

**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 #2**

**1** Christophe Pourcel  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:08.623</del>	39.802	28.821	-
2	10.119	31.248	21.878	1:03.245
3	10.096	31.229	22.856	1:04.181
4	16.886	57.620	39.638	1:54.145
5	10.041	38.394	25.246	1:13.681
6	9.883	30.470	21.884	1:02.237
7	14.355	48.766	30.673	1:33.794
8	14.076	31.749	25.580	1:11.405
AVG	10.035	31.174	23.489	1:06.950
IDEAL	9.883	30.470	21.878	1:02.231

**17** Justin L Barcia  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>59.608</del>	33.859	25.749	-
2	10.523	32.670	23.503	1:06.696
3	11.218	31.759	23.793	1:06.770
4	10.560	31.699	22.911	1:05.170
5	10.639	32.676	22.800	1:06.115
6	30.516	37.285	35.965	1:43.766
7	10.783	31.749	24.765	1:07.297
8	10.705	32.034	23.607	1:06.346
9	10.537	32.032	23.131	1:05.700
AVG	10.709	32.863	23.783	1:06.299
IDEAL	10.523	31.699	22.800	1:05.022

**24** Brett Metcalfe  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:10.423</del>	39.648	30.775	-
2	11.013	35.519	27.039	1:13.571
3	10.617	32.765	26.361	1:09.743
4	10.580	33.031	24.032	1:07.644
5	10.790	34.835	23.598	1:09.223
6	10.748	32.348	23.196	1:06.292
7	47.688	34.475	30.377	1:52.540
8	10.436	31.533	23.713	1:05.682
AVG	10.697	33.501	24.657	1:08.692
IDEAL	10.436	31.533	23.196	1:05.165

**31** Matthew J Lemoine  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:08.793</del>	38.455	30.338	-
2	10.868	32.430	23.925	1:07.223
3	10.454	32.978	22.826	1:06.258
4	13.210	42.168	31.758	1:27.135
5	10.320	32.372	22.776	1:05.467
6	10.716	47.544	27.201	1:25.461
7	23.577	1:00.149	26.644	1:50.369
8	10.580	38.599	32.547	1:21.726
AVG	10.588	34.967	24.674	1:06.316
IDEAL	10.320	32.372	22.776	1:05.467

**32** Kyle B Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:08.871</del>	42.360	26.511	-
2	10.788	34.196	24.448	1:09.432
3	10.242	33.870	23.272	1:07.384
4	10.431	32.767	23.441	1:06.638
5	10.399	36.349	27.390	1:14.138
6	10.203	31.911	22.771	1:04.885
7	10.546	34.850	25.254	1:10.650
8	10.497	32.083	24.695	1:07.276
9	10.454	32.025	26.941	1:09.420
AVG	10.445	33.506	24.667	1:08.728
IDEAL	10.203	31.911	22.771	1:04.885

**40** Jake Moss  
Suzuki RM250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.331</del>	36.735	28.596	-
2	10.885	33.178	28.738	1:12.801
3	10.545	32.852	23.634	1:07.031
4	10.746	32.411	23.375	1:06.532
5	10.741	42.009	28.366	1:21.117
6	10.441	32.285	23.671	1:06.397
7	10.651	32.647	25.480	1:08.778
8	10.688	41.906	39.039	1:31.632
AVG	10.671	33.351	24.040	1:08.308
IDEAL	10.441	32.285	23.375	1:06.101

**45** Austin L Stroupe  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.282</del>	39.429	25.853	-
2	11.124	32.314	25.722	1:09.160
3	10.703	31.498	22.738	1:04.939
4	10.465	31.924	24.486	1:06.875
5	10.563	31.470	22.846	1:04.879
6	10.573	32.156	24.895	1:07.624
7	16.919	47.563	39.565	1:44.047
8	10.639	32.032	23.093	1:05.764
9	10.537	31.422	22.882	1:04.841
AVG	10.658	31.831	24.064	1:06.298
IDEAL	10.465	31.422	22.738	1:04.625

**46** Ryan Sipes  
Yamaha YZF250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:26.461</del>	39.613	46.848	-
2	10.551	47.657	27.242	1:25.450
3	10.334	31.856	23.420	1:05.610
4	10.335	32.290	22.806	1:05.431
5	10.357	34.954	23.081	1:08.391
6	10.435	32.161	23.243	1:05.839
7	10.366	31.671	22.969	1:05.006
8	10.367	46.453	27.929	1:24.749

AVG 10.392 32.586 23.793 1:06.055  
IDEAL 10.334 31.671 22.806 1:04.811

**61** Vince A Friese  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:00.686</del>	35.618	25.068	-
2	10.740	33.386	24.831	1:08.956
3	10.812	34.018	23.783	1:08.613
4	11.046	33.751	23.878	1:08.674
5	10.893	37.199	31.095	1:19.187
6	10.876	37.923	33.643	1:22.442
7	10.659	33.973	23.930	1:08.562
8	11.012	46.880	28.059	1:25.951
8	<del>14.404</del>	<del>42.547</del>	<del>28.814</del>	<del>1:25.765</del>
AVG	10.863	35.124	24.925	1:10.799
IDEAL	10.659	33.386	23.783	1:07.829

**64** Taylor C Futrell  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:12.267</del>	42.252	30.015	-
2	10.933	34.869	26.410	1:12.212
3	11.015	33.320	24.099	1:08.434
4	11.622	34.357	24.260	1:10.239
5	10.880	33.149	24.776	1:08.806
6	55.881	34.647	24.338	1:54.865
7	10.978	33.275	24.603	1:08.856
8	42.339	41.642	29.826	1:53.807
AVG	11.086	33.936	24.748	1:09.709
IDEAL	10.880	33.149	24.099	1:08.128

**65** Troy K Adams  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:18.390</del>	47.284	31.106	-
2	11.677	36.598	34.801	1:23.076
3	11.144	33.485	25.613	1:10.242
4	13.751	48.910	31.764	1:34.425
5	10.570	32.563	23.800	1:06.933
6	14.344	51.666	35.591	1:41.602
7	10.675	33.065	23.636	1:07.376
8	20.321	38.093	25.859	1:24.273
AVG	11.017	34.761	24.727	1:08.184
IDEAL	10.570	32.563	23.636	1:06.769

**66** Blake Baggett  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:11.003</del>	40.947	30.056	-
2	11.113	33.688	23.744	1:08.546
3	10.841	32.982	24.246	1:08.069
4	10.720	33.060	23.176	1:06.955
5	10.944	33.300	24.056	1:08.299
6	11.201	32.526	23.006	1:06.732
7	10.776	32.070	23.486	1:06.331
8	10.929	32.205	24.719	1:07.853

**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

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**66** Blake Baggett  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	11.382	32.570	23.656	1:07.608
AVG	11.382	32.570	23.656	1:07.608
IDEAL	10.720	32.070	23.006	1:05.795

**69** Adam B Chatfield  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>11.10.457</del>	38.170	32.287	-
2	11.058	33.454	23.389	1:07.901
3	10.818	33.152	23.639	1:07.609
4	11.007	41.055	30.725	1:22.786
5	11.192	36.297	26.864	1:14.353
6	11.018	33.361	24.345	1:08.724
7	12.709	38.007	27.497	1:18.213
8	10.818	33.380	24.141	1:08.339
AVG	11.232	35.117	24.979	1:10.856
IDEAL	10.818	33.152	23.389	1:07.359

**92** Michael L Willard  
Honda CR250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:09.820</del>	39.089	30.731	-
2	11.160	33.160	24.282	1:08.602
3	10.884	33.411	24.035	1:08.330
4	40.678	34.632	27.463	1:42.773
5	11.029	40.389	30.222	1:21.640
6	11.101	33.148	23.423	1:07.672
7	32.400	40.846	25.478	1:38.725
8	11.481	33.202	23.757	1:08.439
AVG	11.131	34.440	24.740	1:08.261
IDEAL	10.884	33.148	23.423	1:07.455

**108** Dean A Wilson  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:10.720</del>	38.460	32.260	-
2	12.104	38.263	26.034	1:16.400
3	10.411	32.445	23.843	1:06.699
4	16.381	35.775	32.749	1:24.905
5	10.293	32.144	22.604	1:05.041
6	10.667	31.505	22.703	1:04.874
7	13.383	45.616	30.412	1:29.410
8	10.252	31.700	23.037	1:04.989
AVG	10.745	32.714	23.644	1:07.601
IDEAL	10.252	31.505	22.604	1:04.361

**341** Nico A Izzi  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:09.066</del>	39.503	29.563	-
2	10.626	31.550	22.993	1:05.168
3	10.730	36.229	36.697	1:23.656
4	1:43.636	38.634	25.334	2:47.604
5	10.355	31.029	22.672	1:04.056

6 27.431 45.111 28.556 1:41.098  
7 10.418 31.516 23.701 1:05.634  
AVG 10.532 32.581 23.675 1:04.953  
IDEAL 10.355 31.029 22.672 1:04.056

**412** Levi Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:15.136</del>	43.533	31.603	-
2	10.987	35.791	31.077	1:17.855
3	11.117	33.929	24.107	1:09.153
4	11.153	48.698	29.886	1:29.737
5	10.912	44.541	28.576	1:24.029
6	11.362	33.600	24.454	1:09.416
7	18.817	40.886	28.034	1:27.737
8	12.927	38.032	29.016	1:19.976
AVG	11.410	35.338	26.293	1:14.100
IDEAL	10.912	33.600	24.107	1:08.619

**577** Martin Davalos  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.347</del>	36.858	28.489	-
2	10.782	32.351	30.274	1:13.407
3	10.517	32.296	23.705	1:06.517
4	10.664	32.720	25.317	1:08.700
AVG	10.654	33.556	24.511	1:09.542
IDEAL	10.517	32.296	23.705	1:06.517

**613** James A Decotis  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:10.676</del>	39.707	30.969	-
2	10.784	33.245	24.144	1:08.173
3	10.996	33.584	26.416	1:10.996
4	11.422	33.574	23.436	1:08.432
5	34.121	42.106	23.982	1:40.209
6	11.479	33.336	23.590	1:08.405
7	29.888	38.335	34.708	1:42.931
8	11.298	38.561	33.250	1:23.109
AVG	11.196	35.763	24.314	1:09.002
IDEAL	10.784	33.245	23.436	1:07.465

**P** - lap ended in the pits - lap ended on a red flag

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