

**MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
HOUSTON**

RELIANT STADIUM - HOUSTON, TX

ROUND 7 OF 8 - APRIL 10, 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	1:05.847	27.218	38.629	-
2	5.004	22.150	30.680	57.834
3	5.771	33.266	31.459	1:10.496
4	4.924	22.648	29.875	57.447
5	4.929	24.037	30.498	59.465
6	4.842	24.781	30.785	1:00.408
7	4.800	20.678	25.263	50.740
8	5.824	32.940	33.661	1:12.424
9	4.660	20.335	23.830	48.826
10	4.676	21.628	40.809	1:07.112
11	4.612	25.724	41.217	1:11.553
12	4.674	20.213	24.370	49.257
13	5.213	25.589	32.583	1:03.385
14	4.607	19.921	23.738	48.266
15	6.927	27.677	51.193	1:25.797
AVG	4.813	21.082	24.300	52.062
IDEAL	4.607	19.921	23.738	48.266

17 Justin L Barcia
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.435	26.458	34.977	-
2	4.796	21.614	25.419	51.830
3	5.396	25.281	25.339	56.016
4	4.935	23.034	30.094	58.063
5	4.792	21.318	24.495	50.606
6	4.947	25.000	1:41.757	2:11.704
7	5.629	28.031	41.270	1:14.930
8	4.915	23.716	30.326	58.957
9	4.893	20.916	24.591	50.400
10	5.332	22.724	26.756	54.812
11	4.755	20.802	24.982	50.539
12	4.703	20.876	24.722	50.302
13	7.368	33.260	59.994	1:40.622
14	4.773	21.229	24.312	50.314
AVG	4.989	21.803	25.077	53.184
IDEAL	4.703	20.802	24.312	49.817

24 Brett Metcalfe
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.105	25.879	34.224	-
2	5.008	22.589	29.245	56.841
3	5.211	24.633	39.326	1:09.170
4	4.949	21.049	24.908	50.906
5	5.707	25.689	39.699	1:11.095
6	4.934	21.631	23.994	50.558
7	4.980	21.303	24.532	50.816
8	4.960	21.478	25.134	51.572
9	6.821	29.771	1:39.879	2:16.471
10	5.408	23.328	46.858	1:15.594
11	4.956	21.102	24.012	50.070
12	4.913	21.008	24.333	50.253

13 6.534 27.786 28.092 1:02.412

14 4.931 21.608 24.308 50.847

AVG 5.087 21.973 25.267 51.483

IDEAL 4.913 21.008 23.994 49.914

31 Matthew J Lemoine
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.163	24.741	31.422	-
2	4.945	22.030	25.735	52.710
3	4.927	21.732	25.110	51.769
4	4.893	21.537	24.510	50.941
5	7.273	28.925	29.407	1:05.605
6	4.858	20.959	24.808	50.625
7	6.889	26.455	1:01.289	1:34.633
8	4.846	23.415	35.877	1:04.138
9	4.798	20.949	24.159	49.905
10	5.608	26.682	28.238	1:00.527
11	4.902	24.780	28.689	58.371
12	4.691	20.897	24.896	50.484
13	4.807	23.609	42.712	1:11.128
14	4.782	21.888	31.053	57.723
15	4.747	21.044	25.132	50.923
16	7.466	27.304	31.297	1:06.068
AVG	4.900	22.298	25.697	52.606
IDEAL	4.691	20.897	24.159	49.746

32 Kyle B Cunningham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.921	21.850	27.071	-
2	4.910	21.255	25.279	51.444
3	5.051	24.628	51.665	1:21.344
4	4.829	21.048	25.567	51.444
5	4.783	21.527	25.336	51.646
6	4.847	-	-	3:30.702
7	4.815	21.264	25.945	52.024
8	5.078	21.201	25.127	51.406
9	4.823	20.763	24.292	49.878
10	4.762	32.577	1:12.376	1:49.715
11	4.791	21.660	24.788	51.239
12	4.832	33.098	28.874	1:06.804
13	4.808	20.839	24.680	50.327
AVG	4.861	21.604	25.696	51.176
IDEAL	4.762	20.763	24.292	49.816

43 Steven J Clarke
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.615	27.059	40.554	-
2	4.942	22.237	31.841	59.020
3	4.939	23.109	26.602	54.650
4	4.944	21.447	25.694	52.085
5	4.874	21.547	25.601	52.021
6	4.916	22.398	29.710	57.024
7	5.003	21.641	24.860	51.504
8	4.876	22.859	3:13.818	3:41.553

9 4.933 21.438 27.479 53.851

10 4.857 26.881 41.291 1:13.029

11 4.841 21.596 25.257 51.694

12 4.884 25.831 37.046 1:07.761

13 4.856 21.619 24.949 51.425

AVG 4.908 21.939 26.403 53.712

IDEAL 4.841 21.438 24.860 51.139

45 Austin L Stroupe
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.133	26.845	29.288	-
2	4.954	21.205	25.636	51.796
3	4.883	21.400	25.258	51.541
4	5.017	20.879	24.413	50.308
5	4.894	21.035	46.117	1:12.047
AVG	4.937	21.130	26.149	51.215
IDEAL	4.883	20.879	24.413	50.174

46 Ryan Sipes
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.029	27.810	29.219	-
2	4.798	21.039	26.209	52.045
3	4.992	20.261	24.146	49.399
4	4.900	24.574	30.847	1:00.321
5	4.773	23.645	26.906	55.324
6	4.766	20.216	24.066	49.048
7	7.024	28.261	1:17.151	1:52.436
8	4.641	21.463	24.817	50.921
9	4.759	23.016	33.942	1:01.717
10	4.721	20.251	23.718	48.691
11	7.677	34.928	51.753	1:34.358
12	4.677	20.686	23.956	49.319
13	6.643	22.942	33.081	1:02.666
14	4.713	21.708	25.131	51.552
15	7.014	29.253	26.406	1:02.673
AVG	4.774	21.523	25.040	50.787
IDEAL	4.641	20.216	23.718	48.575

61 Vince A Friese
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.597	25.215	30.382	-
2	5.116	24.955	44.411	1:14.481
3	12.283	27.348	28.912	1:08.544
4	5.116	22.568	25.498	53.181
5	5.326	22.056	26.255	53.637
6	5.125	23.876	44.991	1:13.992
7	4.724	21.755	27.141	53.620
8	5.030	22.059	25.699	52.789
9	4.948	32.278	1:32.798	2:10.024
10	5.085	24.894	55.802	1:25.780
11	4.979	33.572	32.142	1:10.692
12	5.092	22.025	25.641	52.759
13	4.960	22.200	26.241	53.401
14	7.452	36.455	33.159	1:17.066

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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AVG	5.045	23.160	26.971	53.231
IDEAL	4.724	21.755	25.498	51.977

64 Taylor C Futrell
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.258	23.670	28.838	-
2	4.899	22.143	25.736	52.778
3	5.009	23.460	25.800	54.269
4	5.025	21.615	25.777	52.417
5	6.818	25.999	57.677	1:30.494
6	4.908	23.585	26.242	54.735
7	4.915	21.647	25.124	51.686
8	4.917	21.982	25.765	52.664
9	7.568	29.812	32.737	1:10.117
10	4.957	21.262	24.880	51.099
11	6.359	25.919	52.525	1:24.803
12	4.785	21.568	25.190	51.544
13	4.820	21.842	25.809	52.470
14	7.184	31.834	33.710	1:12.728
15	4.800	21.436	25.299	51.535
AVG	4.903	22.201	25.860	52.520
IDEAL	4.785	21.262	24.880	50.927

65 Troy K Adams
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.317	40.398	50.219	-
2	5.341	26.019	26.877	58.237
3	4.970	25.975	36.828	1:07.773
4	4.815	24.994	25.394	55.203
5	4.894	23.946	26.459	55.299
6	4.742	25.478	27.135	57.354
7	4.710	21.414	25.534	51.658
8	4.731	34.659	29.184	1:08.574
9	4.796	21.031	24.851	50.678
10	5.426	37.174	56.213	1:38.813
11	4.861	22.604	53.668	1:21.134
12	4.940	23.569	1:18.468	1:46.976
13	4.935	21.440	25.010	51.384
AVG	4.930	22.714	26.305	54.259
IDEAL	4.710	21.031	24.851	50.592

66 Blake Baggett
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.627	27.066	28.561	-
2	5.082	21.862	29.240	56.185
3	5.869	23.341	26.669	55.878
4	4.977	21.840	42.382	1:09.200
5	5.004	21.528	25.051	51.583
6	4.837	24.448	1:05.638	1:34.922
7	4.769	20.836	25.128	50.732
8	4.753	21.845	24.872	51.470
9	4.921	21.378	24.954	51.253
10	5.610	35.271	26.562	1:07.443
11	4.891	32.144	28.219	1:05.254

12	4.972	21.966	25.509	52.447
13	4.859	20.833	24.849	50.541
14	5.268	31.111	56.692	1:33.071
15	4.816	20.596	24.949	50.361

AVG	4.981	21.870	26.159	52.290
IDEAL	4.753	20.596	24.849	50.198

69 Adam B Chatfield
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.232	29.608	32.744	-
2	5.069	24.278	27.659	57.006
3	5.019	22.905	26.056	53.980
4	4.886	22.118	25.551	52.554
5	7.933	31.361	25.571	1:04.865
6	4.837	23.054	33.029	1:00.920
7	5.020	22.115	25.045	52.179
8	4.770	22.303	25.420	52.493
9	7.639	36.757	42.357	1:26.753
10	4.853	22.075	25.044	51.972
11	7.081	33.210	36.835	1:17.126
12	4.697	21.779	25.297	51.773
13	4.825	21.683	25.796	52.304
14	7.807	36.068	39.976	1:23.851
15	4.896	22.298	38.889	1:06.083
AVG	4.887	22.461	25.715	53.909
IDEAL	4.697	21.683	25.044	51.424

79 Justin M Sipes
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.554	25.447	29.107	-
2	5.271	25.459	30.051	1:00.782
3	4.965	24.476	27.136	56.576
4	4.984	24.144	49.886	1:19.014
5	5.026	22.449	25.722	53.197
6	7.128	26.427	1:05.470	1:39.025
7	4.877	21.810	25.336	52.023
8	4.945	22.469	25.210	52.624
9	6.629	28.273	29.324	1:04.226
10	4.969	22.181	25.074	52.224
11	6.634	29.198	59.809	1:35.642
12	5.005	21.986	24.840	51.830
13	6.582	28.602	31.123	1:06.306
14	4.940	21.904	24.902	51.746
AVG	4.998	23.233	26.294	53.875
IDEAL	4.877	21.810	24.840	51.527

92 Michael L Willard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.605	27.674	33.931	-
2	5.054	21.872	31.897	58.823
3	5.024	22.184	25.543	52.751
4	5.221	22.934	31.264	59.419
5	8.995	31.515	25.292	1:05.802
6	5.177	25.937	1:09.663	1:40.778

7	5.083	29.847	31.848	1:06.778
8	7.412	32.061	26.609	1:06.082
9	4.897	21.166	26.085	52.148
10	7.190	25.728	35.716	1:08.634
11	4.899	20.847	24.877	50.622
12	6.882	28.556	1:11.937	1:47.374
13	7.534	26.579	30.373	1:04.486
AVG	5.055	21.801	25.681	54.753
IDEAL	4.897	20.847	24.877	50.620

108 Dean A Wilson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.627	24.645	25.982	-
2	4.772	21.120	27.965	53.857
3	4.856	23.197	26.945	54.998
4	4.819	20.688	24.492	49.998
5	7.253	25.869	33.779	1:06.901
6	4.815	20.958	24.845	50.618
7	4.750	27.221	31.642	1:03.612
8	4.764	20.788	24.463	50.014
9	5.745	30.051	29.864	1:05.660
10	4.735	20.393	24.584	49.713
11	8.297	31.875	32.086	1:12.258
12	4.824	20.940	24.111	49.875
13	8.467	28.705	35.563	1:12.735
14	4.848	20.379	27.265	52.492
15	5.895	29.926	32.859	1:08.680
16	4.725	24.201	39.677	1:08.603
AVG	4.791	21.407	25.628	51.446
IDEAL	4.725	20.379	24.111	49.215

412 Levi Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.058	29.880	33.178	-
2	5.123	24.874	27.945	57.942
3	5.176	22.274	25.219	52.669
4	7.929	32.313	29.345	1:09.587
5	5.064	22.311	25.234	52.608
6	7.627	34.064	28.917	1:10.608
7	5.025	22.206	37.477	1:04.708
8	7.313	28.257	1:03.161	1:38.731
9	5.004	21.713	25.010	51.727
10	6.157	29.229	30.824	1:06.210
11	4.943	26.536	53.243	1:24.722
12	4.932	21.743	31.243	57.918
13	4.956	21.761	25.051	51.768
14	7.786	34.320	47.322	1:29.429
AVG	5.028	22.412	26.675	54.105
IDEAL	4.932	21.713	25.010	51.656

577 Martin Davalos
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTME
1	5.742	25.798	32.944	-
2	4.859	26.276	26.184	57.319

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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ROUND 7 OF 8 - APRIL 10, 2010

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INDIVIDUAL TIMES - LITES GROUP A PRACTICE #1

577

Martin Davalos
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	4.898	22.739	25.301	52.938
4	4.832	20.525	24.301	49.659
5	4.674	20.834	24.861	50.369
6	7.576	33.737	31.263	1:12.576
7	4.706	24.539	1:18.989	1:48.234
8	4.692	20.153	24.417	49.261
9	7.873	33.631	1:33.670	2:15.175
10	4.722	20.534	24.488	49.743
11	8.634	34.537	1:14.446	1:57.617
12	4.732	23.082	43.476	1:11.290
13	4.673	27.631	38.905	1:11.210
AVG	4.741	21.311	24.674	50.394
IDEAL	4.673	20.153	24.301	49.128

613

James A Decotis
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.120	28.613	33.507	-
2	4.926	24.320	42.043	1:11.289
3	5.170	22.734	25.572	53.476
4	4.894	27.773	29.994	1:02.661
5	4.938	24.087	26.360	55.385
6	4.994	24.987	33.658	1:03.640
7	5.032	21.520	25.162	51.714
8	4.830	21.886	25.337	52.052
9	7.589	26.831	53.106	1:27.525
10	5.133	24.326	30.526	59.985
11	4.980	22.232	25.415	52.627
12	7.548	39.520	34.403	1:21.471
13	4.848	21.896	28.905	55.649
14	4.961	24.867	43.641	1:13.469
AVG	4.973	23.286	26.678	54.413
IDEAL	4.830	21.520	25.162	51.512



- lap ended in the pits



- lap ended on a red flag

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