14.168	55.566
5	21.199	20.526	15.033	56.757
6	2:32.491	2:34.934	2:24.246	3:11.655
7	20.793	20.082	14.335	55.209
8	29.578	32.793	17.782	1:20.153
9	21.277	20.297	14.912	56.486
10	35.176	31.581	18.791	1:25.549
11	21.315	20.408	14.694	56.416
12	35.416	30.077	22.571	1:28.064
AVG	21.080	20.499	14.856	56.160
IDEAL	20.793	20.082	14.168	55.043

**74** Branden L. Jesseman  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	15.705	-
2	21.391	20.642	14.304	56.337
3	20.995	19.943	14.352	55.290
4	20.891	20.866	14.406	56.163
5	21.296	20.921	14.686	56.903
6	21.336	23.983	16.495	1:01.813
7	21.231	20.199	14.363	55.793
8	21.615	19.552	14.393	55.560
9	21.440	20.155	14.572	56.167
10	21.152	20.402	16.127	57.681
11	21.409	19.745	14.464	55.618
12	21.179	20.009	14.310	55.498
13	36.589	29.699	16.639	1:22.927
14	21.034	19.947	14.336	55.317
15	21.067	20.210	14.164	55.440
16	33.948	25.855	17.032	1:16.834
AVG	21.233	20.216	14.888	56.429
IDEAL	20.891	19.552	14.164	54.606

**77** Steven J. Clarke  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	20.807	20.690	14.172	55.669
3	24.421	38.951	1:37.400	2:40.772
4	25.526	36.466	29.681	1:31.672
5	21.001	20.734	14.472	56.207
6	20.954	20.139	14.237	55.331
7	29.375	30.858	41.296	1:41.529
8	38.510	39.419	1:27.119	2:45.048
9	20.732	20.835	14.515	56.082
10	22.444	38.505	20.215	1:21.164
11	21.851	27.365	39.353	1:28.569
AVG	21.744	20.600	14.349	55.822
IDEAL	20.732	20.139	14.172	55.043

**96** Tyler A. Wharton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	44.043	-
2	21.534	21.416	15.117	58.066
3	23.443	26.361	14.970	1:04.775
4	21.828	21.308	14.984	58.119
5	29.030	22.061	14.893	1:05.985
6	21.748	21.575	14.611	57.934
7	29.883	27.378	1:17.124	2:14.384
8	21.614	22.852	17.813	1:02.279
9	22.541	28.570	20.283	1:11.393
10	21.521	20.862	16.377	58.760
11	28.670	26.867	1:32.691	2:28.227
12	21.412	21.975	14.836	58.224
13	44.624	33.818	18.005	1:36.447
AVG	21.955	21.721	15.113	1:00.518
IDEAL	21.412	20.862	14.611	56.886

**125** Daniel M. Blair  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.103	21.250	15.853	-
2	21.933	25.819	20.812	1:08.564
3	21.184	20.874	14.557	56.615
4	28.131	25.169	16.125	1:09.425
5	21.195	20.839	14.329	56.362
6	33.341	23.908	1:10.073	2:07.321
7	26.537	22.423	17.537	1:06.498
8	22.778	30.330	18.167	1:11.274
9	21.452	23.776	16.283	1:01.511
10	20.815	20.482	14.373	55.669
11	33.517	25.107	48.120	1:46.744
12	24.507	23.287	18.099	1:05.894
13	21.060	20.519	14.602	56.180
14	32.863	23.344	19.386	1:15.593
AVG	21.865	22.070	15.160	59.818
IDEAL	20.815	20.482	14.329	55.625

**130** Kyle D. Keylon  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	22.610	21.959	15.160	59.729
3	22.755	22.801	15.200	1:00.756
4	21.406	21.338	14.717	57.461
5	21.901	22.329	23.641	1:07.871
6	21.682	21.095	14.790	57.567
7	21.644	21.215	14.962	57.821
8	40.638	36.903	1:21.098	2:38.638
9	21.378	21.263	16.114	58.755
10	21.812	21.930	15.071	58.813
11	22.578	25.460	19.195	1:07.233
12	21.293	21.005	14.763	57.061
13	21.697	22.069	15.057	58.822
14	21.439	21.659	16.578	59.676

**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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ROUND 5 OF 8 - MARCH 14, 2009

AMA Supercross Lites - East

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

AVG	21.850	21.697	15.241	1:00.130
IDEAL	21.293	21.005	14.717	57.015

159

Darryn L. Durham  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.405</del>	21.119	15.286	-
2	21.802	<del>20.513</del>	14.404	56.719
3	36.066	28.178	1:09.978	2:14.222
4	21.622	20.883	14.774	57.279
5	21.904	1:13.814	27.519	2:03.236
6	27.529	26.019	21.128	1:14.677
7	21.936	20.635	14.813	57.384
8	22.733	36.353	20.201	1:19.287
9	<del>21.615</del>	21.244	14.729	57.589
10	21.755	20.866	14.473	57.094
11	30.373	29.199	1:03.964	2:03.536
12	26.681	23.430	15.608	1:05.719
AVG	21.909	21.241	14.870	58.630
IDEAL	21.615	20.513	14.404	56.532

198

Jacob Saylor  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.111</del>	22.626	15.485	-
2	21.774	<del>20.790</del>	14.945	57.509
3	33.692	32.662	3:08.249	4:14.603
4	23.583	21.240	16.356	1:01.178
5	25.956	23.960	18.471	1:08.387
6	<del>21.279</del>	21.073	15.138	57.489
7	31.772	33.737	3:26.635	4:32.144
8	22.508	21.496	16.000	1:00.004
9	28.160	27.059	21.056	1:16.275
AVG	22.286	21.864	15.585	1:00.913
IDEAL	21.279	20.790	14.945	57.014

304

Bradley J. Ripple  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	22.089	21.629	<del>14.747</del>	<del>58.465</del>
3	36.512	32.274	23.267	1:32.053
4	21.867	22.331	15.291	59.489
5	33.078	34.472	1:42.498	2:50.048
6	<del>21.742</del>	<del>21.211</del>	17.117	1:00.070
7	36.575	38.534	18.736	1:33.845
8	21.779	21.725	16.814	1:00.319
9	23.535	34.028	4:27.352	5:24.914
AVG	22.203	21.724	15.992	59.586
IDEAL	21.742	21.211	14.747	57.700

351

Shane M. Sewell  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	15.813	-
2	21.202	20.738	14.433	56.373
3	24.075	22.808	15.155	1:02.038

4	21.132	21.135	15.107	57.373
5	21.462	21.132	15.591	58.185
6	34.622	26.504	14.749	1:15.875
7	20.988	20.823	14.482	56.293
8	33.633	26.596	16.032	1:16.261
9	<del>20.914</del>	<del>20.389</del>	14.857	<del>56.160</del>
10	39.053	39.401	15.583	1:34.036
11	21.191	20.893	<del>14.312</del>	56.395
12	34.961	40.910	39.952	1:55.822
13	22.172	25.383	18.418	1:05.974
14	21.009	21.321	14.607	56.937
AVG	21.528	21.153	15.064	58.310
IDEAL	20.914	20.389	14.312	55.614

377

Christophe Pourcel  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.930</del>	23.186	15.744	-
2	21.052	19.994	14.457	55.503
3	20.601	19.872	14.669	55.142
4	20.247	19.736	15.172	55.155
5	29.324	28.680	16.042	1:14.046
6	20.213	19.415	<del>14.012</del>	53.640
7	25.357	30.124	16.091	1:11.572
8	22.097	25.680	16.155	1:03.933
9	20.237	19.499	16.121	55.857
10	29.955	22.954	15.307	1:08.216
11	<del>19.905</del>	19.232	14.299	53.436
12	28.900	36.763	19.373	1:25.035
13	20.001	<del>19.112</del>	14.257	<del>53.371</del>
AVG	20.544	19.551	15.194	55.755
IDEAL	19.905	19.112	14.012	53.029

412

Levi W. Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>38.067</del>	22.502	15.585	-
2	21.195	20.838	14.575	56.608
3	21.238	20.903	14.786	56.928
4	30.999	30.381	15.427	1:16.807
5	21.359	21.268	14.712	57.339
6	35.181	32.012	18.073	1:25.266
7	21.197	<del>20.675</del>	14.984	56.856
8	26.842	24.011	17.196	1:08.049
9	21.584	21.024	<del>14.493</del>	57.101
10	34.821	29.859	16.274	1:20.954
11	21.239	20.696	14.520	<del>56.455</del>
12	34.136	28.709	24.947	1:27.792
13	<del>21.188</del>	22.524	19.082	1:02.794
14	<del>21.105</del>	20.869	14.865	56.839
AVG	21.263	21.531	15.220	57.615
IDEAL	21.105	20.675	14.493	56.273

577

Martin Davalos  
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	58.445	-

2	20.429	20.094	14.048	54.570
3	21.218	28.945	19.127	1:09.289
4	<del>20.078</del>	<del>19.285</del>	14.507	<del>53.869</del>
5	20.574	53.280	2:04.302	3:18.156
6	20.251	25.090	28.020	1:13.361
7	20.273	19.854	14.071	54.198
8	27.681	43.519	1:20.349	2:31.549
9	20.151	19.832	<del>13.979</del>	53.962
10	31.505	29.861	19.101	1:20.467
11	20.329	20.298	13.993	54.620
AVG	20.414	19.910	14.108	54.298
IDEAL	20.078	19.285	13.979	53.341

719

Vince A. Friese  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	56.070	-
2	21.616	22.360	15.773	59.749
3	35.592	26.000	15.089	1:16.681
4	21.544	35.756	1:03.706	2:01.006
5	21.278	21.262	14.937	57.477
6	35.129	32.845	16.931	1:24.905
7	21.111	<del>21.238</del>	<del>14.814</del>	<del>57.163</del>
8	29.524	36.596	1:02.637	2:08.757
9	21.564	32.109	28.319	1:21.992
10	21.208	22.303	27.031	1:10.542
11	<del>21.109</del>	21.500	14.868	57.477
12	32.221	40.095	15.169	1:27.484
AVG	21.347	21.733	15.369	57.966
IDEAL	21.109	21.238	14.814	57.161

981

Austin L. Stroupe  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	23.681	27.141	17.688	1:08.510
3	20.567	19.499	18.895	58.961
4	20.587	24.518	19.008	1:04.113
5	20.633	25.414	19.769	1:05.816
6	20.461	20.048	<del>14.337</del>	54.846
7	28.203	33.923	20.089	1:22.215
8	<del>20.343</del>	<del>19.268</del>	14.870	54.482
9	30.121	22.365	24.317	1:16.802
10	20.394	19.537	14.366	<del>54.297</del>
11	27.649	23.971	22.181	1:13.801
12	22.656	23.293	17.766	1:03.714
AVG	21.165	20.143	14.524	58.402
IDEAL	20.343	19.268	14.337	53.948

**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