



INDIVIDUAL TIMES - LITES GROUP C SESSION 2

43 Broc Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.714	28.051	19.663	-
2	21.592	20.701	14.187	56.481
3	21.521	20.794	14.331	56.646
4	22.165	20.529	14.510	57.204
5	21.606	20.812	14.636	57.053
6	21.584	27.460	1:23.523	2:12.567
7	21.472	21.146	14.193	56.811
8	21.382	20.404	14.077	55.863
9	21.375	20.915	14.245	56.534
10	29.596	26.489	16.226	1:12.310
11	22.634	22.740	49.402	1:34.776
12	21.711	21.456	14.818	57.985
13	21.428	22.039	15.181	58.648
AVG	21.679	21.154	14.640	57.025
IDEAL	21.375	20.404	14.077	55.856

231 Jake Lowry
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.535	27.230	19.305	-
2	22.844	22.207	15.790	1:00.841
3	24.311	22.435	15.548	1:02.294
4	27.951	35.424	20.182	1:23.557
5	23.071	34.486	20.692	1:18.249
6	-	-	16.441	1:01.059
7	35.693	40.849	15.638	1:23.977
8	22.269	22.063	15.693	1:00.025
9	23.300	22.603	15.596	1:01.499
10	30.342	23.354	16.244	1:09.940
11	23.151	22.947	15.684	1:01.782
12	35.230	23.282	15.844	1:14.357
13	22.621	22.761	15.851	1:01.232
AVG	23.081	22.707	15.833	1:02.334
IDEAL	22.269	22.063	15.548	59.880

336 Dennis G. Jonon
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.891	23.069	15.822	-
2	22.575	21.087	14.534	58.196
3	22.344	22.120	17.559	1:02.023
4	21.524	22.518	14.679	58.722
5	21.975	20.597	14.378	56.949
6	37.230	34.120	1:25.139	2:36.489
7	21.707	20.412	14.577	56.696
8	21.904	39.498	1:30.063	2:31.465
9	22.224	22.187	26.605	1:11.016
10	21.621	20.551	14.248	56.420
11	32.109	34.073	27.919	1:34.101
12	26.525	24.602	24.427	1:15.554
AVG	21.984	21.568	14.706	58.168
IDEAL	21.524	20.412	14.248	56.185

82 Jack Carpenter
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.667	22.025	16.642	-
2	21.316	20.892	14.556	56.764
3	21.511	33.929	51.563	1:47.003
4	21.971	22.136	15.060	59.167
5	21.924	20.664	15.025	57.612
6	-	-	15.685	1:20.493
7	24.108	20.902	14.497	57.179
8	21.638	20.833	14.462	56.933
9	37.788	36.924	23.076	1:37.787
10	21.547	21.167	15.662	58.376
11	21.832	40.529	1:12.379	2:14.740
12	21.935	28.699	14.713	1:05.347
13	21.044	20.876	14.325	56.245
AVG	21.883	21.187	15.063	58.453
IDEAL	21.044	20.664	14.325	56.033

247 Teddy P. Parks
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.993	26.517	22.476	-
2	24.309	25.011	15.908	1:05.228
3	21.854	21.153	15.369	58.376
4	23.903	25.337	28.220	1:17.460
5	23.258	22.955	15.336	1:01.549
6	-	-	14.459	57.722
7	30.526	22.918	15.466	1:01.120
8	21.766	20.844	14.629	57.239
9	26.664	23.765	17.830	1:08.259
10	22.448	22.050	15.209	59.707
11	21.732	20.729	14.756	57.218
12	35.151	28.356	16.200	1:19.706
13	21.929	21.399	14.487	57.814
14	22.170	20.781	14.696	57.647
AVG	22.597	21.844	15.138	1:00.171
IDEAL	21.732	20.729	14.487	56.948

339 Michael Joe Thacker
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.566	24.971	18.595	-
2	23.123	24.204	52.175	1:39.502
3	22.844	22.389	18.259	1:03.492
4	22.884	22.302	15.900	1:01.085
5	37.044	24.668	1:32.384	2:34.096
6	23.314	22.228	15.799	1:01.340
7	32.440	29.927	1:24.217	2:26.584
8	23.371	21.793	16.116	1:01.279
9	24.056	30.753	1:04.374	1:59.183
10	23.033	21.822	17.069	1:01.923
11	32.344	26.565	18.175	1:17.083
AVG	23.232	23.047	17.130	1:01.824
IDEAL	22.844	21.793	15.799	1:00.436

216 Jared A. Boothroyd
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.631	25.802	17.829	-
2	22.904	24.788	16.824	1:04.516
3	22.918	21.881	15.607	1:00.407
4	29.867	29.347	15.994	1:15.208
5	22.147	25.429	1:27.032	2:14.608
6	-	-	14.813	58.323
7	33.526	32.186	15.813	1:18.346
8	22.761	26.195	2:16.537	3:05.493
9	22.312	22.274	52.690	1:37.276
10	23.395	32.143	18.771	1:14.309
11	22.730	22.500	15.724	1:00.954
AVG	22.738	24.124	16.086	1:01.050
IDEAL	22.147	21.881	15.607	59.635

309 Spencer R. Dally
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.502	24.250	24.252	-
2	22.303	39.285	16.963	1:18.550
3	22.249	21.084	14.775	58.108
4	33.428	23.728	16.823	1:13.979
5	21.683	23.565	21.259	1:06.507
6	-	-	17.202	1:25.667
7	21.902	21.146	14.815	57.368
8	37.816	35.750	22.484	1:36.050
9	21.968	25.818	17.833	1:05.619
10	23.365	32.706	19.363	1:15.434
11	21.728	40.301	56.014	1:58.044
12	21.487	21.165	14.870	57.522
AVG	22.086	22.490	15.908	1:01.025
IDEAL	21.487	21.084	14.775	57.346

385 Adam D. Gulley
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.633	22.621	16.012	-
2	22.171	21.624	15.237	59.032
3	22.755	28.305	19.664	1:10.724
4	22.304	21.655	14.800	58.759
5	37.266	32.338	22.151	1:31.755
6	-	-	15.036	58.422
7	37.041	38.406	19.655	1:27.696
8	21.693	21.100	14.426	57.220
9	33.357	30.264	22.740	1:26.360
10	21.850	21.449	14.390	57.689
11	35.083	33.297	21.050	1:29.430
12	21.498	21.522	14.637	57.657
13	37.818	29.676	18.799	1:26.293
AVG	22.045	21.662	14.934	58.130
IDEAL	21.498	21.100	14.390	56.988

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

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
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LOUISIANA SUPERDOME - NEW ORLEANS, LA

ROUND 5 OF 8 - MARCH 14, 2009

AMA Supercross Lites - East



INDIVIDUAL TIMES - LITES GROUP C SESSION 2

389 Jeffrey M. Fisher
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.165	26.911	19.254	-
2	24.139	22.364	15.493	1:01.997
3	23.887	23.116	15.480	1:02.483
4	23.564	21.831	15.167	1:00.562
5	23.611	22.471	15.417	1:01.499
6	32.687	30.989	1:41.501	2:45.178
7	25.310	22.950	15.711	1:03.971
8	28.040	30.530	1:11.850	2:10.420
9	24.058	24.711	15.895	1:04.664
10	23.263	23.675	15.839	1:02.777
11	23.733	22.823	15.598	1:02.154
12	34.406	36.447	20.209	1:31.062
AVG	23.946	22.993	15.575	1:02.513
IDEAL	23.263	21.831	15.167	1:00.261

496 Hunter Shryock
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.999	25.467	20.532	-
2	21.368	21.354	15.071	57.793
3	33.713	26.401	23.293	1:23.407
4	21.319	20.658	14.528	56.505
5	35.264	26.533	18.264	1:20.061
6	-	-	14.722	57.150
7	36.005	37.898	18.153	1:26.369
8	25.310	25.934	19.396	1:10.640
9	21.670	21.760	15.045	58.475
10	31.840	30.248	17.810	1:19.898
11	21.164	21.754	14.776	57.694
12	32.453	32.143	23.112	1:27.708
13	21.300	21.381	15.176	57.857
AVG	22.022	21.381	14.886	57.579
IDEAL	21.164	20.658	14.528	56.350

520 Tony Gallo
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.977	25.102	19.875	-
2	22.934	24.835	15.083	1:02.852
3	21.965	21.568	15.548	59.080
4	22.295	20.990	14.910	58.194
5	21.680	23.674	14.786	1:00.139
6	21.391	26.427	18.073	1:05.891
7	-	-	15.535	57.917
8	29.815	24.162	17.943	1:08.899
9	21.231	20.701	14.714	56.646
10	21.348	21.016	14.830	57.194
11	34.738	28.669	1:05.630	2:09.037
12	27.413	33.158	17.683	1:18.254
13	21.557	21.547	14.605	57.709
14	30.834	29.365	18.383	1:18.582
AVG	21.800	22.312	15.001	59.514
IDEAL	21.231	20.701	14.605	56.537

566 Logan B. Martin
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.908	25.616	19.292	-
2	22.547	22.921	15.405	1:00.873
3	22.565	29.652	19.045	1:11.262
4	21.983	24.585	20.009	1:06.577
5	22.187	20.990	15.008	58.185
6	-	-	17.009	1:15.435
7	1:27.800	26.014	1:16.477	2:02.835
8	25.991	33.728	20.723	1:20.442
9	21.678	21.287	14.931	57.895
10	22.549	29.011	20.480	1:12.040
11	22.198	21.635	15.189	59.022
12	36.202	31.422	1:04.804	2:12.428
AVG	22.712	22.284	15.508	1:00.510
IDEAL	21.678	20.990	14.931	57.598

588 Jerry E. Lumsden
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:41.870	38.023	1:03.847	-
2	25.696	26.587	17.969	1:10.252
3	24.172	25.048	16.941	1:06.161
4	24.192	34.411	19.356	1:17.959
5	-	-	16.919	1:06.797
6	24.420	55.698	17.173	1:36.774
AVG	24.620	25.818	17.672	1:10.292
IDEAL	24.172	25.048	16.941	1:06.161

731 Steve J. Roman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.294	22.423	16.871	-
2	22.036	21.607	14.593	58.236
3	22.108	22.679	16.591	1:01.378
4	21.551	20.895	14.610	57.055
5	21.587	20.581	14.954	57.123
6	37.105	30.177	18.706	1:25.988
7	-	-	14.273	57.331
8	30.566	29.617	55.852	1:54.518
9	22.156	22.853	20.552	1:05.561
10	21.518	21.281	14.517	57.316
11	29.062	34.495	17.855	1:21.412
12	21.611	22.033	14.270	57.914
13	36.344	27.291	16.673	1:20.308
14	21.636	21.499	14.436	57.571
AVG	21.775	21.761	15.179	58.832
IDEAL	21.518	20.581	14.270	56.369

811 Josh M. Lichtle
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.865	22.119	16.746	-
2	22.157	21.886	15.036	59.079
3	21.668	1:01.615	14.804	1:38.087

4	24.949	20.588	14.790	1:00.327
5	21.974	20.712	14.892	57.578
6	21.844	20.880	14.421	57.145
7	1:40.838	44.517	1:00.022	1:56.343
8	21.933	21.305	14.766	58.004
9	22.460	21.492	15.999	59.951
10	21.889	20.970	14.119	56.978
11	23.429	24.567	36.055	1:24.051
12	21.448	20.757	14.205	56.409
13	21.539	20.855	14.418	56.813
AVG	22.520	21.393	14.915	58.261
IDEAL	21.448	20.588	14.119	56.155

831 Ryan N. Smith
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.489	32.074	18.415	-
2	21.679	21.254	14.817	57.750
3	22.163	21.791	22.202	1:06.156
4	22.109	22.141	14.960	59.210
5	21.955	21.569	14.539	58.062
6	22.424	40.072	1:15.959	2:18.455
7	21.752	20.812	14.592	57.156
8	24.368	40.250	32.694	1:37.312
9	22.311	21.868	14.971	59.151
10	22.056	22.298	14.959	59.313
11	22.369	46.721	57.406	2:06.496
12	21.684	21.004	14.411	57.099
AVG	22.261	21.592	14.750	59.237
IDEAL	21.679	20.812	14.411	56.901

862 Ozzy S. Barbaree
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.223	24.240	21.983	-
2	22.417	21.070	15.703	59.191
3	22.899	21.802	15.121	59.822
4	22.880	21.372	15.105	59.357
5	22.792	22.407	15.835	1:01.034
6	30.854	23.051	2:30.380	3:24.285
7	23.020	24.552	17.237	1:04.809
8	22.249	23.127	15.806	1:01.183
9	25.147	22.472	2:30.448	3:18.067
10	24.484	22.576	17.038	1:04.098
AVG	23.236	22.667	15.978	1:01.356
IDEAL	22.249	21.070	15.105	58.424

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