

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

DALLAS  
COWBOYS STADIUM - DALLAS, TX  
ROUND 5 OF 8 - MARCH 20, 2010

AMA Supercross Lites - East



INDIVIDUAL TIMES - QUALIFYING SESSION #1

**36** Darryn L Durham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>9.247</del>	31.245	26.642	-
2	55.448	20.319	24.412	1:05.042
3	50.141	19.054	46.879	1:24.142
4	2:40.218	21.666	22.623	3:24.507
5	<del>17.340</del>	19.363	22.564	59.267
6	1:07.254	21.732	29.243	1:16.103
7	46.152	17.699	20.373	54.151
8	53.991	19.965	29.935	1:05.229
9	1:07.062	21.918	20.817	1:15.407
10	49.558	18.043	24.452	58.892
11	45.272	<del>17.634</del>	<del>20.250</del>	<del>53.229</del>
12	1:05.940	23.166	26.923	1:14.724
AVG	17.340	18.868	21.325	56.385
IDEAL	17.340	17.634	20.250	55.225

**87** Les Smith  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>41.066</del>	18.847	22.239	-
2	<del>16.166</del>	18.134	21.396	55.696
3	48.939	18.155	21.717	57.134
4	1:02.804	23.669	26.121	1:11.793
5	47.239	18.006	21.461	55.607
6	17.529	22.971	22.869	1:03.369
7	16.206	17.935	21.465	55.605
8	1:52.545	25.880	30.124	2:03.125
9	16.216	<del>17.890</del>	21.419	55.525
10	56.420	22.985	22.480	1:05.080
11	16.412	17.932	<del>20.505</del>	<del>54.848</del>
12	52.980	20.964	23.085	1:37.030
13	50.857	17.949	26.806	1:00.975
14	16.181	18.011	21.109	55.301
AVG	16.452	18.382	21.795	57.914
IDEAL	16.166	17.890	20.505	54.561

**95** Lucas E Crespi  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>8.751</del>	20.550	22.256	-
2	17.840	19.305	<del>21.504</del>	58.649
3	51.512	19.085	23.717	1:00.413
4	50.325	18.729	23.851	59.023
5	48.155	18.600	21.516	56.446
6	49.678	18.720	22.434	58.296
7	<del>16.179</del>	<del>18.266</del>	21.543	<del>55.988</del>
8	3:39.982	19.717	25.830	4:25.530
9	48.797	18.546	22.571	57.507
10	1:00.058	23.053	29.248	1:08.490
11	48.047	18.592	21.822	56.564
12	1:12.532	28.488	30.854	1:23.594
AVG	17.009	19.011	22.357	57.861
IDEAL	16.179	18.266	21.504	55.950

**129** Vernon A Mckiddie  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>9.904</del>	23.023	23.995	-
2	58.400	20.605	23.323	1:07.766
3	50.288	18.865	22.795	58.977
4	<del>17.165</del>	19.024	22.432	58.620
5	1:20.727	34.260	26.560	1:31.598
6	49.211	18.473	21.779	57.239
7	1:15.313	27.452	28.619	1:24.146
8	49.129	18.402	22.433	57.735
9	57.387	56.155	36.056	2:04.646
10	48.381	18.608	22.073	<del>56.831</del>
11	1:17.592	34.618	26.193	1:28.737
12	49.248	<del>18.357</del>	<del>21.774</del>	57.448
13	29.657	1:10.093	43.915	1:53.381
AVG	17.165	18.905	22.576	59.231
IDEAL	17.165	18.357	21.774	57.296

**130** Kyle D Keylon  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>41.779</del>	19.898	21.881	-
2	48.885	18.907	21.123	57.056
3	16.456	18.863	21.164	56.482
4	1:14.569	32.059	29.329	1:24.815
5	36.667	20.070	24.856	1:21.593
6	47.872	18.450	21.565	56.715
7	47.678	<del>18.411</del>	21.760	56.287
8	1:06.694	22.556	25.925	1:15.836
9	<del>15.614</del>	18.472	<del>21.057</del>	<del>55.142</del>
10	1:02.145	22.753	26.040	1:11.692
11	1:01.093	20.037	32.314	1:10.760
12	48.165	18.557	22.927	56.721
13	50.654	19.308	23.809	59.070
14	47.098	18.453	22.524	56.837
15	1:05.904	21.472	30.174	1:17.486
AVG	16.035	19.242	22.267	56.789
IDEAL	15.614	18.411	21.057	55.081

**140** Johnny Moore  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:00.837</del>	44.747	35.041	-
2	58.040	19.608	27.508	1:07.668
3	<del>19.710</del>	48.881	31.795	1:19.775
4	49.190	18.660	22.307	57.971
5	1:27.800	25.181	30.135	1:37.013
6	52.962	20.714	25.292	1:02.588
7	1:00.784	20.419	34.734	1:11.934
8	49.777	19.178	<del>22.210</del>	58.113
9	1:13.547	24.859	35.413	1:24.843
10	49.793	18.966	22.254	58.166
11	46.741	20.565	24.393	1:31.700
12	49.141	<del>18.328</del>	<del>22.460</del>	<del>57.882</del>
13	1:08.064	28.082	27.715	1:19.014

AVG 19.710 19.555 23.153 1:00.398  
IDEAL 19.710 18.328 22.210 1:00.247

**188** Riley M Blackmer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>11.907</del>	25.397	31.861	-
2	1:00.520	22.235	29.033	1:10.592
3	59.544	21.861	29.017	1:10.059
4	58.784	21.864	<del>26.506</del>	1:07.713
5	57.505	21.570	26.666	<del>1:06.962</del>
6	58.977	21.670	29.209	1:09.759
7	59.292	22.124	37.542	1:18.631
8	4:12.102	27.155	27.208	4:21.126
9	<del>19.059</del>	21.555	30.309	1:10.923
10	58.099	<del>21.507</del>	26.881	1:07.001
AVG	19.059	22.198	28.103	1:10.205
IDEAL	19.059	21.507	26.506	1:07.072

**196** Tyler A Wharton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>11.509</del>	21.541	28.809	-
2	52.088	20.221	23.234	1:00.928
3	17.677	36.812	30.047	1:07.371
4	17.756	19.112	22.493	59.361
5	53.316	18.918	22.489	1:34.722
6	17.051	18.664	22.172	57.886
7	1:12.992	18.774	21.826	1:21.617
8	<del>16.793</del>	18.559	22.172	57.524
9	1:01.053	21.724	27.522	1:50.299
10	48.373	18.335	<del>21.618</del>	<del>56.510</del>
11	18.189	20.807	22.006	1:01.002
12	1:15.867	<del>18.274</del>	21.647	1:55.788
13	17.011	18.827	23.207	59.045
AVG	17.413	19.480	22.286	59.953
IDEAL	16.793	18.274	21.618	56.685

**308** Nicholas T Jackson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.995</del>	23.680	27.315	-
2	18.311	19.374	25.241	1:02.926
3	56.176	19.710	26.510	1:04.636
4	<del>17.155</del>	19.965	22.808	59.928
5	50.524	19.390	<del>22.362</del>	<del>58.909</del>
6	51.675	19.842	22.850	1:00.074
7	1:00.030	20.886	25.187	1:08.882
8	18.347	19.410	23.588	1:01.345
9	55.678	20.099	27.404	1:43.180
10	51.382	<del>19.326</del>	23.358	59.541
11	1:00.862	19.399	26.553	1:09.670
12	1:00.658	40.545	32.260	1:54.402
13	1:24.108	19.814	24.839	1:34.596
AVG	17.938	19.747	24.330	1:02.879
IDEAL	17.155	19.326	22.362	58.844

**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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**322** Justin J Baker  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>12.077</del>	23.139	31.059	-
2	1:02.708	20.792	28.717	1:13.214
3	58.321	21.580	27.433	1:08.182
4	1:00.166	20.785	30.594	1:09.958
5	57.067	20.335	27.281	1:07.734
6	1:01.227	21.314	27.382	1:10.800
7	1:02.577	24.619	29.015	1:13.059
8	20.230	20.154	27.869	1:08.253
9	57.663	20.843	25.788	1:06.883
10	1:04.748	20.994	27.238	1:15.126
11	1:02.565	21.366	34.047	1:14.810
12	1:03.608	20.305	31.476	1:13.701
13	1:02.660	23.518	30.293	1:12.527
AVG	20.230	21.260	28.161	1:11.187
IDEAL	20.230	20.154	25.788	1:06.172

**370** Drew Yenerich  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>8.277</del>	22.011	24.869	-
2	49.538	19.227	22.087	58.302
3	17.161	19.198	22.326	58.685
4	18.266	19.880	26.150	1:04.296
5	17.064	18.999	21.798	57.861
6	49.617	19.225	21.987	58.065
7	1:25.758	37.223	30.245	1:35.153
8	49.063	18.579	21.662	57.449
9	2:56.741	26.414	26.988	3:05.837
10	16.898	39.074	35.582	1:11.125
11	1:02.643	22.828	24.590	1:11.398
12	50.469	18.498	23.517	58.682
13	1:02.692	19.869	39.131	1:16.024
AVG	17.347	19.498	22.855	59.048
IDEAL	16.898	18.498	21.662	57.058

**378** Shawn P Gann  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.781</del>	26.836	28.945	-
2	1:01.348	21.052	31.265	1:13.077
3	20.515	21.987	28.913	1:11.416
4	19.241	39.194	28.165	1:08.982
5	55.951	20.611	27.990	1:07.782
6	18.946	21.252	30.183	1:10.381
7	19.430	20.988	30.086	1:10.505
8	58.891	20.806	27.351	1:09.456
9	58.048	24.264	25.157	1:08.217
10	57.236	21.620	25.409	1:06.178
11	21.023	30.081	27.376	1:18.480
12	58.287	20.966	27.737	1:08.792
13	56.487	20.834	23.826	1:05.491
AVG	19.831	21.438	26.626	1:09.896
IDEAL	18.946	20.611	23.826	1:03.383

**394** Tanner A Moore  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>20.656</del>	24.000	38.505	-
2	1:00.903	21.920	26.487	1:09.956
3	18.295	21.171	27.770	1:07.236
4	54.559	20.093	25.251	1:03.956
5	52.284	19.300	23.610	1:00.849
6	1:08.950	25.210	28.658	1:18.024
7	18.164	39.650	31.186	1:08.897
8	17.761	36.465	41.156	1:18.469
9	1:01.857	27.972	24.723	1:10.450
10	55.287	20.388	35.398	1:13.112
11	2:03.689	24.602	28.610	2:12.819
12	17.609	19.603	24.924	1:02.136
AVG	17.957	20.413	25.461	1:06.211
IDEAL	17.609	19.300	23.610	1:00.520

**522** William Wichers  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>11.545</del>	29.003	32.323	-
2	1:00.901	21.247	29.227	1:11.208
3	19.236	39.611	35.359	1:16.350
4	1:05.632	21.610	30.695	1:14.780
5	59.480	22.629	27.220	1:08.567
6	19.005	21.118	33.827	1:13.950
7	58.941	37.516	27.168	1:08.172
8	1:24.525	33.090	30.382	1:33.913
9	1:02.718	22.339	30.841	1:14.870
10	32.542	56.172	36.179	1:40.987
11	59.342	20.866	28.767	1:09.871
12	38.079	35.569	36.638	1:50.286
AVG	19.120	21.635	29.578	1:12.221
IDEAL	19.005	20.866	27.168	1:07.039

**588** Jerry E Lumsden  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.392</del>	39.522	29.758	-
2	56.636	19.618	35.754	1:14.499
3	23.865	37.885	27.083	1:12.130
4	54.850	20.175	25.744	1:03.995
5	52.855	20.298	23.906	1:01.364
6	50.548	19.442	22.991	59.599
7	1:43.373	19.601	25.936	1:54.933
8	28.115	48.001	28.751	1:27.009
9	18.970	1:03.915	36.383	1:33.644
10	53.944	20.903	24.705	1:02.578
11	50.815	19.530	23.798	1:00.568
12	25.317	49.157	30.080	1:24.699
13	17.165	19.738	36.192	1:13.095
AVG	18.067	19.913	24.880	1:01.621
IDEAL	17.165	19.442	22.991	59.598

**669** David C Lee  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>59.430</del>	45.597	36.143	-
2	1:07.276	23.595	33.927	1:18.195
3	19.693	22.841	34.046	1:16.580
4	57.419	46.420	38.706	1:58.628
5	1:09.837	21.704	33.687	1:21.240
6	1:10.801	31.983	27.983	1:20.727
7	1:06.642	26.695	29.765	1:16.752
8	1:02.737	21.765	33.038	1:14.510
9	3:00.496	28.955	29.196	3:10.919
AVG	19.693	22.476	29.996	1:18.001
IDEAL	19.693	21.704	27.983	1:09.380

**677** Jason R Hussey  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>9.512</del>	20.970	24.346	-
2	49.300	18.946	22.099	58.119
3	17.070	32.543	23.879	1:00.292
4	1:00.172	19.406	33.538	1:11.011
5	48.228	18.580	20.980	56.446
6	21.840	20.491	28.284	1:10.614
7	48.706	19.057	20.863	56.940
8	48.679	18.232	21.390	56.861
9	3:23.985	22.464	26.376	3:34.128
10	49.931	18.116	23.561	58.535
11	19.380	20.683	25.543	1:05.606
12	47.195	18.033	20.673	55.318
13	1:15.713	22.626	34.969	1:27.103
AVG	18.225	19.251	22.224	58.515
IDEAL	17.070	18.033	20.673	55.776

**681** Cole C Studstill  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>10.520</del>	24.631	29.229	-
2	54.671	20.761	24.645	1:04.972
3	58.250	20.529	29.017	1:08.773
4	1:00.593	20.932	25.975	1:11.099
5	1:47.023	28.313	27.839	1:57.210
6	53.186	20.305	24.503	1:03.287
7	2:20.554	1:41.043	34.101	2:33.132
8	53.643	21.087	24.127	1:03.191
9	1:36.918	43.064	31.834	2:33.417
10	59.751	20.542	32.226	1:11.686
AVG	56.683	20.693	25.418	1:07.168
IDEAL	53.186	20.305	24.127	1:37.618

**734** Jonathan K Dove  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>11.166</del>	25.040	31.333	-
2	17.655	20.736	27.767	1:06.158
3	55.283	22.555	26.302	1:06.790

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734

Jonathan K Dove  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	52.765	19.756	23.994	1:01.756
5	52.334	19.909	22.611	1:00.646
6	1:00.779	24.588	46.729	1:29.571
7	1:50.640	37.551	28.021	2:39.348
8	18.161	46.077	48.023	1:32.911
9	1:02.029	24.291	26.735	1:10.938
10	17.756	19.827	29.312	1:06.895
11	2:13.649	31.707	37.120	2:25.853
AVG	17.959	19.831	24.447	1:05.059
IDEAL	17.655	19.756	22.611	1:00.022

750

Jared S Hicks  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.283</del>	23.993	25.290	-
2	51.033	19.406	22.524	59.576
3	17.477	1:38.631	1:30.595	2:08.014
4	1:51.915	35.950	33.232	2:02.734
5	1:04.328	25.400	29.033	1:14.150
6	51.136	19.240	23.302	59.736
7	1:25.170	28.000	35.143	1:37.285
8	53.459	53.898	39.654	2:00.440
9	51.655	19.326	23.743	1:00.315
10	1:25.475	35.508	37.223	1:38.732
11	17.306	50.575	36.721	1:20.792
AVG	17.391	19.324	23.715	59.875
IDEAL	17.306	19.240	22.524	59.070

783

Beau Burnett  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>11.331</del>	24.305	31.405	-
2	19.698	36.691	27.360	1:08.084
3	19.687	23.239	28.389	1:11.314
4	1:22.187	20.028	26.066	1:32.030
5	56.028	20.801	26.991	1:06.801
6	47.747	21.803	27.786	1:37.336
7	18.748	20.732	27.439	1:06.919
8	1:45.861	28.983	27.853	1:55.943
9	18.810	1:18.348	1:11.506	1:51.402
10	29.082	20.687	31.462	1:21.231
11	1:26.863	28.644	42.107	1:44.146
AVG	19.236	21.215	27.412	1:08.280
IDEAL	18.748	20.028	26.066	1:04.842

918

Michael Akaydin  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>8.808</del>	21.484	23.978	-
2	50.198	19.641	21.568	58.632
3	50.173	19.147	22.489	58.902
4	58.312	19.955	30.034	1:07.719
5	49.501	19.106	22.182	58.019

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