



INDIVIDUAL TIMES - LITES GROUP C PRACTICE #1

52 Antonio Balbi
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	54.779	-
2	10.055	17.862	39.454	1:07.370
3	9.916	16.468	49.965	1:16.349
4	9.945	16.514	36.619	1:03.079
5	9.705	16.339	46.853	1:12.897
6	9.900	16.585	50.129	1:16.614
7	9.797	16.515	34.649	1:00.961
8	56.250	29.962	51.047	2:17.259
9	9.761	16.885	35.095	1:01.741
10	9.651	16.262	35.507	1:01.420
11	12.881	25.553	54.461	1:32.895
12	9.505	16.760	47.586	1:13.852
AVG	9.804	16.688	36.265	1:04.578
IDEAL	9.505	16.262	34.649	1:00.416

167 Damon J Smith
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.522	23.038	54.484	-
2	11.017	20.740	51.908	1:23.665
3	11.052	21.077	49.355	1:21.484
4	11.251	24.763	56.715	1:32.729
5	46.952	31.805	1:02.438	2:21.195
6	12.287	21.076	1:14.216	1:47.579
7	19.731	21.150	47.320	1:28.201
8	10.816	21.136	1:20.189	1:52.141
9	49.957	27.306	1:07.742	2:25.005
AVG	11.285	21.854	51.956	1:26.520
IDEAL	10.816	20.740	47.320	1:18.876

177 Mitchell J Rask
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:18.415	24.823	53.592	-
2	10.242	17.360	41.013	1:08.615
3	10.153	19.466	51.628	1:21.247
4	9.957	16.599	45.608	1:12.164
5	10.110	17.299	37.296	1:04.705
6	10.277	17.350	38.212	1:05.839
7	1:58.130	25.124	56.651	3:19.905
8	10.283	17.291	36.624	1:04.198
9	51.438	22.802	54.915	2:09.155
10	10.120	16.440	38.214	1:04.774
AVG	10.163	17.401	38.272	1:06.716
IDEAL	9.957	16.440	36.624	1:03.021

222 Chris C Howell
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.546	-
2	9.995	17.256	45.381	1:12.631
3	13.455	18.195	40.433	1:12.083
4	10.118	17.489	39.756	1:07.363

5 10.819 18.424 55.389 1:24.633
 6 10.079 17.204 39.270 1:06.553
 7 29.466 18.155 1:13.575 2:01.196
 8 10.206 17.620 52.117 1:19.943
 9 10.380 18.058 41.226 1:09.664
 10 2:19.354 18.483 59.130 3:36.967
 AVG 10.345 17.931 41.102 1:09.659
 IDEAL 9.995 17.204 39.270 1:06.469

228 Lance M Phillips
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	43.797	-
2	9.999	17.882	40.766	1:08.647
3	10.025	17.612	1:02.254	1:29.891
4	53.493	19.658	43.689	1:56.840
5	10.042	17.389	40.454	1:07.885
6	10.296	17.623	56.755	1:24.674
7	10.457	17.655	45.911	1:14.022
8	43.351	18.838	43.115	1:45.304
9	10.254	17.235	40.858	1:08.347
10	55.105	20.550	49.215	2:04.870
11	10.108	17.828	41.629	1:09.565
AVG	10.169	18.227	42.527	1:09.693
IDEAL	9.999	17.235	40.454	1:07.687

251 Joshua M Clark
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.120	-
2	9.886	17.725	38.946	1:06.557
3	9.895	17.709	37.405	1:05.009
4	9.684	17.421	37.518	1:04.623
5	9.626	17.595	39.073	1:06.294
6	46.022	18.893	44.250	1:49.165
7	9.675	17.420	36.383	1:03.478
8	9.735	17.361	42.829	1:09.925
9	43.023	18.677	41.807	1:43.507
10	9.805	17.218	37.463	1:04.485
11	13.817	23.858	46.427	1:24.102
12	9.809	17.398	38.091	1:05.298
AVG	9.764	17.742	38.963	1:05.709
IDEAL	9.626	17.218	36.383	1:03.227

272 Taylor M Painter
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.310	-
2	10.016	16.954	37.220	1:04.190
3	9.940	18.842	48.846	1:17.628
4	10.068	16.876	48.625	1:15.569
5	9.906	17.191	38.009	1:05.105
6	10.088	16.856	47.780	1:14.724
7	1:30.390	20.045	1:00.130	2:50.564
8	10.075	17.199	35.865	1:03.139
9	2:34.183	27.231	59.983	4:01.397
9	9.758	20.534	1:01.598	1:31.890

AVG 10.016 17.709 37.851 1:08.546
 IDEAL 9.906 16.856 35.865 1:02.626

329 Chad M Gores
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:18.946	25.594	53.352	-
2	10.225	17.999	41.637	1:09.861
3	9.876	16.810	53.095	1:19.781
4	45.904	25.903	49.230	2:01.037
5	9.877	16.867	36.332	1:03.076
6	9.958	16.940	37.114	1:04.011
AVG	9.984	17.154	38.361	1:05.650
IDEAL	9.876	16.810	36.332	1:03.018

410 Eric J Mccrummen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.707	20.298	40.409	-
2	9.957	18.226	38.846	1:07.030
3	9.645	15.750	35.730	1:01.125
4	10.190	16.753	51.310	1:18.252
5	9.570	15.644	34.304	59.518
6	40.732	32.745	48.321	2:01.798
7	9.503	16.039	41.253	1:06.795
8	9.493	15.962	52.251	1:17.706
9	9.934	15.877	47.947	1:13.758
AVG	9.756	16.322	37.322	1:03.617
IDEAL	9.493	15.644	34.304	59.440

417 Travis Smith
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	46.078	-
2	10.959	20.434	47.028	1:18.421
3	10.804	20.852	44.539	1:16.195
4	12.864	20.628	43.461	1:16.952
5	11.025	21.705	44.649	1:17.379
6	11.334	23.623	47.066	1:22.023
7	12.517	19.787	43.458	1:15.763
8	10.530	19.914	48.496	1:18.939
9	10.543	18.811	41.284	1:10.638
10	10.743	20.101	55.459	1:26.303
11	10.276	18.853	46.961	1:16.090
12	10.239	18.656	41.759	1:10.654
AVG	10.717	19.974	44.980	1:16.305
IDEAL	10.239	18.656	41.284	1:10.179

506 Cody L Rye
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.282	20.759	51.523	-
2	10.203	19.061	49.282	1:18.547
3	9.828	17.250	41.950	1:09.028
4	9.839	18.119	54.958	1:22.916
5	12.309	23.504	53.382	1:29.195
6	9.856	17.615	52.529	1:20.000

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 C PRACTICE #1

506 Cody L Rye
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	1:57.229	22.584	47.027	3:06.840
8	10.161	21.195	1:06.362	1:37.718
9	1:36.062	25.293	1:01.351	3:02.706
AVG	10.161	-	47.027	-
IDEAL	9.828	17.250	41.950	1:09.028

575 Chappy Fiene
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.112	23.244	48.868	-
2	9.840	18.370	42.960	1:11.170
3	9.870	18.079	57.705	1:25.653
4	9.926	18.799	40.925	1:09.650
5	9.799	19.237	46.888	1:15.924
6	9.787	20.389	46.357	1:16.533
7	11.039	18.689	44.179	1:13.907
8	9.771	18.809	49.539	1:18.119
9	9.840	18.161	47.093	1:15.095
AVG	9.984	18.817	45.324	1:14.343
IDEAL	9.771	18.079	40.925	1:08.775

737 Tanner J Reidman
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	53.416	-
2	10.179	17.239	1:10.790	1:38.208
3	36.377	18.455	41.491	1:36.323
4	10.230	16.769	35.217	1:02.216
5	10.097	16.826	1:04.091	1:31.014
6	10.154	16.873	36.455	1:03.483
7	51.760	16.805	34.742	1:43.307
8	13.902	28.917	1:00.621	1:43.440
9	10.119	16.615	34.859	1:01.593
10	15.086	20.057	45.680	1:20.823
11	9.996	16.685	34.895	1:01.576
AVG	10.129	17.033	36.277	1:02.217
IDEAL	9.996	16.615	34.742	1:01.353

816 Rustin Meyer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.241	21.310	47.931	-
2	10.547	18.622	44.771	1:13.940
3	10.285	18.704	41.979	1:10.968
4	10.016	18.180	40.753	1:08.949
5	9.957	18.264	47.134	1:15.355
6	2:02.561	24.458	1:03.829	3:30.848
7	10.005	17.930	38.579	1:06.514
8	36.775	26.946	52.842	1:56.563
9	14.527	24.216	1:00.093	1:38.835
10	10.176	19.229	1:04.540	1:33.946
AVG	10.164	18.891	41.520	1:11.145
IDEAL	9.957	17.930	38.579	1:06.466

854 Landen Powell
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.037	-
2	9.893	17.300	2:03.569	2:30.762
3	1:55.081	24.493	52.582	3:12.156
4	45.348	18.791	38.154	1:42.292
5	10.098	18.480	44.750	1:13.329
6	10.273	17.101	37.834	1:05.208
7	13.134	21.042	50.313	1:24.489
8	10.049	17.512	47.634	1:15.195
9	9.960	17.303	37.418	1:04.681
AVG	10.055	17.748	39.239	1:09.603
IDEAL	9.893	17.101	37.418	1:04.412

888 Hunter Meyer
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.253	30.766	58.487	-
2	9.807	17.122	39.167	1:06.095
3	10.222	24.821	53.638	1:28.681
4	9.803	17.313	37.736	1:04.852
5	52.322	26.488	47.249	2:06.058
6	10.008	17.327	37.122	1:04.458
7	1:06.572	32.146	51.161	2:29.878
8	10.046	19.221	57.229	1:26.496
9	9.976	19.562	50.859	1:20.397
10	10.192	16.886	38.055	1:05.133
AVG	10.008	17.905	38.020	1:05.135
IDEAL	9.803	16.886	37.122	1:03.811

952 Adam C Conway
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	41.828	-
2	9.721	18.754	41.173	1:09.649
3	9.661	18.157	40.022	1:07.840
4	9.699	17.136	39.714	1:06.549
5	48.790	19.427	44.633	1:52.851
6	9.668	19.787	45.196	1:14.651
7	1:13.568	21.065	43.922	2:18.555
8	9.798	18.142	43.140	1:11.080
9	1:25.293	1:32.868	40.097	2:22.759
10	9.982	17.953	46.131	1:14.066
11	9.864	16.696	52.403	1:18.962
AVG	9.770	18.257	42.586	1:11.828
IDEAL	9.661	16.696	39.714	1:06.071

964 Derek M Stephens
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.037	22.204	51.833	-
2	10.515	20.599	54.708	1:25.822
3	9.984	19.807	46.001	1:15.791
4	10.423	18.561	45.254	1:14.238
5	10.324	18.325	42.413	1:11.062

6	10.104	18.403	45.798	1:14.305
7	44.130	20.087	47.597	1:51.814
8	10.388	18.967	47.579	1:16.934
9	10.333	18.439	41.721	1:10.493
10	10.187	19.169	51.679	1:21.035
11	42.271	18.820	52.186	1:53.277
AVG	10.262	19.053	45.270	1:14.770
IDEAL	9.984	18.325	41.721	1:10.030

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