

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 B PRACTICE #2

50 Alex J Martin
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:22.742	43.005	39.737	-
2	10.770	33.111	25.489	1:09.370
3	10.858	32.900	24.308	1:08.066
4	10.996	32.681	29.261	1:12.939
5	11.287	36.633	24.494	1:12.413
6	10.885	32.430	23.752	1:07.067
7	11.140	33.017	23.601	1:07.758
8	11.068	32.680	23.660	1:07.408
AVG	11.001	33.350	24.217	1:09.289
IDEAL	10.770	32.430	23.601	1:06.801

79 Justin M Sipes
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.414	36.656	28.758	-
2	11.121	33.920	28.497	1:13.537
3	10.664	33.469	24.266	1:08.399
4	10.850	35.293	27.044	1:13.188
5	10.665	33.211	24.693	1:08.569
6	10.546	32.924	25.274	1:08.744
7	41.824	36.832	27.618	1:46.274
8	10.662	33.035	25.095	1:08.792
AVG	10.751	34.418	26.406	1:10.205
IDEAL	10.546	32.924	24.266	1:07.736

87 Les Smith
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.629	40.272	28.357	-
2	11.071	33.365	24.649	1:09.085
3	10.761	33.602	26.923	1:11.286
4	27.908	45.780	25.272	1:38.960
5	11.046	33.403	24.055	1:08.504
6	14.430	54.239	39.458	1:48.128
7	10.921	33.391	23.965	1:08.277
8	29.534	54.243	44.640	2:08.417
AVG	10.950	33.440	25.537	1:09.288
IDEAL	10.761	33.365	23.965	1:08.091

140 Johnny Moore
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.211	40.305	34.906	-
2	11.834	35.577	43.319	1:30.730
3	11.194	34.211	26.499	1:11.903
4	14.780	44.975	43.666	1:43.421
5	11.057	33.186	24.756	1:08.999
6	14.463	41.119	29.156	1:24.738
7	11.191	33.352	27.077	1:11.621
AVG	11.319	34.082	26.872	1:10.841
IDEAL	11.057	33.186	24.756	1:08.999

188 Riley M Blackmer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.475	41.776	31.699	-
2	13.973	40.124	30.836	1:24.933
3	12.621	40.173	29.770	1:22.563
4	12.182	39.122	28.604	1:19.908
5	12.128	40.286	29.654	1:22.068
6	1:43.483	45.985	33.857	3:03.325
AVG	12.726	41.244	30.737	1:22.368
IDEAL	12.128	39.122	28.604	1:19.854

211 Tevin N Tapia
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.609	34.232	24.377	-
2	10.930	33.849	24.226	1:09.005
3	10.882	33.889	24.358	1:09.129
4	10.728	33.951	24.249	1:08.928
5	10.749	33.968	24.430	1:09.147
6	35.712	33.940	27.892	1:37.543
7	10.732	33.379	24.257	1:08.368
8	57.945	42.388	38.205	2:18.538
AVG	10.804	33.887	24.827	1:08.916
IDEAL	10.728	33.379	24.226	1:08.333

225 Tyler A Mcewen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.616	43.985	30.631	-
2	11.467	35.675	27.404	1:14.546
3	11.563	35.313	28.735	1:15.611
4	11.433	34.962	25.761	1:12.156
5	13.679	38.621	29.712	1:22.012
6	11.937	35.644	30.590	1:18.171
7	11.477	34.756	26.055	1:12.288
8	14.400	45.518	31.979	1:31.897
AVG	11.926	35.829	28.412	1:15.797
IDEAL	11.433	34.756	25.761	1:11.950

239 Devon W Pilkington
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.560	44.978	32.582	-
2	11.130	33.895	25.387	1:10.412
3	11.162	46.983	33.249	1:31.394
4	10.722	36.671	29.443	1:16.836
5	10.843	35.277	26.389	1:12.509
6	11.229	34.567	25.943	1:11.738
7	44.936	50.262	34.859	2:10.057
AVG	11.017	35.103	26.791	1:12.874
IDEAL	10.722	33.895	25.387	1:10.004

308 Nicholas T Jackson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.879	35.383	25.490	-

2 11.205 34.730 25.143 1:11.079
 3 11.361 34.727 28.338 1:14.426
 4 11.140 34.770 26.386 1:12.296
 5 11.125 34.329 24.858 1:10.312
 6 45.467 45.068 26.821 1:57.356
 7 11.184 33.746 25.571 1:10.500
 AVG 11.203 34.631 25.969 1:11.615
 IDEAL 11.125 33.746 24.858 1:09.729

378 Shawn P Gann
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.682	36.782	25.900	-
2	11.431	36.107	25.007	1:12.545
3	11.626	36.047	25.954	1:13.626
4	11.839	36.239	26.528	1:14.606
5	11.628	1:10.856	26.445	1:48.930
6	11.857	36.870	27.812	1:16.538
7	11.743	38.332	28.415	1:18.490
8	12.123	37.891	31.887	1:21.901
AVG	11.750	36.895	26.580	1:16.284
IDEAL	11.431	36.047	25.007	1:12.485

443 Jeffrey Mort
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:21.684	47.182	34.502	-
2	11.781	36.699	50.858	1:39.337
3	28.208	42.462	27.126	1:37.797
4	11.388	36.292	27.145	1:14.825
5	11.339	37.113	27.061	1:15.514
6	12.321	53.748	33.691	1:39.760
7	11.115	37.526	27.222	1:15.863
AVG	11.589	38.018	27.139	1:15.401
IDEAL	11.115	36.292	27.061	1:14.468

520 Tony Gallo
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:11.882	39.551	32.331	-
2	11.528	34.681	25.396	1:11.605
3	11.419	33.896	24.935	1:10.250
4	12.569	38.159	28.348	1:19.076
5	10.995	33.846	24.378	1:09.219
6	13.816	35.888	26.564	1:16.268
7	11.174	33.738	24.231	1:09.143
8	10.968	39.105	34.623	1:24.696
AVG	11.442	36.108	25.642	1:12.593
IDEAL	10.968	33.738	24.231	1:08.937

521 Kyle M Gills
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.013	43.005	34.008	-
2	11.302	34.042	24.747	1:10.091
3	11.039	34.087	24.886	1:10.013
4	11.536	34.357	24.662	1:10.554

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

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521 Kyle M Gills
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	16.221	48.491	26.055	1:30.767
6	11.022	33.042	29.569	1:13.633
7	11.014	33.540	24.823	1:09.377
8	17.509	46.619	29.832	1:33.960
AVG	11.018	33.291	26.815	1:11.505
IDEAL	11.014	33.042	24.662	1:08.718

659 Justin R Freund
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	11.004	40.309	30.695	-
2	11.896	36.245	24.979	1:13.120
3	11.365	35.782	25.248	1:12.396
4	11.196	36.094	25.052	1:12.341
5	11.358	35.928	25.913	1:13.198
6	43.758	38.131	32.284	1:54.173
7	11.614	36.819	25.837	1:14.270
8	14.705	38.528	28.855	1:22.088
AVG	11.486	37.230	25.981	1:14.569
IDEAL	11.196	35.782	24.979	1:11.957

681 Cole C Studstill
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	11.489	43.208	31.689	-
2	11.822	36.800	26.651	1:15.273
3	11.812	36.950	25.680	1:14.442
4	11.785	37.165	26.643	1:15.593
5	12.237	38.926	27.178	1:18.341
6	12.472	37.872	26.531	1:16.874
7	50.377	47.642	35.875	2:13.894
AVG	12.025	38.487	26.536	1:16.104
IDEAL	11.785	36.800	25.680	1:14.265

726 Gared G Steinke
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	11.079	38.530	32.449	-
2	11.428	34.491	25.294	1:11.213
3	11.410	34.272	24.555	1:10.237
4	15.833	36.574	35.429	1:27.836
5	10.989	34.083	24.606	1:09.678
6	17.722	51.578	31.815	1:41.116
7	10.910	33.349	24.072	1:08.331
8	15.166	1:02.247	35.278	1:52.691
AVG	11.184	35.217	24.632	1:09.865
IDEAL	10.910	33.349	24.072	1:08.331

731 Steve J Roman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.750	38.211	29.539	-
2	12.138	35.353	25.396	1:12.886
3	11.529	35.946	25.086	1:12.561

734 Jonathan K Dove
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	11.535	39.677	31.963	1:23.176
5	11.252	38.514	30.285	1:20.051
6	11.076	35.122	26.156	1:12.353
7	11.553	36.106	25.167	1:12.826
8	11.889	37.679	44.332	1:33.900
AVG	11.563	37.365	26.269	1:16.718
IDEAL	11.076	35.122	25.086	1:11.283

788 Matthew L Vonlinger
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	11.630	43.731	32.570	-
2	11.644	35.882	26.366	1:13.892
3	11.778	39.347	26.710	1:17.835
4	11.773	40.656	30.944	1:23.374
5	11.802	36.515	26.663	1:14.980
6	12.587	39.360	31.603	1:23.550
7	12.047	37.596	29.105	1:18.747
AVG	11.939	38.226	28.565	1:18.730
IDEAL	11.644	35.882	26.366	1:13.892

806 Josh M Lichtle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	11.077	40.505	30.274	-
2	12.615	37.388	45.429	1:35.432
3	12.477	37.390	27.028	1:16.895
4	17.643	44.357	27.923	1:29.923
5	12.531	38.724	27.776	1:19.031
6	12.405	38.322	27.860	1:18.587
7	1:06.927	42.913	33.393	2:23.234
AVG	12.507	39.943	28.172	1:21.109
IDEAL	12.405	37.388	27.028	1:16.822

895 Steven A Squire
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.026	35.026	24.000	-
2	10.582	33.722	24.658	1:08.962
3	10.571	33.995	24.768	1:09.334
4	12.083	38.448	25.589	1:16.120
5	10.235	33.066	23.668	1:06.969
6	10.552	34.465	24.321	1:09.338
7	10.408	33.098	24.700	1:08.206
8	10.416	33.562	23.774	1:07.752
9	10.087	32.622	28.500	1:11.209
AVG	10.617	34.223	24.435	1:09.736
IDEAL	10.087	32.622	23.668	1:06.378

895 Steven A Squire
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.812	37.298	29.514	-
2	11.272	36.687	48.230	1:36.189
3	11.191	35.471	25.309	1:11.971
4	16.338	35.460	44.619	1:36.417
5	11.417	35.458	25.765	1:12.639

945 Michael Stryker
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	1:17.874	35.039	39.998	2:32.910
7	11.059	35.257	33.567	1:19.883
AVG	11.235	35.714	26.863	1:14.831
IDEAL	11.059	35.039	25.309	1:11.407

945 Michael Stryker
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	10.059	40.404	28.655	-
2	11.336	35.376	24.779	1:11.491
3	11.831	35.190	29.348	1:16.369
4	12.227	35.317	26.497	1:14.041
5	12.289	36.190	25.376	1:13.854
6	11.885	39.730	33.624	1:25.239
7	48.181	37.399	30.082	1:55.662
8	11.624	34.445	26.630	1:12.699
AVG	11.865	36.756	26.881	1:15.615
IDEAL	11.336	34.445	24.779	1:10.560

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