

**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 A PRACTICE #2**

**12** Jake T Weimer  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.593</del>	15.967	35.626	-
2	9.564	15.475	32.909	57.948
3	9.598	14.887	31.637	56.122
4	9.629	16.424	49.316	1:15.368
5	9.414	14.600	30.906	54.920
6	54.458	19.660	50.853	2:04.971
7	9.316	14.522	30.928	54.766
8	12.412	19.994	47.011	1:19.416
9	14.205	16.203	33.503	1:03.911
10	9.212	14.449	37.701	1:01.362
11	9.219	14.766	30.282	54.267
12	1:24.466	18.975	38.778	2:22.219
13	9.162	14.528	30.654	54.344
AVG	9.389	15.182	32.056	57.205
IDEAL	9.162	14.449	30.282	53.893

**19** Tommy Searle  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.198</del>	18.366	46.832	-
2	9.678	15.649	35.557	1:00.884
3	9.815	15.274	37.356	1:02.445
4	9.460	14.808	32.784	57.052
5	9.641	17.945	43.254	1:10.839
6	9.390	14.865	32.575	56.830
7	9.456	14.982	32.113	56.551
8	1:01.020	20.643	47.402	2:09.065
9	9.469	14.807	43.422	1:07.698
10	53.215	18.123	41.411	1:52.749
11	9.517	15.088	33.812	58.417
12	9.530	15.269	32.320	57.119
13	10.387	15.937	39.933	1:06.257
AVG	9.634	15.187	33.788	1:00.361
IDEAL	9.390	14.807	32.113	56.310

**20** Broc Tickle  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:00.121</del>	19.508	40.613	-
2	9.387	15.292	34.099	58.779
3	9.504	15.000	32.308	56.811
4	40.062	15.146	32.113	1:27.320
5	11.218	15.672	32.294	59.184
6	9.355	14.686	32.100	56.141
7	9.665	21.605	37.749	1:09.019
8	9.612	16.914	46.517	1:13.043
9	13.817	15.867	34.638	1:04.322
10	9.533	14.625	37.913	1:02.071
11	9.435	15.109	36.501	1:01.045
12	1:06.843	21.405	46.910	2:15.158
13	9.411	14.932	31.633	55.975
AVG	9.680	15.324	34.135	59.291
IDEAL	9.355	14.625	31.633	55.613

**21** Blake Wharton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>53.450</del>	16.657	36.793	-
2	9.494	15.185	32.457	57.135
3	9.607	14.956	32.185	56.748
4	9.484	14.969	42.154	1:06.607
5	9.527	14.626	32.414	56.567
6	57.086	23.206	42.403	2:02.695
7	9.400	14.852	31.738	55.990
8	9.406	14.754	31.713	55.872
9	57.597	18.328	42.379	1:58.304
10	9.363	14.751	31.250	55.364
11	13.324	23.242	42.997	1:19.563
12	9.455	15.097	41.691	1:06.243
13	9.430	14.736	32.662	56.828
14	23.059	18.670	32.043	1:13.771
AVG	9.463	15.058	32.584	57.593
IDEAL	9.363	14.626	31.250	55.239

**38** Trey G Canard  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>59.795</del>	16.372	43.423	-
2	9.344	15.060	33.941	58.345
3	9.397	14.757	31.333	55.487
4	23.914	19.277	33.115	1:16.306
5	9.213	14.657	31.066	54.936
6	9.233	15.255	35.463	59.951
7	9.288	14.519	30.952	54.759
8	9.271	14.482	30.619	54.371
9	15.629	18.451	35.947	1:10.026
10	1:19.436	17.518	33.482	2:10.436
11	9.358	14.556	30.649	54.562
12	57.165	14.911	32.011	1:44.087
13	9.259	15.089	31.685	56.032
14	9.333	14.228	31.131	54.692
AVG	9.299	14.899	32.415	55.904
IDEAL	9.213	14.228	30.619	54.060

**42** Ben D Evans  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:07.260</del>	18.811	48.449	-
2	9.580	15.959	35.954	1:01.493
3	9.649	15.999	40.297	1:05.945
4	9.690	15.988	34.426	1:00.104
5	9.601	22.585	48.362	1:20.548
6	9.645	15.687	34.966	1:00.299
7	1:19.997	19.397	36.320	2:15.713
8	15.389	17.413	45.894	1:18.696
9	9.585	15.683	33.938	59.206
10	9.557	15.426	58.488	1:23.471
11	9.672	15.579	1:11.363	1:36.614
12	9.635	15.759	34.067	59.460

**48** Max Anstie  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.113</del>	17.141	36.972	-
2	9.784	15.574	44.026	1:09.383
3	9.540	15.445	32.196	57.182
4	9.528	15.201	33.358	58.087
5	9.428	15.503	34.162	59.093
6	9.539	15.262	34.813	59.614
7	9.454	15.214	33.578	58.246
8	9.393	18.690	38.114	1:06.197
9	9.412	15.177	32.657	57.246
10	13.411	24.413	46.799	1:24.623
11	9.647	15.139	33.407	58.193
12	9.823	15.021	40.633	1:05.478
13	9.504	15.040	39.130	1:03.674
14	9.537	15.037	32.848	57.422
14	<del>18.597</del>	<del>20.390</del>	<del>49.434</del>	<del>1:28.421</del>
AVG	9.549	15.396	34.211	1:00.039
IDEAL	9.393	15.021	32.196	56.611

**49** Wil A Hahn  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>56.864</del>	17.032	39.832	-
2	9.460	15.251	32.127	56.839
3	11.111	16.340	34.985	1:02.436
4	9.420	15.579	39.631	1:04.630
5	9.382	14.914	32.180	56.476
6	13.297	16.795	35.158	1:05.251
7	9.262	14.852	31.034	55.147
8	11.946	15.990	34.132	1:02.067
9	9.279	14.778	31.415	55.472
10	11.873	15.951	34.614	1:02.438
11	9.205	14.717	31.109	55.030
12	11.424	16.316	37.562	1:05.302
13	9.236	14.640	31.128	55.004
14	11.682	24.260	37.545	1:13.488
15	9.390	14.776	30.977	55.143
16	37.243	17.194	54.842	1:49.279
AVG	9.329	15.675	32.624	59.326
IDEAL	9.205	14.640	30.977	54.822

**63** Sean D Borkenhagen  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.306</del>	18.107	45.199	-
2	9.824	15.436	36.655	1:01.915
3	9.852	15.332	35.621	1:00.805
4	9.960	17.056	42.336	1:09.351
5	9.769	15.105	34.512	59.386
6	1:05.573	15.244	35.163	1:55.980
7	10.137	19.820	50.818	1:20.775
8	9.553	14.913	33.729	58.194

**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

**63** Sean D Borkenhagen  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	1:30.715	19.527	39.561	2:29.802
10	9.666	15.251	34.314	59.231
11	1:08.847	16.576	53.189	2:18.612
AVG	9.666	15.914	36.937	59.231
IDEAL	9.553	14.913	33.729	58.194

**68** Robert S Kiniry  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>59.630</del>	17.014	42.616	-
2	9.572	15.492	34.217	59.281
3	9.921	19.378	35.136	1:04.435
4	9.355	15.314	47.753	1:12.422
5	26.443	16.363	48.578	1:31.384
6	9.259	15.290	32.263	56.813
7	12.762	19.405	50.417	1:22.584
8	9.330	15.110	38.346	1:02.786
9	14.952	17.418	37.974	1:10.344
10	9.385	14.884	32.102	56.372
11	13.360	23.001	44.036	1:20.396
12	9.265	14.878	31.942	56.086
13	14.371	22.088	37.484	1:13.943
14	9.335	14.741	31.946	56.021
AVG	9.428	15.650	34.133	58.828
IDEAL	9.259	14.741	31.942	55.943

**100** Joshua Hansen  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.222</del>	19.229	46.993	-
2	9.538	16.476	45.673	1:11.687
3	9.341	14.521	31.753	55.615
4	12.575	23.527	39.428	1:15.531
5	9.163	16.668	45.504	1:11.334
6	9.243	14.483	40.256	1:03.982
7	13.984	19.057	51.268	1:24.309
8	9.418	14.324	31.618	55.359
9	1:35.459	15.665	36.059	2:27.184
10	53.487	15.298	35.427	1:44.212
11	1:03.455	14.566	40.070	1:58.090
AVG	9.340	15.250	33.714	58.319
IDEAL	9.163	14.324	31.618	55.104

**102** Christopher Gosselaar  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:02.415</del>	19.420	42.995	-
2	9.728	15.280	1:07.067	1:32.075
3	9.623	15.465	32.345	57.433
4	13.361	25.742	41.602	1:20.705
5	9.658	15.485	47.823	1:12.966
6	9.908	15.348	32.367	57.623
7	1:24.459	15.918	44.758	2:25.135

**116** Ryan Morais  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	9.536	15.506	42.878	1:07.920
9	9.717	17.646	47.755	1:15.118
10	9.707	15.092	32.855	57.654
11	48.454	27.400	42.880	1:58.735
12	9.897	15.223	53.145	1:18.265
AVG	9.701	15.647	32.522	1:01.710
IDEAL	9.536	15.092	32.345	56.973

**124** Ryan D Clark  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.485</del>	15.965	41.520	-
2	9.705	15.247	46.461	1:11.413
3	9.435	14.949	32.976	57.360
4	9.536	15.058	31.971	56.564
5	1:08.678	15.141	32.352	1:56.170
6	9.433	14.854	34.934	59.221
7	9.422	14.719	31.491	55.632
8	9.411	14.534	31.828	55.774
9	16.600	22.584	41.195	1:20.379
10	9.688	14.771	31.460	55.919
11	14.683	15.967	36.729	1:07.379
12	9.743	14.745	31.787	56.275
13	9.543	14.818	31.422	55.783
14	14.247	23.258	32.519	1:10.024
AVG	9.546	15.064	32.679	56.566
IDEAL	9.411	14.534	31.422	55.367

**126** Hunter Hewitt  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:19.580</del>	24.052	55.528	-
2	9.672	15.664	35.148	1:00.484
3	9.645	15.461	32.362	57.468
4	53.727	29.356	51.677	2:14.760
5	9.650	14.970	33.726	58.347
6	17.785	18.454	47.134	1:23.372
7	9.343	14.917	33.547	57.807
8	17.313	29.679	48.227	1:35.219
9	9.396	14.791	32.663	56.850
10	9.354	18.991	56.927	1:25.272
11	9.617	15.045	32.771	57.433
12	15.285	28.261	44.015	1:27.561
AVG	9.525	15.141	33.370	58.065
IDEAL	9.343	14.791	32.362	56.496

**126** Hunter Hewitt  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:04.749</del>	17.595	47.154	-
2	9.754	15.570	35.489	1:00.813
3	9.632	15.207	35.175	1:00.014
4	9.569	15.262	34.274	59.105
5	9.638	15.457	33.579	58.674
6	11.741	22.936	37.585	1:12.262
7	9.626	15.337	34.734	59.697
8	9.641	15.589	33.849	59.079

**175** Phillip J Nicoletti  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	12.938	30.216	52.753	1:35.906
10	9.689	15.403	39.867	1:04.960
11	9.592	15.552	1:29.731	1:54.875
12	1:00.036	16.587	40.143	1:56.766
13	9.671	15.376	34.492	59.539
AVG	9.646	15.721	35.919	1:00.235
IDEAL	9.569	15.207	33.579	58.355

**175** Phillip J Nicoletti  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:15.864</del>	20.012	55.852	-
2	9.620	15.188	1:17.086	1:41.894
3	9.525	15.209	34.929	59.663
4	9.643	15.579	34.720	59.942
5	9.703	21.762	46.342	1:17.807
6	9.611	15.002	32.847	57.460
7	9.519	15.000	33.062	57.581
8	32.074	18.542	50.361	1:40.976
9	9.304	14.926	32.957	57.187
10	11.879	19.118	42.181	1:13.178
11	9.301	14.871	32.729	56.901
12	12.627	22.638	44.794	1:20.059
13	9.429	15.265	40.702	1:05.395
AVG	9.517	15.130	33.541	59.161
IDEAL	9.301	14.871	32.729	56.901

**200** Cole Seely  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.277</del>	19.207	49.070	-
2	9.941	15.039	36.220	1:01.200
3	9.631	15.035	33.969	58.635
4	9.522	14.833	32.415	56.770
5	9.578	14.767	32.929	57.274
6	9.539	14.955	31.963	56.457
7	9.441	14.779	32.128	56.348
8	50.511	18.602	40.438	1:49.550
9	9.411	14.941	31.890	56.242
10	9.430	15.086	32.013	56.529
11	11.005	17.646	42.718	1:11.369
12	9.396	14.670	32.108	56.174
13	9.282	14.620	32.648	56.550
14	11.017	20.912	40.189	1:12.118
15	9.443	14.868	36.454	1:00.765
AVG	9.741	14.872	33.158	57.540
IDEAL	9.282	14.620	31.890	55.792

**321** Gautier Paulin  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.515</del>	19.298	47.217	-
2	9.210	14.601	33.284	57.095
3	11.989	18.398	47.892	1:18.279
4	9.288	14.812	33.515	57.615
5	12.898	20.165	45.017	1:18.080
6	9.277	14.858	50.474	1:14.609

**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

**321** Gautier Paulin  
 Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	9.329	15.646	40.932	1:05.908
8	9.080	14.724	32.369	56.173
AVG	9.204	15.185	32.369	1:01.040
IDEAL	9.080	14.601	32.369	56.050

**585** Travis A Baker  
 Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.391	21.650	48.741	-
2	9.590	15.639	54.276	1:19.505
3	9.643	15.217	34.419	59.279
4	9.448	15.304	33.380	58.132
5	9.625	15.425	53.684	1:18.735
6	49.866	23.611	40.269	1:53.746
7	9.434	15.122	33.101	57.656
8	9.555	14.823	33.401	57.779
9	16.061	28.281	54.519	1:38.861
10	9.441	14.702	33.075	57.218
11	1:11.962	22.571	1:09.241	2:43.774
AVG	9.534	15.176	33.475	58.013
IDEAL	9.434	14.702	33.075	57.210

**801** Jeff Alessi  
 Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.957	15.728	35.229	-
2	9.650	15.910	34.258	59.818
3	10.015	15.988	44.002	1:10.005
4	9.513	15.710	33.871	59.095
5	9.461	15.492	33.765	58.718
6	1:03.080	30.630	1:04.238	2:37.947
7	9.492	15.316	32.442	57.250
8	11.930	37.801	48.861	1:38.592
9	9.560	15.447	33.391	58.398
10	11.146	29.158	54.786	1:35.090
11	9.465	15.194	33.210	57.869
12	16.785	30.962	41.700	1:29.447
AVG	9.788	15.598	33.738	58.524
IDEAL	9.461	15.194	32.442	57.097