

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 A PRACTICE #2

12 Jake T Weimer
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.151	17.008	31.143	-
2	14.546	16.482	30.036	1:01.063
3	14.440	16.521	28.939	59.900
4	14.311	16.033	29.380	59.725
5	21.856	17.494	44.297	1:23.647
6	13.947	16.328	37.817	1:08.092
7	18.417	17.821	34.581	1:10.819
8	14.181	16.006	28.610	58.797
9	24.804	20.395	47.759	1:32.958
10	17.932	16.471	34.091	1:08.494
11	16.282	16.458	46.419	1:19.159
12	14.086	15.880	28.870	58.836
13	22.135	18.402	29.730	1:10.267
AVG	14.542	16.742	30.100	1:03.147
IDEAL	13.947	15.880	28.610	58.437

19 Tommy Ts Searle
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.832	21.382	35.450	-
2	15.410	17.474	31.779	1:04.663
3	15.058	16.998	31.459	1:03.515
4	14.134	17.065	31.496	1:02.695
5	14.423	16.549	29.369	1:00.341
6	16.177	22.279	33.502	1:11.958
7	14.144	16.399	30.826	1:01.369
8	16.917	19.969	31.442	1:08.328
9	13.972	16.878	29.807	1:00.657
10	14.001	16.402	29.176	59.579
11	1:12.375	20.357	40.658	2:13.389
12	14.469	17.592	31.681	1:03.741
13	15.527	19.388	36.513	1:11.428
AVG	14.731	17.194	31.054	1:03.632
IDEAL	13.972	16.399	29.176	59.547

20 Broc Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.666	18.931	31.735	-
2	14.614	16.507	29.155	1:00.276
3	16.402	17.296	36.559	1:10.256
4	14.611	16.610	28.906	1:00.127
5	19.401	18.620	30.500	1:08.521
6	14.464	30.786	32.375	1:17.625
7	14.370	16.567	29.245	1:00.182
8	14.652	16.547	28.617	59.816
9	20.407	19.425	34.572	1:14.404
10	14.208	16.206	28.970	59.383
11	19.921	18.460	45.277	1:23.659
12	14.394	16.481	32.562	1:03.436
13	14.459	17.449	37.197	1:09.105
AVG	14.686	17.425	30.229	1:03.456
IDEAL	14.208	16.206	28.617	59.031

21 Blake Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.086	18.363	30.723	-
2	14.957	17.108	30.039	1:02.104
3	14.452	16.929	30.702	1:02.084
4	14.524	17.174	29.279	1:00.976
5	18.137	17.271	30.064	1:05.471
6	14.471	16.505	28.803	59.779
7	1:07.148	21.847	33.631	2:02.627
8	14.469	16.573	28.451	59.493
9	14.645	16.917	29.088	1:00.650
10	18.282	22.743	35.385	1:16.410
11	14.679	16.680	34.321	1:05.680
12	14.578	17.166	28.920	1:00.664
13	33.740	17.480	28.403	1:19.623
14	20.139	29.151	28.711	1:18.000
AVG	14.597	17.106	29.734	1:01.878
IDEAL	14.452	16.505	28.403	59.361

38 Trey G Canard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.896	17.970	31.926	-
2	14.501	16.885	29.372	1:00.758
3	14.466	16.419	28.961	59.846
4	14.492	16.847	28.497	59.837
5	18.800	17.804	28.644	1:05.247
6	18.105	17.751	37.274	1:13.130
7	1:05.889	17.626	31.408	1:54.923
8	14.805	16.717	28.402	59.924
9	14.197	16.754	28.510	59.460
10	14.458	16.159	34.348	1:04.965
11	14.464	16.615	28.806	59.885
12	43.126	18.709	31.206	1:33.041
13	14.194	16.435	28.645	59.274
AVG	14.447	17.130	29.489	1:01.022
IDEAL	14.194	16.159	28.402	58.755

42 Ben D Evans
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.558	17.721	31.837	-
2	15.206	18.123	31.870	1:05.199
3	15.325	17.618	39.634	1:12.577
4	15.202	17.088	31.070	1:03.360
5	15.126	17.424	31.601	1:04.151
6	1:10.765	19.929	36.848	2:07.542
7	14.625	16.947	31.087	1:02.659
8	14.641	17.200	31.684	1:03.525
9	14.547	21.205	39.511	1:15.263
10	14.917	17.096	30.912	1:02.925
11	14.831	17.236	31.561	1:03.627
12	42.582	17.804	31.711	1:32.097
13	15.021	17.211	30.943	1:03.175

48 Max Anstie
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.003	18.221	31.782	-
2	15.157	16.924	30.315	1:02.395
3	14.627	17.113	39.604	1:11.344
4	14.518	16.814	29.139	1:00.471
5	17.590	19.660	36.782	1:14.031
6	14.726	16.828	29.157	1:00.712
7	14.151	16.530	28.957	59.638
8	14.274	16.293	28.661	59.229
9	14.177	19.737	39.420	1:13.334
10	14.383	17.179	30.170	1:01.732
11	14.132	16.515	29.017	59.664
12	14.304	17.025	34.885	1:06.214
13	14.083	19.700	33.198	1:06.981
14	14.215	16.551	31.193	1:01.959
AVG	14.396	16.909	30.159	1:01.899
IDEAL	14.083	16.293	28.661	59.037

49 Wil A Hahn
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.305	18.338	32.967	-
2	14.320	17.367	30.019	1:01.706
3	19.194	17.960	34.302	1:11.455
4	14.881	16.317	29.401	1:00.600
5	14.228	16.486	28.998	59.712
6	19.274	18.067	31.361	1:08.702
7	19.328	16.944	29.679	1:05.952
8	14.115	16.224	29.313	59.652
9	14.380	17.345	41.552	1:13.277
10	14.019	16.551	34.854	1:05.424
11	14.233	16.676	52.578	1:23.487
12	14.457	16.771	29.501	1:00.729
13	18.135	17.121	31.077	1:06.333
14	14.566	16.732	30.060	1:01.357
AVG	14.356	17.064	30.607	1:03.784
IDEAL	14.019	16.224	28.998	59.241

52 Antonio Balbi
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.357	21.078	41.279	-
2	15.628	17.118	31.932	1:04.678
3	15.035	17.582	31.521	1:04.138
4	14.570	16.945	30.965	1:02.480
5	18.893	27.823	45.669	1:32.385
6	14.762	17.178	31.182	1:03.122
7	14.973	17.165	31.002	1:03.140
8	1:04.975	27.270	38.703	2:10.948
9	14.937	17.095	30.651	1:02.683
10	14.713	17.285	30.672	1:02.670
11	20.664	53.067	41.787	1:55.518

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 PRACTICE #2

52 Antonio Balbi
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	14.957	16.911	41.029	1:12.897
AVG	14.957	16.911	-	1:12.897
IDEAL	14.570	16.911	30.651	1:02.132

63 Sean D Borkenhagen
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	14.649	17.230	30.450	1:02.329
2	14.496	18.138	31.124	1:03.757
3	14.286	17.631	29.850	1:01.767
4	14.286	17.631	29.850	1:01.767
5	36.390	16.697	37.990	1:31.077
6	14.316	16.756	30.560	1:01.632
7	21.425	16.731	30.552	1:08.708
8	1:19.414	28.402	40.289	2:28.105
9	14.318	17.226	33.936	1:05.480
10	14.404	17.623	39.069	1:11.096
11	14.617	17.196	30.045	1:01.858
12	1:39.098	21.613	32.821	2:33.532
AVG	14.441	17.302	31.271	1:04.579
IDEAL	14.286	16.697	29.850	1:00.833

99 Topher C Ingalls
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.815	19.025	37.590	-
2	15.234	17.589	33.344	1:06.166
AVG	15.234	18.307	35.467	1:06.166
IDEAL	15.234	17.589	33.344	1:06.166

100 Joshua Hansen
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.875	17.886	32.989	-
2	16.187	17.222	30.281	1:03.690
3	14.783	18.226	33.646	1:06.655
4	14.571	17.025	35.064	1:06.660
5	22.557	18.570	32.421	1:13.548
6	14.119	16.468	28.973	59.560
7	25.658	25.101	29.999	1:20.758
8	14.278	16.542	28.451	59.271
9	24.934	45.077	55.237	2:05.248
10	13.940	15.934	48.163	1:18.038
11	37.322	17.565	33.826	1:28.713
12	24.907	30.524	32.915	1:28.346
AVG	14.646	17.271	31.500	1:03.167
IDEAL	13.940	15.934	28.451	58.325

102 Christopher Gosselaar
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.384	31.129	44.255	-
2	16.448	17.604	37.789	1:11.840
3	14.423	17.452	35.745	1:07.621

116 Ryan Morais
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	15.043	17.517	30.925	1:03.485
5	14.931	17.434	31.154	1:03.518
6	14.944	17.431	31.246	1:03.621
7	22.123	27.790	40.458	1:30.370
8	14.709	17.663	30.805	1:03.177
9	23.139	18.379	40.905	1:22.423
10	14.619	19.634	39.291	1:13.545
11	14.718	17.328	30.644	1:02.690
12	41.251	31.958	36.157	1:49.366
AVG	14.986	17.796	32.200	1:05.887
IDEAL	14.423	17.328	30.644	1:02.395

124 Ryan D Clark
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.535	18.024	34.511	-
2	14.838	16.618	29.555	1:01.011
3	14.512	16.381	28.998	59.890
4	22.926	17.663	36.135	1:16.724
5	14.224	16.532	38.528	1:09.284
6	14.243	16.494	34.147	1:04.884
7	19.447	18.537	30.875	1:08.859
8	14.451	16.566	28.760	59.776
9	20.681	22.766	30.938	1:14.385
10	14.297	16.291	32.857	1:03.444
11	14.252	16.362	29.360	59.974
12	18.307	17.559	30.449	1:06.315
13	14.302	16.505	28.528	59.335
14	23.551	18.255	41.491	1:23.298
AVG	14.390	17.061	30.447	1:03.277
IDEAL	14.224	16.291	28.528	59.043

126 Hunter Hewitt
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:22.351	32.035	50.316	-
2	14.981	17.146	31.466	1:03.593
3	14.973	17.308	31.099	1:03.381
4	14.746	16.954	30.937	1:02.637
5	14.597	17.224	30.470	1:02.290
6	57.883	20.624	49.659	2:08.166
7	14.604	17.080	40.938	1:12.623
8	1:27.139	18.722	37.911	2:23.772
9	14.907	17.184	31.150	1:03.241
10	14.841	17.201	30.902	1:02.944
AVG	14.807	17.352	31.004	1:04.387
IDEAL	14.597	16.954	30.470	1:02.020

126 Hunter Hewitt
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.867	18.881	33.986	-
2	15.155	17.054	32.635	1:04.845
3	14.905	17.959	33.023	1:05.887
4	14.761	17.338	30.704	1:02.802
5	15.037	17.485	31.272	1:03.794
6	14.878	17.401	32.061	1:04.340

143 Michael R Horban
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	22.090	21.612	39.516	1:23.218
8	14.703	17.671	33.857	1:06.231
9	14.454	17.564	30.325	1:02.343
10	47.468	18.199	30.864	1:36.531
11	14.514	17.590	31.496	1:03.600
12	14.597	17.506	30.975	1:03.078
13	19.736	25.344	39.449	1:24.529
AVG	14.778	17.695	31.927	1:04.102
IDEAL	14.454	17.054	30.325	1:01.833

175 Phillip J Nicoletti
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.651	21.646	37.005	-
2	15.354	17.991	31.204	1:04.549
3	15.309	18.016	42.953	1:16.278
4	15.301	17.310	31.113	1:03.724
5	14.849	17.620	30.760	1:03.229
6	1:41.576	17.655	41.701	2:40.932
7	20.195	24.444	37.463	1:22.102
8	15.223	20.597	42.817	1:18.637
9	14.927	17.622	31.238	1:03.787
10	1:17.135	17.860	31.222	2:06.217
11	15.221	23.578	41.007	1:19.807
AVG	15.169	18.084	31.107	1:03.822
IDEAL	14.849	17.310	30.760	1:02.919

200 Cole Seely
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.940	22.394	38.546	-
2	15.118	17.225	30.373	1:02.716
3	14.980	17.599	31.711	1:04.290
4	22.182	25.395	37.590	1:25.167
5	14.446	16.894	31.426	1:02.766
6	14.744	16.818	29.950	1:01.512
7	14.647	21.779	57.349	1:33.775
8	14.450	16.975	29.951	1:01.375
9	19.991	21.732	41.299	1:23.022
10	14.562	17.124	29.964	1:01.649
11	14.742	16.979	29.192	1:00.913
12	22.526	28.927	46.859	1:38.312
13	14.875	21.237	37.153	1:13.265
AVG	14.729	17.088	30.367	1:02.175
IDEAL	14.446	16.818	29.192	1:00.457

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



ANAHEIM I
 ANGEL STADIUM - ANAHEIM, CA
 ROUND 1 OF 8 - JANUARY 9, 2010
 AMA Supercross Lites - West

INDIVIDUAL TIMES - LITES GROUP A PRACTICE #2

200 Cole Seely
 Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	14.320	16.785	28.707	59.812
10	17.521	22.750	32.325	1:12.596
11	14.470	16.832	32.591	1:03.893
12	45.380	17.237	40.816	1:43.433
13	14.290	17.321	30.340	1:01.950
14	14.507	17.254	30.713	1:02.475
AVG	14.397	17.086	30.935	1:02.032
IDEAL	14.290	16.318	28.707	59.314

255 Daniel L Hendrix
 Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.578	24.299	37.279	-
2	14.968	18.044	38.390	1:11.402
3	16.163	18.031	31.988	1:06.181
4	15.227	17.477	30.630	1:03.334
5	19.917	22.218	39.129	1:21.264
6	17.653	17.954	30.120	1:05.726
7	18.014	21.211	38.772	1:17.997
8	1:21.806	18.313	37.812	2:17.932
9	14.721	17.666	30.243	1:02.630
10	14.850	17.282	30.307	1:02.438
11	1:30.306	18.941	38.204	2:27.451
AVG	15.597	17.964	30.658	1:05.285
IDEAL	14.721	17.282	30.120	1:02.122

321 Gautier Paulin
 Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.619	22.469	41.150	-
2	14.528	16.980	33.376	1:04.883
3	14.292	16.653	46.783	1:17.727
4	14.188	16.296	29.757	1:00.242
5	22.067	29.427	40.347	1:31.841
6	14.293	17.399	40.390	1:12.082
7	14.104	16.328	29.518	59.950
8	14.049	16.352	29.950	1:00.351
9	23.199	38.275	53.050	1:54.523
10	14.158	16.444	35.096	1:05.699
11	17.088	27.609	33.023	1:17.720
12	14.224	16.610	28.684	59.518
13	21.444	30.219	35.337	1:27.000
AVG	14.229	16.633	30.718	1:01.774
IDEAL	14.049	16.296	28.684	59.029

410 Eric J Mccrummen
 Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.068	17.954	34.714	-
2	15.577	17.789	37.692	1:11.057
3	14.567	17.044	32.552	1:04.163
4	14.339	17.154	34.883	1:06.375
5	14.599	17.256	35.921	1:07.776

6	1:11.255	17.186	34.807	2:03.249
AVG	14.770	17.367	35.054	1:07.343
IDEAL	14.339	17.044	32.552	1:03.934

801 Jeff Alessi
 Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.264	17.352	30.912	-
2	14.877	16.926	30.173	1:01.976
3	14.459	16.750	36.786	1:07.995
4	24.317	29.378	44.682	1:38.377
5	14.466	16.671	29.736	1:00.872
6	1:01.895	18.538	34.140	1:54.572
7	14.509	17.175	29.911	1:01.595
8	55.769	21.977	40.874	1:58.620
9	14.498	24.067	52.730	1:31.295
10	1:12.426	41.638	49.395	2:43.459
11	14.641	16.769	30.565	1:01.975
AVG	14.575	17.169	30.906	1:02.883
IDEAL	14.459	16.671	29.736	1:00.865