



ATLANTA
 GEORGIA DOME - ATLANTA, GA
 ROUND 2 OF 8 - FEBRUARY 27, 2010
 AMA Supercross Lites - East

INDIVIDUAL TIMES - LITES GROUP A PRACTICE #1

1 Christophe Pourcel
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.240	27.486	25.754	-
2	9.794	24.345	23.838	57.976
3	12.723	36.637	26.974	1:16.334
4	9.422	24.672	22.223	56.317
5	13.109	47.074	38.855	1:39.038
6	9.320	24.012	22.034	55.366
7	14.266	54.277	1:53.832	3:02.375
8	13.329	32.910	36.048	1:22.287
9	9.319	23.864	36.951	1:10.134
10	9.306	24.074	29.059	1:02.439
11	9.830	27.496	28.804	1:06.130
12	9.392	24.349	24.046	57.787
AVG	9.483	25.037	23.579	59.336
IDEAL	9.306	23.864	22.034	55.204

17 Justin L Barcia
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.066	28.426	25.260	-
2	9.567	26.387	24.065	1:00.019
3	12.347	28.579	25.031	1:05.957
4	9.323	26.451	22.752	58.526
5	9.309	25.650	23.435	58.394
6	12.531	34.847	29.535	1:16.913
7	9.553	24.847	22.271	56.671
8	12.619	31.975	58.846	1:43.440
9	9.170	24.625	22.829	56.624
10	9.454	25.250	38.623	1:13.327
11	9.212	27.176	25.648	1:02.036
12	12.404	27.663	29.115	1:09.182
13	9.464	24.496	22.562	56.522
14	12.725	35.834	31.480	1:20.039
AVG	9.382	26.323	23.761	59.344
IDEAL	9.170	24.496	22.271	55.937

24 Brett Metcalfe
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.064	33.232	32.852	-
2	10.038	25.746	24.347	1:00.131
3	11.895	30.346	27.136	1:09.376
4	9.588	26.300	23.679	59.567
5	9.590	25.563	22.977	58.130
6	9.320	25.305	24.791	59.416
7	13.751	30.348	28.767	1:12.866
8	9.326	25.446	22.837	57.610
9	10.513	30.062	54.531	1:35.105
10	9.417	25.652	28.373	1:03.442
11	9.321	27.282	56.497	1:33.100
12	9.405	25.498	22.425	57.328
13	10.255	29.203	27.822	1:07.280
AVG	9.677	27.229	23.509	1:00.363
IDEAL	9.320	25.305	22.425	57.050

31 Matthew J Lemoine
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:32.915	30.079	1:02.836	-
2	10.024	27.603	26.050	1:03.677
3	9.524	26.117	24.143	59.784
4	9.401	29.311	33.041	1:11.753
5	9.534	39.513	25.553	1:14.600
6	20.234	29.913	25.030	1:15.177
7	9.397	25.400	23.731	58.528
8	9.602	32.056	31.998	1:13.656
9	9.161	26.224	32.820	1:08.205
10	9.518	25.398	2:46.138	3:21.054
11	16.503	35.237	42.811	1:34.552
AVG	9.520	27.506	24.901	1:02.548
IDEAL	9.161	25.398	23.731	58.290

32 Kyle B Cunningham
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.579	32.767	31.812	-
2	9.690	26.577	23.774	1:00.041
3	9.605	28.549	28.218	1:06.371
4	9.548	28.045	25.600	1:03.193
5	9.572	26.530	25.234	1:01.336
6	9.532	36.202	24.536	1:10.270
7	9.361	28.408	1:13.497	1:51.266
8	9.547	48.805	25.468	1:23.820
9	9.351	27.636	26.251	1:03.238
10	9.384	28.885	52.608	1:30.877
11	9.326	27.136	24.456	1:00.919
12	12.056	40.559	26.705	1:19.320
AVG	9.492	27.721	25.583	1:03.624
IDEAL	9.326	26.530	23.774	59.631

40 Jake Moss
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.241	33.634	28.607	-
2	9.956	29.852	31.234	1:11.042
3	9.472	29.139	27.987	1:06.598
4	9.430	26.271	28.383	1:04.084
5	9.868	36.228	26.954	1:13.051
6	9.384	25.892	23.949	59.225
7	9.411	27.089	1:01.329	1:37.829
8	9.862	29.106	36.474	1:15.443
9	9.579	26.105	25.273	1:00.956
10	13.758	44.703	33.516	1:31.977
11	9.466	26.606	1:10.035	1:46.107
12	9.697	28.600	34.870	1:13.167
AVG	9.613	27.629	26.859	1:04.381
IDEAL	9.384	25.892	23.949	59.225

41 Kyle J Regal
Yamaha YZF250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.395	28.761	25.634	-
2	9.539	25.028	23.737	58.303
3	9.547	35.591	27.913	1:13.050

43 Steven J Clarke
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.881	31.731	30.150	-
2	9.931	26.825	23.831	1:00.587
3	9.743	25.744	24.285	59.772
4	9.538	25.375	23.653	58.566
5	12.946	44.849	30.964	1:28.759
6	9.700	29.548	25.763	1:05.011
7	10.399	34.247	28.280	1:12.926
8	9.479	30.149	1:08.523	1:48.150
9	9.800	46.548	31.312	1:27.660
10	9.631	24.809	23.090	57.530
11	12.668	39.959	45.703	1:38.331
12	9.593	26.155	28.172	1:03.919
AVG	9.757	26.409	24.124	1:00.897
IDEAL	9.479	24.809	23.090	57.377

45 Austin L Stroupe
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.961	30.573	29.388	-
2	9.997	28.152	30.948	1:09.097
3	9.833	27.530	25.583	1:02.946
4	9.538	26.555	24.759	1:00.852
5	14.282	39.364	1:47.222	2:40.869
6	9.535	30.310	36.823	1:16.667
7	9.563	26.114	23.998	59.674
8	13.625	40.960	1:24.486	2:19.070
9	9.454	26.965	31.211	1:07.630
10	9.577	26.010	24.098	59.685
11	16.379	34.521	34.066	1:24.966
AVG	9.642	27.776	24.609	1:03.314
IDEAL	9.454	26.010	23.998	59.462

46 Ryan Sipes
Yamaha YZF250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.235	34.937	26.298	-
2	9.863	41.962	29.964	1:21.789
3	9.474	25.979	23.474	58.927
4	9.450	25.984	23.289	58.723
5	10.308	39.532	28.994	1:18.834
6	9.163	24.959	22.750	56.871
7	14.178	37.240	28.559	1:19.977
8	9.053	24.678	23.500	57.230
9	9.031	25.143	23.033	57.207
10	14.605	34.498	55.201	1:44.304
11	9.641	26.179	28.247	1:04.067
12	9.499	25.773	28.341	1:03.613
13	9.633	29.514	51.092	1:30.239
AVG	9.512	26.026	23.724	59.520
IDEAL	9.031	24.678	22.750	56.459

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

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP



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46 Ryan Sipes
Yamaha YZF250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	9.136	29.488	25.461	1:04.085
5	9.267	25.159	26.007	1:00.433
6	13.455	38.206	1:09.668	2:01.330
7	9.545	28.393	28.068	1:06.005
8	9.095	27.479	33.883	1:10.457
9	9.116	24.724	22.605	56.445
10	12.646	38.667	29.694	1:21.007
11	9.166	25.184	32.070	1:06.420
12	9.094	27.182	24.614	1:00.890
13	9.096	25.943	43.240	1:18.279
AVG	9.190	26.694	24.672	1:02.380
IDEAL	9.094	24.724	22.605	56.423

61 Vince A Friese
Yamaha YZF250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.166	30.921	27.245	-
2	9.953	29.735	26.422	1:06.110
3	9.535	27.453	32.682	1:09.670
4	9.741	30.550	26.743	1:07.034
5	9.347	28.299	25.639	1:03.285
6	9.853	29.729	26.162	1:05.743
7	9.685	29.202	1:35.154	2:14.041
8	9.255	27.764	24.196	1:01.215
9	9.797	27.501	23.950	1:01.248
10	9.435	27.786	24.762	1:01.983
11	9.619	28.566	25.144	1:03.330
12	9.605	42.885	1:02.567	1:55.057
AVG	9.621	28.864	25.585	1:04.402
IDEAL	9.255	27.453	23.950	1:00.658

64 Taylor C Futrell
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.688	39.105	27.583	-
2	9.853	27.743	24.834	1:02.430
3	9.743	27.780	24.529	1:02.052
4	12.242	36.058	28.261	1:16.561
5	9.707	27.604	24.165	1:01.476
6	10.083	28.556	2:01.553	2:40.193
7	9.534	27.486	24.589	1:01.609
8	9.779	27.882	25.071	1:02.732
9	15.151	36.507	31.956	1:23.614
10	9.635	27.401	25.361	1:02.397
11	9.685	27.527	25.197	1:02.409
12	15.119	44.968	38.815	1:38.903
AVG	9.753	27.747	25.510	1:02.158
IDEAL	9.534	27.401	24.165	1:01.099

65 Troy K Adams
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.991	33.452	41.539	-

66 Blake Baggett
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	14.711	35.473	28.604	1:18.788
3	14.560	29.370	24.545	1:08.475
4	9.638	26.463	23.313	59.414
5	9.421	26.735	26.891	1:03.047
6	20.346	42.650	29.922	1:32.918
7	9.538	25.782	23.276	58.596
8	13.150	45.330	35.942	1:34.422
9	9.268	25.607	23.214	58.090
10	15.667	49.093	1:18.133	2:22.892
11	10.081	27.527	24.183	1:01.792
12	12.475	49.970	30.607	1:33.052
AVG	9.589	26.914	24.237	1:01.569
IDEAL	9.268	25.607	23.214	58.090

69 Adam B Chatfield
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.039	30.150	27.889	-
2	10.070	27.974	24.872	1:02.915
3	9.872	27.123	24.928	1:01.922
4	9.230	25.901	23.775	58.907
5	9.497	25.970	23.908	59.375
6	9.513	26.434	23.442	59.389
7	9.737	26.751	1:09.025	1:45.513
8	9.594	26.833	23.644	1:00.071
9	9.528	28.940	34.271	1:12.739
10	9.581	48.437	25.235	1:23.252
11	9.451	26.526	24.113	1:00.089
12	9.566	25.922	23.586	59.074
13	9.653	26.168	24.043	59.864
14	14.494	48.237	33.528	1:36.259
AVG	9.608	27.058	24.494	1:00.179
IDEAL	9.230	25.901	23.442	58.573

69 Adam B Chatfield
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.445	37.409	30.036	-
2	10.551	28.671	27.235	1:06.457
3	9.620	27.859	25.667	1:03.146
4	9.664	27.413	23.974	1:01.051
5	9.470	27.068	25.656	1:02.194
6	12.327	44.107	29.848	1:26.281
7	9.522	27.117	24.194	1:00.833
8	11.206	38.905	33.879	1:23.990
9	9.312	27.594	24.132	1:01.038
10	9.322	26.149	24.172	59.643
11	14.787	44.727	1:08.954	2:08.469
12	9.581	27.066	24.299	1:00.945
13	14.964	34.151	32.464	1:21.579
AVG	9.630	27.367	24.916	1:01.913
IDEAL	9.312	26.149	23.974	59.435

92 Michael L Willard
Honda CR250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.553	33.619	29.934	-

108 Dean A Wilson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	10.137	27.247	26.316	1:03.700
3	9.790	26.845	23.855	1:00.490
4	11.589	39.951	24.463	1:16.003
5	9.656	25.791	23.620	59.067
6	12.788	40.456	27.348	1:20.592
7	9.790	32.228	1:09.864	1:51.882
8	9.779	26.325	24.372	1:00.475
9	16.015	35.603	35.891	1:27.509
10	9.528	26.418	23.770	59.716
11	2:48.576	3:13.785	3:03.347	4:03.960
AVG	9.831	26.646	25.008	1:01.191
IDEAL	9.528	25.791	23.620	58.939

108 Dean A Wilson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.218	31.261	32.957	-
2	10.009	27.227	32.469	1:09.705
3	14.306	29.571	27.448	1:11.325
4	9.498	25.441	23.236	58.175
5	13.051	39.557	26.585	1:19.193
6	9.527	25.077	23.603	58.207
7	11.404	43.437	27.335	1:22.176
8	9.417	25.192	23.178	57.787
9	12.658	39.087	36.649	1:28.394
10	9.291	25.231	23.453	57.975
11	15.297	39.834	59.983	1:55.113
12	9.296	28.210	35.047	1:12.553
13	9.343	24.670	23.138	57.150
AVG	9.483	26.327	24.747	57.859
IDEAL	9.291	24.670	23.138	57.099

211 Tevin N Tapia
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.666	30.552	28.114	-
2	10.110	28.280	26.015	1:04.404
3	10.096	27.831	25.347	1:03.273
4	10.009	28.618	24.940	1:03.567
5	10.010	29.513	1:22.899	2:02.421
6	10.051	28.989	25.526	1:04.566
7	10.105	28.787	24.661	1:03.554
8	9.865	1:25.540	1:15.761	2:51.166
9	9.877	28.220	27.127	1:05.224
10	10.396	28.388	24.824	1:03.608
11	10.103	27.419	26.072	1:03.594
12	17.240	50.544	40.281	1:48.065
AVG	10.062	28.660	25.847	1:03.974
IDEAL	9.865	27.419	24.661	1:01.945

341 Nico A Izzi
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.416	26.547	26.869	-
2	9.645	25.146	23.535	58.326
3	13.499	41.462	33.386	1:28.347
4	9.449	24.397	23.467	57.314

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



INDIVIDUAL TIMES - LITES GROUP A PRACTICE #1

341 Nico A Izzi
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	15.688	31.629	1:15.012	2:02.329
6	9.488	24.183	23.403	57.074
7	-	-	-	1:19.326
8	9.278	24.557	22.976	56.811
9	1:57.974	2:18.370	2:12.134	3:01.273
10	9.414	26.800	1:17.997	1:54.211
11	9.475	30.864	35.034	1:15.372
AVG	9.414	25.180	23.189	56.943
IDEAL	9.278	24.183	22.976	56.437

412 Levi Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.060	34.641	29.419	-
2	10.068	28.061	26.044	1:04.173
3	9.806	27.323	24.590	1:01.719
4	14.506	40.817	27.363	1:22.686
5	9.603	30.437	25.475	1:05.515
6	9.628	26.735	24.877	1:01.239
7	15.440	37.427	25.794	1:18.661
8	9.512	26.302	24.396	1:00.210
9	15.506	38.674	26.068	1:20.248
10	9.608	26.709	25.880	1:02.197
11	14.261	41.021	34.218	1:29.500
12	9.697	26.601	25.486	1:01.784
13	12.829	36.746	31.767	1:21.342
AVG	9.703	27.453	25.598	1:02.405
IDEAL	9.512	26.302	24.396	1:00.210

613 James A Decotis
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.685	33.663	37.022	-
2	9.690	27.892	24.653	1:02.235
3	14.989	41.369	30.526	1:26.884
4	9.512	26.813	24.944	1:01.269
5	9.353	26.918	24.539	1:00.810
6	22.111	43.541	26.828	1:32.480
7	9.641	26.027	25.408	1:01.076
8	13.186	52.541	1:23.237	2:28.964
9	9.519	26.934	24.376	1:00.830
10	12.187	50.692	32.590	1:35.468
11	9.476	26.834	26.125	1:02.435
AVG	9.532	26.903	25.268	1:01.442
IDEAL	9.353	26.027	24.376	59.756