

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
ANAHEIM I

ANGEL STADIUM - ANAHEIM, CA
ROUND 1 OF 8 - JANUARY 9, 2010

AMA Supercross Lites - West



INDIVIDUAL TIMES - LITES GROUP C PRACTICE #1

592 Jake M Canada
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.640	26.179	41.461	-
2	16.845	20.449	34.919	1:12.213
3	15.468	21.993	41.763	1:19.224
4	15.449	19.840	35.084	1:10.372
5	15.273	18.013	31.815	1:05.101
6	17.533	19.452	33.337	1:10.322
7	15.212	18.113	31.963	1:05.287
8	59.817	25.739	41.374	2:06.930
9	15.167	18.077	31.349	1:04.593
10	15.947	26.380	44.208	1:26.535
11	15.243	18.323	37.414	1:10.979
AVG	15.793	18.895	33.697	1:08.410
IDEAL	15.167	18.013	31.349	1:04.529

614 Joshua R Jackson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.729	25.463	40.266	-
2	17.203	21.029	34.178	1:12.410
3	16.561	23.087	34.880	1:14.528
4	16.352	21.389	33.849	1:11.590
5	15.830	19.609	33.007	1:08.446
6	15.751	20.443	33.019	1:09.213
7	16.051	21.569	44.048	1:21.668
8	18.494	20.599	34.429	1:13.522
9	15.926	21.722	33.794	1:11.442
10	15.823	19.623	32.869	1:08.315
11	15.743	19.652	32.606	1:08.001
12	16.168	19.288	33.144	1:08.599
AVG	16.355	20.728	33.578	1:10.607
IDEAL	15.743	19.288	32.606	1:07.637

623 Buddi W Bruner
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.463	22.142	36.321	-
2	16.047	20.662	48.625	1:25.335
3	15.716	18.323	31.852	1:05.890
4	15.508	18.882	32.284	1:06.673
5	20.246	27.570	39.425	1:27.242
6	15.372	18.692	31.566	1:05.630
7	52.520	21.724	44.923	1:59.166
8	2:07.464	18.427	45.490	3:11.380
9	15.422	31.947	50.354	1:37.723
AVG	15.613	19.452	33.006	1:06.064
IDEAL	15.372	18.323	31.566	1:05.261

711 Ronnie T Goodwin
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.484	22.233	35.251	-
2	16.423	21.445	33.975	1:11.842
3	15.359	19.597	32.988	1:07.943

4	15.966	21.323	34.127	1:11.415
5	15.038	18.471	31.561	1:05.070
6	17.160	26.764	37.974	1:21.898
7	14.855	18.344	33.311	1:06.510
8	14.879	18.448	31.588	1:04.915
9	1:22.398	24.525	39.145	2:26.068
10	15.017	57.908	45.452	1:58.377
11	15.318	19.135	31.704	1:06.157
AVG	15.598	19.761	33.181	1:08.159
IDEAL	14.855	18.344	31.561	1:04.760

727 Rhett C Urseth
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:23.066	38.431	44.635	-
2	15.804	17.930	32.377	1:06.111
3	21.089	27.297	37.645	1:26.031
4	15.236	18.028	31.810	1:05.073
5	1:49.436	33.747	50.913	3:14.096
6	15.151	20.577	47.369	1:23.097
7	15.167	17.509	31.848	1:04.524
8	2:28.380	29.467	48.147	3:45.994
AVG	15.339	18.511	33.420	1:05.236
IDEAL	15.151	17.509	31.810	1:04.470

737 Tanner J Reidman
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.053	18.604	33.449	-
2	15.731	18.536	31.919	1:06.187
3	15.749	18.415	32.422	1:06.586
4	15.934	18.522	31.924	1:06.380
5	15.800	18.337	32.449	1:06.585
6	1:02.619	19.044	33.102	1:54.765
7	15.632	18.192	32.320	1:06.144
8	15.769	18.156	31.850	1:05.775
9	1:03.187	28.314	43.026	2:14.527
10	15.494	18.346	31.596	1:05.436
11	22.313	29.192	38.544	1:30.049
AVG	15.730	18.461	32.337	1:06.156
IDEAL	15.494	18.156	31.596	1:05.246

741 Nate Adams
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.622	21.633	36.989	-
2	16.325	20.222	33.051	1:09.598
3	15.718	19.920	32.532	1:08.171
4	15.545	19.978	33.862	1:09.385
5	37.435	20.157	32.177	1:29.769
6	15.687	19.945	32.395	1:08.027
7	15.753	18.733	32.268	1:06.754
8	15.611	18.652	31.470	1:05.733
9	45.654	20.685	35.181	1:41.519
10	16.926	18.661	40.472	1:16.059
11	15.207	18.303	32.303	1:05.812

AVG	15.846	19.717	33.223	1:08.692
IDEAL	15.207	18.303	31.470	1:04.980

745 Charles Whittlesey
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:23.526	32.710	50.816	-
2	17.297	30.440	43.992	1:31.729
3	1:54.685	1:55.658	49.896	3:09.342
AVG	17.297	31.575	48.235	1:31.729
IDEAL	17.297	30.440	43.992	1:31.729

755 Chase A Lock
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.514	26.509	41.005	-
2	17.211	19.782	38.661	1:15.654
3	6:35.128	6:37.902	7:09.632	7:44.567
4	50.758	18.908	45.074	1:54.740
AVG	17.211	19.345	41.580	1:15.654
IDEAL	17.211	18.908	38.661	1:14.780

758 Jason K Potter
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.773	24.010	39.763	-
2	16.452	20.062	33.643	1:10.158
3	15.772	18.253	32.283	1:06.308
4	15.850	17.954	32.801	1:06.605
5	15.687	18.837	31.289	1:05.814
6	15.530	18.665	31.271	1:05.466
7	15.222	17.772	31.021	1:04.015
8	15.177	17.668	31.218	1:04.063
9	15.007	17.837	30.914	1:03.758
10	20.217	22.949	43.570	1:26.736
11	14.820	18.068	49.969	1:22.857
AVG	15.502	18.346	31.805	1:05.773
IDEAL	14.820	17.668	30.914	1:03.402

804 Jason L Langford
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.490	24.340	38.150	-
2	16.486	19.496	33.740	1:09.722
3	15.418	18.786	35.129	1:09.333
4	15.591	19.329	33.604	1:08.523
5	15.678	18.810	32.726	1:07.215
6	1:04.176	18.000	33.481	1:55.656
7	16.058	18.401	33.424	1:07.883
8	49.657	19.804	36.060	1:45.521
9	16.153	24.678	39.132	1:19.963
AVG	15.897	18.947	35.050	1:10.440
IDEAL	15.418	18.000	32.726	1:06.144

816 Rustin Meyer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.790	28.510	40.280	-

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

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816 Rustin Meyer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	16.149	20.297	43.378	1:19.823
3	15.632	19.441	34.470	1:09.543
4	25.670	25.662	46.636	1:37.968
5	15.587	19.650	33.904	1:09.141
6	1:19.366	21.855	40.571	2:21.792
7	4:13.194	20.848	33.592	5:07.634
AVG	15.789	20.418	33.989	1:12.836
IDEAL	15.587	19.441	33.592	1:08.620

854 Landen Powell
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.847	21.661	35.186	-
2	15.716	19.529	32.739	1:07.984
3	15.776	20.416	34.101	1:10.293
4	15.883	19.276	34.081	1:09.241
5	53.275	19.277	37.070	1:49.622
6	15.566	18.632	31.929	1:06.127
7	19.301	21.586	38.796	1:19.683
8	15.820	20.096	40.003	1:15.919
9	2:04.598	20.177	39.122	3:03.898
10	15.298	18.327	31.753	1:05.378
AVG	15.677	19.898	33.837	1:09.157
IDEAL	15.298	18.327	31.753	1:05.378

871 Jared Minor
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.367	26.810	46.577	-
2	16.097	22.470	3:04.297	3:42.864
3	1:16.524	32.334	56.861	2:45.718
AVG	16.097	24.640	51.719	2:45.718
IDEAL	16.097	22.470	56.861	1:35.427

885 Jeffrey M Mann Jr
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.817	19.062	47.755	-
2	29.463	19.255	32.675	1:21.393
3	15.716	19.096	32.488	1:07.301
4	15.708	18.874	31.654	1:06.235
5	15.524	18.192	43.892	1:17.608
6	52.472	19.650	37.939	1:50.061
7	15.613	19.297	47.537	1:22.447
8	15.485	18.488	32.086	1:06.059
9	47.153	20.529	44.462	1:52.144
10	16.058	20.362	40.141	1:16.561
AVG	15.684	19.281	33.368	1:10.753
IDEAL	15.485	18.192	31.654	1:05.331

888 Hunter Meyer
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.220	21.127	35.093	-

2 15.547 18.909 32.641 1:07.097
3 15.436 19.087 32.561 1:07.084
4 15.776 19.404 33.663 1:08.843
5 2:08.759 29.791 40.942 3:19.492
6 15.379 18.215 33.270 1:06.864
7 22.858 36.922 46.379 1:46.159
8 15.778 18.645 45.742 1:20.165
9 16.062 18.734 32.657 1:07.452
10 53.075 22.064 41.545 1:56.684
AVG 15.646 19.129 33.218 1:09.229
IDEAL 15.379 18.215 32.561 1:06.155

952 Adam C Conway
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.138	24.356	38.782	-
2	16.702	22.970	34.120	1:13.792
3	15.964	24.484	35.424	1:15.871
4	15.718	21.144	33.192	1:10.054
5	1:07.973	25.302	37.003	2:10.278
6	15.448	20.636	42.171	1:18.255
7	55.604	21.133	33.680	1:50.417
8	15.625	32.490	46.486	1:34.601
9	15.371	19.767	34.634	1:09.772
AVG	15.805	21.130	35.262	1:13.549
IDEAL	15.371	19.767	33.192	1:08.330

964 Derek M Stephens
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:30.933	46.460	44.473	-
2	16.638	22.762	43.080	1:22.481
3	16.545	22.369	38.513	1:17.427
4	16.480	22.543	41.855	1:20.878
5	16.720	23.755	39.009	1:19.484
6	15.784	22.733	38.095	1:16.612
7	16.053	23.976	40.789	1:20.818
8	16.418	36.717	44.809	1:37.944
9	16.923	21.838	50.555	1:29.316
10	15.781	23.647	48.329	1:27.757
AVG	16.371	22.953	41.328	1:21.847
IDEAL	15.781	21.838	38.095	1:15.714

976 Josh Greco
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.102	23.357	34.745	-
2	15.958	21.207	34.341	1:11.506
3	16.183	20.022	32.757	1:08.962
4	16.124	19.502	33.754	1:09.380
5	17.007	19.599	33.794	1:10.399
6	16.251	20.211	33.676	1:10.138
7	16.328	19.869	37.262	1:13.459
AVG	16.308	20.538	34.333	1:10.641
IDEAL	15.958	19.502	32.757	1:08.217

993 Trevor N Allred
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.257	24.329	36.928	-
2	16.513	21.104	33.877	1:11.495
3	15.933	19.619	35.328	1:10.880
4	16.163	19.704	33.220	1:09.087
5	16.264	19.787	33.340	1:09.391
6	16.946	24.453	41.017	1:22.416
7	15.822	19.591	42.854	1:18.267
8	16.554	23.718	39.955	1:20.228
9	1:46.398	21.333	35.752	2:43.483
10	15.622	19.315	33.951	1:08.887
AVG	16.227	20.065	34.628	1:13.831
IDEAL	15.622	19.315	33.220	1:08.157

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