



INDIVIDUAL TIMES - LITES GROUP B PRACTICE #1

143 Michael R Horban
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.674	23.252	54.422	-
2	17.251	18.145	45.741	1:21.136
3	9.436	17.306	38.918	1:05.660
4	10.968	20.814	40.237	1:12.019
5	9.719	18.305	1:00.574	1:28.598
6	9.573	18.035	46.156	1:13.764
7	9.739	17.139	36.574	1:03.452
8	1:05.791	17.601	54.208	2:17.600
9	9.678	16.920	36.704	1:03.301
10	10.082	21.295	48.196	1:19.574
11	9.728	16.599	37.054	1:03.381
AVG	9.865	17.506	37.897	1:06.930
IDEAL	9.436	16.599	36.574	1:02.610

160 Corey B Pennington
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.697	22.641	47.056	-
2	9.780	18.747	47.329	1:15.856
3	9.733	17.291	42.234	1:09.258
4	12.931	22.176	50.877	1:25.984
5	10.128	17.971	50.038	1:18.136
6	10.256	17.350	41.745	1:09.351
7	13.631	37.518	49.371	1:40.520
8	9.972	17.743	41.732	1:09.446
9	34.988	18.482	48.095	1:41.564
10	17.136	20.719	57.178	1:35.032
11	10.184	20.290	1:00.139	1:30.613
AVG	10.009	18.574	45.950	1:12.409
IDEAL	9.733	17.291	41.732	1:08.756

191 Jared S Van Bebber
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.968	22.310	51.658	-
2	4:33.343	4:43.009	5:12.010	5:44.001
3	10.155	20.340	50.406	1:20.901
4	10.170	20.488	50.881	1:21.539
5	10.487	29.805	57.561	1:37.853
6	10.523	19.859	52.459	1:22.842
7	1:19.813	29.404	57.662	2:46.878
AVG	10.334	20.749	53.438	1:21.761
IDEAL	10.155	19.859	50.406	1:20.420

201 Cameron Rodriguez
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.540	21.527	52.013	-
2	10.676	18.358	45.681	1:14.714
3	10.365	23.553	54.064	1:27.981
4	1:06.794	22.366	44.521	2:13.680
5	10.178	17.975	46.414	1:14.567
6	10.063	17.211	58.532	1:25.806

255 Daniel L Hendrix
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	10.121	16.857	1:19.291	1:46.269
AVG	10.254	17.452	47.157	1:20.767
IDEAL	10.063	16.857	44.521	1:11.441

255 Daniel L Hendrix
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.295	22.102	55.193	-
2	11.128	18.788	43.971	1:13.887
3	9.957	16.949	41.238	1:08.144
4	10.089	17.685	34.972	1:02.746
5	9.504	17.637	51.807	1:18.948
6	33.504	17.364	42.973	1:33.841
7	9.529	16.604	34.853	1:00.985
8	9.405	17.454	33.892	1:00.751
9	48.578	33.638	1:14.407	2:36.623
10	9.756	17.408	42.703	1:09.867
11	11.405	17.206	36.586	1:05.197
12	11.743	23.587	44.874	1:20.204
AVG	9.910	17.455	35.076	1:04.615
IDEAL	9.405	16.604	33.892	59.901

447 Deven E Raper
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.218	20.382	42.836	-
2	10.140	19.355	46.067	1:15.562
3	10.015	17.315	39.522	1:06.852
4	9.827	17.050	39.749	1:06.626
5	1:13.524	23.984	46.239	2:23.747
6	9.774	16.902	1:04.115	1:30.790
7	1:17.039	22.359	51.883	2:31.282
8	10.013	21.106	47.745	1:18.863
9	9.836	17.062	49.788	1:16.687
10	9.904	17.110	38.244	1:05.258
11	12.910	30.943	53.892	1:37.745
AVG	9.930	17.466	40.088	1:10.197
IDEAL	9.774	16.902	38.244	1:04.920

495 Tyson Burmeister
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.658	27.296	1:02.362	-
2	10.184	19.698	1:03.062	1:32.943
3	40.003	21.173	58.276	1:59.453
4	14.424	21.760	52.809	1:28.993
5	1:04.042	26.150	1:00.189	2:30.380
AVG	10.184	20.877	59.340	1:30.968
IDEAL	10.184	19.698	52.809	1:22.691

592 Jake M Canada
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.378	18.795	47.583	-
2	10.340	17.060	40.859	1:08.259
3	10.048	17.658	37.839	1:05.545
4	13.017	20.820	45.088	1:18.925

614 Joshua R Jackson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	9.887	16.807	35.794	1:02.488
6	9.885	16.362	35.988	1:02.235
7	11.111	24.463	59.906	1:35.480
8	9.937	16.611	36.073	1:02.621
9	9.898	21.818	55.440	1:27.156
10	9.678	19.123	1:01.643	1:30.444
11	10.011	16.300	36.333	1:02.643
12	9.763	16.519	35.441	1:01.724
13	9.742	19.846	1:03.732	1:33.319
AVG	10.016	17.204	36.765	1:03.500
IDEAL	9.678	16.300	35.441	1:01.420

614 Joshua R Jackson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.591	20.589	50.002	-
2	10.853	20.406	44.523	1:15.782
3	10.361	19.895	59.835	1:30.092
4	10.324	17.819	40.605	1:08.748
5	10.348	17.676	41.028	1:09.053
6	10.259	18.279	42.187	1:10.725
7	10.194	18.523	40.659	1:09.376
8	10.255	18.003	41.614	1:09.872
9	10.443	17.603	40.659	1:08.704
AVG	10.380	18.755	41.611	1:10.323
IDEAL	10.194	17.603	40.605	1:08.402

711 Ronnie T Goodwin
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.713	20.161	43.552	-
2	9.661	17.748	38.589	1:05.998
3	9.608	17.408	38.775	1:05.791
4	9.717	17.203	39.134	1:06.054
5	9.702	17.517	37.404	1:04.623
6	49.248	21.387	47.228	1:57.863
7	9.638	17.079	41.308	1:08.025
8	9.645	17.393	38.205	1:05.242
9	35.759	21.511	45.958	1:43.227
10	9.698	17.249	37.103	1:04.050
11	12.812	23.157	48.197	1:24.166
12	9.685	17.358	1:15.079	1:42.121
AVG	9.669	17.680	39.259	1:05.683
IDEAL	9.608	17.079	37.103	1:03.790

745 Charles Whittlesey
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:22.197	22.838	59.359	-
2	19.511	22.050	55.741	1:37.303
3	10.338	22.213	51.855	1:24.406
4	10.176	22.747	53.669	1:26.592
5	10.293	25.984	56.522	1:32.799
6	14.084	22.230	56.977	1:33.291
7	12.933	27.451	1:00.860	1:41.244
8	13.267	26.493	1:03.743	1:43.503
9	23.934	27.121	54.798	1:45.853

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
PHOENIX

CHASE FIELD - PHOENIX, AZ
ROUND 2 OF 8 - JANUARY 18, 2010
AMA Supercross Lites - West



INDIVIDUAL TIMES - LITES GROUP B PRACTICE #1

745 Charles Whittlesey
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	10.718	27.970	1:02.131	1:40.819
AVG	10.718	-	1:02.131	1:40.819
IDEAL	10.176	22.050	51.855	1:24.081

754 Ryan A Skinner
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.934	21.492	49.442	-
2	10.556	19.074	42.407	1:12.037
3	10.236	18.793	1:18.466	1:47.495
4	10.412	19.004	49.752	1:19.168
5	53.837	20.856	50.329	2:05.022
6	10.254	19.808	54.007	1:24.069
7	10.491	19.119	44.504	1:14.114
8	1:16.286	19.297	52.605	2:28.188
9	10.244	19.016	45.700	1:14.960
AVG	10.365	19.607	47.022	1:16.869
IDEAL	10.236	18.793	42.407	1:11.436

755 Chase A Lock
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.330	22.949	53.381	-
2	10.793	20.609	54.350	1:25.753
3	10.528	20.703	46.386	1:17.617
4	10.625	18.396	44.525	1:13.546
5	10.269	18.447	46.051	1:14.767
6	10.373	28.146	54.640	1:33.159
7	48.676	24.038	1:17.229	2:29.943
AVG	10.518	19.539	47.586	1:17.921
IDEAL	10.269	18.396	44.525	1:13.190

758 Jason K Potter
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	12.218	26.343	55.875	-
2	9.989	18.466	41.251	1:09.707
3	9.659	16.848	37.151	1:03.658
4	9.817	16.728	36.960	1:03.505
5	9.591	26.114	56.169	1:31.874
6	1:53.121	2:10.737	2:55.997	3:22.315
7	9.693	16.864	52.670	1:19.228
8	9.712	16.293	35.930	1:01.935
9	9.612	16.229	36.104	1:01.945
10	16.439	29.870	1:00.828	1:47.137
11	9.654	16.358	35.451	1:01.462
AVG	9.716	16.827	37.141	1:03.702
IDEAL	9.591	16.229	35.451	1:01.271

804 Jason L Langford
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.7368	19.864	47.504	-
2	10.553	17.766	41.223	1:09.541

3	9.970	17.653	39.722	1:07.346
4	10.182	17.035	40.059	1:07.276
5	9.986	27.216	52.942	1:30.144
6	9.949	17.698	53.493	1:21.140
7	45.771	16.900	43.184	1:45.854
8	9.937	18.267	54.097	1:22.302
9	10.014	17.371	45.930	1:13.315
10	10.136	24.357	58.622	1:33.114
11	10.231	16.823	54.107	1:21.160
AVG	10.093	17.703	42.478	1:08.965
IDEAL	9.937	16.823	39.722	1:06.483

885 Jeffrey M Mann Jr
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.131	20.492	42.639	-
2	10.095	18.645	41.200	1:09.940
3	10.053	17.258	37.137	1:04.448
4	9.453	16.439	35.370	1:01.262
5	9.907	31.944	36.036	1:17.887
6	2:43.168	17.909	52.472	3:53.549
7	9.455	16.762	36.412	1:02.629
8	9.563	16.463	35.969	1:01.995
9	9.435	18.830	1:16.362	1:44.627
10	9.471	26.821	49.881	1:26.173
AVG	9.679	17.472	37.021	1:04.055
IDEAL	9.435	16.439	35.370	1:01.244

976 Josh Greco
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.330	20.401	44.929	-
2	9.968	20.060	42.264	1:12.293
3	10.011	18.186	41.812	1:10.008
4	9.910	18.293	39.233	1:07.436
5	19.366	32.377	53.631	1:45.374
6	9.821	17.932	1:38.349	2:06.103
7	1:11.151	28.745	54.916	2:34.812
8	9.939	18.058	42.381	1:10.378
AVG	9.930	18.822	42.124	1:10.029
IDEAL	9.821	17.932	39.233	1:06.986

993 Trevor N Allred
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	11.026	23.159	47.867	-
2	10.180	18.321	43.172	1:11.673
3	10.126	17.708	40.830	1:08.665
4	9.971	21.611	43.177	1:14.759
5	10.135	19.203	41.389	1:10.727
6	10.119	18.276	45.892	1:14.288
7	1:22.011	18.646	43.566	2:24.223
8	10.262	18.485	41.762	1:10.509
9	10.100	18.744	46.240	1:15.084
10	10.324	17.920	43.426	1:11.670
11	1:02.302	18.722	41.680	2:02.704

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