

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
DAYTONA BEACH
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
ROUND 3 OF 8 - MARCH 6, 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	1:22.853	50.146	32.707	-
2	12.694	39.101	25.794	1:17.589
3	10.270	36.414	31.098	1:17.782
4	10.299	33.638	22.430	1:06.367
5	12.795	44.068	28.366	1:25.229
6	10.400	32.365	22.444	1:05.209
7	16.588	47.655	26.981	1:31.225
8	10.138	32.336	21.612	1:04.085
9	18.208	58.430	37.865	1:54.503
10	10.190	32.043	22.197	1:04.430
11	10.245	49.465	28.574	1:28.284
AVG	10.257	33.359	22.895	1:05.023
IDEAL	10.138	32.043	21.612	1:03.792

17 Justin L Barcia
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.949	34.037	23.912	-
2	10.829	33.422	23.123	1:07.374
3	10.862	32.983	23.484	1:07.330
4	10.693	33.289	22.832	1:06.814
5	10.914	41.374	33.559	1:25.847
6	10.270	36.564	35.986	1:22.819
7	10.774	31.989	25.221	1:07.984
8	10.371	32.942	30.768	1:14.080
9	10.375	31.609	22.547	1:04.532
10	11.187	31.746	23.461	1:06.394
11	10.362	31.669	23.457	1:05.489
12	10.626	31.597	22.330	1:04.552
13	10.448	31.674	22.474	1:04.595
AVG	10.642	32.793	23.284	1:06.914
IDEAL	10.270	31.597	22.330	1:04.196

24 Brett Metcalfe
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.525	37.005	28.520	-
2	11.033	32.803	23.329	1:07.165
3	10.535	33.353	23.624	1:07.512
4	10.638	32.480	23.119	1:06.238
5	11.896	48.279	38.784	1:38.959
6	10.337	32.603	22.355	1:05.295
7	10.534	31.345	22.489	1:04.368
8	11.870	42.107	33.828	1:27.805
9	10.497	31.459	22.804	1:04.759
10	12.507	37.404	24.761	1:14.672
11	10.453	31.593	22.293	1:04.339
12	12.060	37.153	28.379	1:17.592
13	10.533	32.092	22.709	1:05.334
AVG	10.944	33.572	23.054	1:06.631
IDEAL	10.337	31.345	22.293	1:03.975

31 Matthew J Lemoine
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.187	45.432	28.755	-
2	11.240	34.870	28.021	1:14.131
3	11.034	32.345	27.039	1:10.418
4	11.034	32.671	23.221	1:06.927
5	11.015	32.015	22.852	1:05.882
6	20.017	50.447	34.381	1:44.845
7	10.818	38.473	28.042	1:17.333
8	10.649	38.082	31.327	1:20.058
9	11.017	32.264	24.347	1:07.628
10	10.811	31.350	23.550	1:05.711
11	20.447	49.190	26.474	1:36.111
12	10.850	31.657	22.663	1:05.170
AVG	10.941	32.453	24.307	1:09.150
IDEAL	10.649	31.350	22.663	1:04.663

32 Kyle B Cunningham
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.061	38.457	27.624	-
2	11.111	32.104	24.594	1:07.809
3	10.884	37.436	24.848	1:13.168
4	10.697	32.343	23.116	1:06.155
5	10.532	33.154	30.478	1:14.165
6	10.797	32.182	23.277	1:06.255
7	1:08.695	43.750	25.122	2:17.567
8	10.569	31.444	22.628	1:04.641
9	13.326	40.155	28.176	1:21.657
10	10.658	31.352	23.393	1:05.403
11	10.550	45.295	26.894	1:22.739
12	10.358	37.778	34.646	1:22.782
AVG	10.684	32.859	24.234	1:08.228
IDEAL	10.358	31.352	22.628	1:04.338

40 Jake Moss
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:19.511	44.383	35.128	-
2	11.065	38.717	30.790	1:20.573
3	10.875	33.985	37.589	1:22.448
4	10.932	38.445	29.504	1:18.881
5	10.749	34.341	35.400	1:20.489
6	10.949	33.494	23.730	1:08.172
7	10.891	48.719	32.920	1:32.530
8	10.826	33.195	23.342	1:07.363
9	39.150	42.757	30.104	1:52.011
10	11.139	33.765	37.092	1:21.996
11	11.051	39.727	30.536	1:21.314
AVG	10.942	35.709	23.536	1:15.096
IDEAL	10.749	33.195	23.342	1:07.286

45 Austin L Stroupe
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.942	35.709	23.536	1:15.096
2	10.749	33.195	23.342	1:07.286

1 1:13.403 40.448 32.955 -

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	10.789	32.342	23.691	1:06.822
3	10.733	32.945	28.577	1:12.255
4	10.330	37.334	26.332	1:13.996
5	10.406	-	-	1:15.187
6	45.514	35.044	32.334	1:52.893
7	11.276	33.592	23.094	1:07.961
8	10.663	34.976	25.065	1:10.705
9	11.333	32.624	23.824	1:07.781
10	10.936	33.150	35.133	1:19.218
11	10.731	31.157	22.179	1:04.068
12	21.992	1:01.193	41.693	2:04.878
AVG	10.800	33.685	24.031	1:09.847
IDEAL	10.330	31.157	22.179	1:03.666

46 Ryan Sipes
Yamaha YZF250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.237	38.119	27.118	-
2	10.937	33.181	24.301	1:08.419
3	10.849	32.089	23.371	1:06.309
4	10.524	31.687	23.308	1:05.519
5	10.627	34.163	26.668	1:11.458
6	10.492	32.654	23.297	1:06.444
7	10.503	31.316	22.796	1:04.614
8	18.181	50.408	23.191	1:31.779
9	10.421	33.352	25.386	1:09.159
10	11.339	33.421	23.351	1:08.112
11	10.626	31.659	22.280	1:04.564
12	10.595	43.373	38.114	1:32.082
13	10.551	35.821	29.778	1:16.150
AVG	10.679	32.934	23.795	1:08.075
IDEAL	10.421	31.316	22.280	1:04.017

61 Vince A Friese
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.127	36.119	25.008	-
2	11.551	34.806	24.103	1:10.460
3	1:12.582	34.132	24.039	2:10.752
4	11.310	34.623	30.745	1:16.677
5	11.063	35.407	24.687	1:11.157
6	11.060	34.100	24.107	1:09.267
7	11.309	41.531	25.789	1:18.629
8	10.978	34.431	24.067	1:09.475
9	46.430	53.105	34.547	2:14.082
10	11.013	40.440	33.384	1:24.837
AVG	11.183	35.507	24.543	1:12.611
IDEAL	10.978	34.100	24.039	1:09.116

64 Taylor C Futrell
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.486	37.688	27.798	-
2	10.683	33.355	24.084	1:08.122
3	11.241	32.850	24.301	1:08.392
4	10.938	32.815	25.969	1:09.722

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
DAYTONA BEACH
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
ROUND 3 OF 8 - MARCH 6, 2010
AMA Supercross Lites - East



INDIVIDUAL TIMES - LITES GROUP A PRACTICE #1

64 Taylor C Futrell
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	2:07.000	45.811	25.266	3:18.078
6	10.982	33.792	23.422	1:08.196
7	2:07.714	44.760	25.215	3:17.689
8	10.965	34.220	23.529	1:08.714
9	10.857	33.173	22.948	1:06.978
AVG	10.934	33.728	24.076	1:07.963
IDEAL	10.683	32.815	22.948	1:06.446

65 Troy K Adams
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:23.355	50.631	32.724	-
2	11.674	33.524	26.254	1:11.452
3	11.223	32.994	23.276	1:07.494
4	37.801	53.039	44.352	2:15.192
5	10.809	32.138	23.559	1:06.506
6	18.526	49.184	30.408	1:38.118
7	59.266	49.267	39.577	2:28.109
8	10.740	41.818	34.279	1:26.837
9	10.865	39.527	37.740	1:28.132
10	10.511	33.269	26.987	1:10.767
AVG	10.970	32.981	25.019	1:09.055
IDEAL	10.511	32.138	23.276	1:05.926

66 Blake Baggett
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.343	41.938	26.405	-
2	12.391	33.004	23.614	1:09.009
3	10.717	32.403	25.154	1:08.274
4	11.221	33.838	23.875	1:08.934
5	10.870	32.424	22.903	1:06.197
6	11.337	37.976	25.000	1:14.312
7	11.125	32.459	24.622	1:08.206
8	11.020	39.377	33.885	1:24.282
9	11.257	32.670	22.876	1:06.803
10	11.626	31.700	23.125	1:06.450
11	10.846	31.950	22.677	1:05.473
12	11.035	32.411	23.557	1:07.003
13	11.023	31.491	22.892	1:05.406
AVG	11.206	32.435	23.892	1:07.824
IDEAL	10.717	31.491	22.677	1:04.885

69 Adam B Chatfield
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.873	38.085	28.588	-
2	11.162	34.008	24.525	1:09.695
3	11.034	34.555	24.744	1:10.333
4	11.314	33.835	23.809	1:08.958
5	13.646	42.185	34.334	1:30.164
6	11.131	34.419	23.657	1:09.206
7	14.137	45.405	37.272	1:36.814

8 11.177 33.767 23.731 1:08.675
 9 11.388 34.077 27.856 1:13.321
 10 47.948 42.339 36.206 2:06.493
 11 11.291 39.733 36.474 1:27.498
 AVG 11.209 35.138 24.579 1:09.838
 IDEAL 11.034 33.767 23.657 1:08.458

92 Michael L Willard
Honda CR250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.717	41.498	27.219	-
2	11.800	36.158	29.929	1:17.888
3	11.325	38.970	26.462	1:16.756
4	36.210	35.458	29.431	1:41.100
5	11.221	33.687	23.384	1:08.292
6	34.908	44.390	34.467	1:53.764
7	10.924	37.693	32.061	1:20.679
8	11.068	38.594	26.905	1:16.567
9	11.543	41.429	26.743	1:19.715
10	11.815	44.623	36.010	1:32.448
11	11.479	41.525	38.900	1:31.904
AVG	11.397	36.760	26.143	1:16.649
IDEAL	10.924	33.687	23.384	1:07.996

108 Dean A Wilson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.757	42.613	35.144	-
2	10.392	31.870	22.988	1:05.250
3	10.301	42.436	36.123	1:28.860
4	14.306	39.999	27.299	1:21.604
5	10.146	43.325	28.399	1:21.870
6	11.380	41.338	28.798	1:21.516
7	10.081	32.091	23.660	1:05.832
8	10.400	36.383	30.883	1:17.666
9	10.507	31.735	22.418	1:04.660
10	44.143	34.795	26.059	1:44.997
11	10.223	31.024	22.255	1:03.501
AVG	10.429	32.983	23.476	1:04.811
IDEAL	10.081	31.024	22.255	1:03.360

341 Nico A Izzi
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.237	34.974	25.263	-
2	10.706	33.121	22.814	1:06.640
3	44.905	44.074	27.400	1:56.379
4	10.602	33.129	23.435	1:07.166
5	14.097	42.973	26.593	1:23.663
6	10.695	32.657	22.698	1:06.049
7	16.244	47.876	26.361	1:30.480
8	10.769	32.213	22.354	1:05.336
9	55.686	54.796	34.251	2:24.733
10	14.967	46.897	34.749	1:36.613
11	10.849	41.916	32.586	1:25.352
AVG	10.724	33.219	24.217	1:06.298
IDEAL	10.602	32.213	22.354	1:05.169

412 Levi Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.295	44.156	32.139	-
2	11.084	33.653	24.355	1:09.092
3	20.268	42.626	29.750	1:32.644
4	12.453	39.895	32.916	1:25.264
5	10.983	33.186	24.412	1:08.581
6	34.368	47.273	26.011	1:47.652
7	10.780	37.789	27.384	1:15.953
8	11.020	33.886	23.790	1:08.696
9	17.606	46.605	28.766	1:32.977
10	10.869	33.654	23.500	1:08.023
11	17.673	44.866	26.151	1:28.690
AVG	11.198	34.434	25.086	1:10.069
IDEAL	10.780	33.186	23.500	1:07.467

577 Martin Davalos
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.510	43.095	35.415	-
2	10.804	31.840	23.920	1:06.564
3	10.926	33.400	23.439	1:07.766
4	10.971	32.106	23.974	1:07.050
5	10.769	32.421	22.678	1:05.868
6	1:07.762	44.449	27.682	2:19.893
7	10.835	32.220	28.700	1:11.755
8	10.691	31.323	22.505	1:04.519
9	58.128	56.948	30.495	2:25.571
10	10.535	37.099	34.355	1:21.988
11	10.514	43.229	33.664	1:27.407
AVG	10.756	32.916	23.303	1:07.254
IDEAL	10.514	31.323	22.505	1:04.342

613 James A Decotis
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.259	43.499	33.760	-
2	11.218	33.644	25.743	1:10.605
3	16.217	40.590	25.325	1:22.132
4	11.351	35.407	30.092	1:16.850
5	45.123	33.146	32.780	1:51.049
6	10.962	33.265	26.939	1:11.165
7	11.430	32.666	23.729	1:07.825
8	1:25.862	41.044	25.330	2:32.236
9	10.865	34.350	23.009	1:08.224
10	11.329	34.729	23.376	1:09.434
AVG	11.193	33.887	24.779	1:10.684
IDEAL	10.865	32.666	23.009	1:06.540

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