

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

SEATTLE

QWEST FIELD - SEATTLE, WA

ROUND 7 OF 8 - APRIL 24, 2010

AMA Supercross Lites - West



INDIVIDUAL TIMES - LITES MAIN EVENT

**12** Jake T Weimer  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.036	26.985	36.051	-
2	8.482	20.179	34.934	1:03.595
3	7.985	19.966	34.478	1:02.429
4	8.239	19.795	34.291	1:02.325
5	8.033	19.413	34.151	1:01.597
6	8.330	19.593	35.270	1:03.193
7	8.429	21.326	34.941	1:04.695
8	8.668	20.197	34.404	1:03.269
9	8.337	20.031	35.239	1:03.607
10	8.246	19.734	36.499	1:04.479
11	8.380	21.288	36.241	1:05.909
12	8.355	20.495	36.087	1:04.937
13	8.380	21.596	37.282	1:07.258
14	8.309	21.907	36.709	1:06.925
15	8.488	20.323	35.815	1:04.626
AVG	8.333	20.417	35.493	1:04.203
IDEAL	7.985	19.413	34.151	1:01.549

**20** Broc Tickle  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.477	20.380	34.097	-
2	8.106	18.934	34.008	1:01.048
3	7.725	19.018	34.627	1:01.370
4	7.979	19.113	33.958	1:01.050
5	8.271	19.739	34.404	1:02.414
6	8.331	19.442	36.040	1:03.813
7	8.252	19.955	35.134	1:03.341
8	8.498	19.002	34.028	1:01.528
9	8.382	19.304	35.328	1:03.014
10	8.446	19.526	37.764	1:05.736
11	8.426	19.520	35.650	1:03.596
12	8.469	20.384	36.163	1:05.017
13	8.650	19.971	37.004	1:05.625
14	8.366	20.937	36.333	1:05.636
15	9.278	20.558	37.377	1:07.214
AVG	8.300	19.719	35.461	1:03.600
IDEAL	7.725	18.934	33.958	1:00.617

**21** Blake Wharton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.009	19.336	34.673	-
2	8.024	19.285	34.674	1:01.983
3	8.494	19.782	35.209	1:03.485
4	8.109	20.743	33.991	1:02.843
5	12.912	21.733	33.945	1:08.590
6	8.494	20.549	34.443	1:03.486
7	8.304	20.662	35.778	1:04.745
8	8.738	20.308	35.639	1:04.685
9	8.553	20.234	35.492	1:04.279
10	8.309	21.220	36.250	1:05.779
11	8.578	21.642	35.911	1:06.131

**12** 8.510 21.313 38.779 1:08.602

**13** 8.604 20.637 35.335 1:04.577

**14** 8.352 21.500 36.042 1:05.894

**15** 8.469 20.605 35.710 1:04.784

AVG 8.432 20.679 35.666 1:05.231

IDEAL 8.024 19.285 33.945 1:01.254

**38** Trey G Canard  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.624	40.502	34.122	-
2	8.226	21.999	34.125	1:04.350
3	8.576	20.666	36.907	1:06.149
4	7.980	20.863	35.076	1:03.918
5	8.232	20.782	35.577	1:04.591
6	8.336	19.866	35.184	1:03.386
7	8.308	19.178	35.655	1:03.140
8	8.445	23.802	37.094	1:09.341
9	8.521	20.063	36.371	1:04.955
10	8.073	20.906	36.109	1:05.088
11	9.112	21.783	36.015	1:06.910
12	8.608	21.434	36.213	1:06.255
13	8.731	46.074	41.644	1:36.449
14	9.037	22.804	38.935	1:10.776
AVG	8.476	20.940	35.953	1:05.738
IDEAL	7.980	19.178	34.125	1:01.283

**48** Max Anstie  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:25.069	49.208	35.861	-
2	8.500	20.078	34.111	1:02.689
3	8.630	19.992	38.477	1:07.098
4	8.700	19.686	35.980	1:04.365
5	8.746	20.390	35.454	1:04.591
6	8.697	20.284	35.636	1:04.617
7	8.932	23.422	35.192	1:07.546
8	9.145	19.612	35.539	1:04.296
9	8.513	21.715	36.529	1:06.757
10	8.682	19.643	35.911	1:04.235
11	8.747	20.756	36.096	1:05.599
12	8.461	20.328	36.955	1:05.744
13	8.753	21.422	37.344	1:07.520
14	8.579	21.252	37.096	1:06.926
15	8.469	24.970	43.931	1:17.371
AVG	8.682	20.660	36.156	1:05.537
IDEAL	8.461	19.612	34.111	1:02.184

**49** Wil A Hahn  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.941	23.814	34.127	-
2	8.255	19.249	33.953	1:01.457
3	8.194	19.579	34.232	1:02.005
4	8.212	19.730	34.562	1:02.504
5	8.840	19.081	35.050	1:02.971
6	8.248	19.356	34.631	1:02.235

**7** 8.490 20.310 35.262 1:04.063

**8** 8.545 19.250 34.393 1:02.188

**9** 8.269 19.816 35.515 1:03.600

**10** 8.976 19.269 35.094 1:03.339

**11** 8.793 20.882 35.962 1:05.638

**12** 8.632 19.742 35.626 1:04.000

**13** 9.035 21.265 35.971 1:06.271

**14** 8.414 21.956 35.884 1:06.254

**15** 8.743 20.260 36.349 1:05.353

AVG 8.543 20.004 35.117 1:03.729

IDEAL 8.194 19.081 33.953 1:01.228

**63** Sean D Borkenhagen  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.453	27.536	38.917	-
2	8.442	22.161	38.474	1:09.077
3	8.441	21.109	40.279	1:09.830
4	9.978	20.963	38.245	1:09.186
5	8.444	33.698	40.778	1:22.920
6	8.864	25.960	40.789	1:15.612
7	8.780	21.583	39.319	1:09.683
8	10.631	23.941	41.775	1:16.347
9	8.658	24.009	42.087	1:14.754
10	9.181	21.898	44.440	1:15.520
11	11.460	21.739	41.444	1:14.642
12	11.440	22.768	42.995	1:17.204
13	8.292	23.781	41.325	1:13.398
AVG	8.638	22.395	40.836	1:13.205
IDEAL	8.292	20.963	38.245	1:07.500

**68** Robert S Kiniry  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.091	26.987	37.104	-
2	9.039	21.013	37.166	1:07.218
3	10.057	21.923	37.106	1:09.085
4	8.710	20.741	37.989	1:07.441
5	8.803	21.087	36.812	1:06.701
6	8.975	21.305	37.215	1:07.496
7	8.695	20.684	37.347	1:06.726
8	8.806	22.236	36.313	1:07.355
9	9.341	22.428	39.028	1:10.797
10	8.574	42.954	42.151	1:33.679
11	9.650	20.848	36.835	1:07.333
12	9.030	22.779	42.745	1:14.554
13	8.829	21.739	39.400	1:09.968
14	9.225	22.164	39.881	1:11.269
AVG	9.056	21.579	38.364	1:08.829
IDEAL	8.574	20.684	36.313	1:05.571

**100** Joshua Hansen  
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.645	25.772	35.873	-
2	8.436	18.538	34.100	1:01.075
3	8.144	19.297	34.965	1:02.406

**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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INDIVIDUAL TIMES - LITES MAIN EVENT

**100** Joshua Hansen  
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	8.031	18.854	33.788	1:00.673
5	8.164	19.686	34.583	1:02.433
6	8.437	19.619	34.682	1:02.738
7	8.570	20.057	35.520	1:04.147
8	9.119	19.947	35.210	1:04.276
9	8.607	19.225	35.005	1:02.837
10	8.653	19.283	37.656	1:05.592
11	8.653	36.521	35.929	1:21.103
12	9.179	19.859	37.005	1:06.043
13	9.350	20.961	36.714	1:07.025
14	8.566	19.847	37.154	1:05.567
15	8.850	21.406	48.479	1:18.735
AVG	8.682	19.886	35.750	1:04.133
IDEAL	8.031	18.538	33.788	1:00.357

**102** Christopher Gosselaar  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.821	28.264	41.557	-
2	8.350	22.545	39.277	1:10.173
3	8.390	22.064	39.211	1:09.664
4	14.708	23.323	40.015	1:18.046
5	9.207	22.776	41.360	1:13.343
6	9.098	22.748	41.389	1:13.236
7	10.670	36.503	39.639	1:26.811
8	9.050	22.511	44.457	1:16.018
9	8.782	22.196	39.871	1:10.850
10	9.124	22.563	40.837	1:12.524
11	10.829	25.147	43.306	1:19.282
12	9.084	21.885	42.819	1:13.788
13	8.629	23.659	41.022	1:13.310
AVG	8.857	22.856	41.135	1:13.658
IDEAL	8.350	21.885	39.211	1:09.446

**103** Ryan J Abrigo  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.120	26.898	38.222	-
2	8.735	32.708	38.154	1:19.596
3	8.378	20.749	37.369	1:06.496
4	8.854	32.545	39.221	1:20.620
5	8.756	21.489	42.822	1:13.068
6	8.943	35.398	42.162	1:26.503
7	10.973	23.933	40.266	1:15.172
8	8.904	23.547	40.619	1:13.070
9	10.338	22.179	43.528	1:16.045
10	10.579	21.461	40.937	1:12.977
11	12.385	22.303	1:14.683	1:49.371
AVG	8.762	22.237	40.330	1:13.775
IDEAL	8.378	20.749	37.369	1:06.496

**116** Ryan Morais  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.974	21.957	35.017	-
2	8.169	20.723	35.341	1:04.233
3	8.210	20.199	35.160	1:03.569
4	8.236	20.791	34.990	1:04.017
5	8.397	20.245	34.967	1:03.609
6	8.237	19.849	37.395	1:05.481
7	8.301	21.947	35.161	1:05.409
8	8.491	20.821	35.204	1:04.515
9	8.375	20.938	36.011	1:05.324
10	8.502	20.577	36.195	1:05.274
11	8.655	20.643	36.576	1:05.873
12	8.760	20.948	36.666	1:06.374
13	8.608	20.455	37.041	1:06.104
14	8.259	20.559	37.166	1:05.984
15	8.679	20.411	37.754	1:06.844
AVG	8.420	20.738	36.043	1:05.186
IDEAL	8.169	19.849	34.967	1:02.984

**126** Hunter Hewitt  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.249	22.457	35.792	-
2	8.301	21.003	35.050	1:04.355
3	8.302	20.650	34.730	1:03.681
4	8.264	20.638	35.967	1:04.869
5	9.059	20.886	35.784	1:05.729
6	8.608	21.167	36.959	1:06.735
7	8.589	21.417	37.502	1:07.507
8	8.735	21.053	37.288	1:07.077
9	8.376	20.965	36.402	1:05.742
10	8.798	21.651	47.370	1:17.820
11	9.140	24.308	39.560	1:13.008
12	10.735	22.834	38.433	1:12.002
13	9.110	21.995	40.936	1:12.041
14	8.945	24.095	38.350	1:11.390
AVG	8.686	21.794	37.135	1:07.845
IDEAL	8.264	20.638	34.730	1:03.632

**175** Phillip J Nicoletti  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.903	23.183	37.780	-
2	8.350	21.650	36.963	1:06.963
3	8.602	20.518	35.077	1:04.196
4	8.432	22.135	35.851	1:06.418
5	8.769	19.987	36.947	1:05.703
6	8.596	20.397	35.498	1:04.492
7	8.788	20.872	37.128	1:06.788
8	8.558	21.959	37.740	1:08.256
9	8.521	22.158	37.721	1:08.399
10	9.382	23.122	38.759	1:11.263
11	9.157	20.559	37.901	1:07.617
12	8.763	20.728	39.781	1:09.272

13 8.833 21.488 37.687 1:08.009  
14 8.464 21.330 36.610 1:06.404  
15 8.550 21.733 38.499 1:08.782  
AVG 8.706 21.457 37.352 1:07.371  
IDEAL 8.350 19.987 35.077 1:03.414

**200** Cole Seely  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.289	25.242	37.047	-
2	8.276	19.881	34.141	1:02.299
3	8.196	19.723	34.465	1:02.384
4	8.284	20.658	34.769	1:03.711
5	8.788	20.667	35.919	1:05.374
6	8.958	20.531	35.980	1:05.469
7	8.801	21.119	37.390	1:07.310
8	8.678	21.175	36.216	1:06.069
9	8.708	22.455	36.311	1:07.473
10	8.619	20.491	36.946	1:06.056
11	8.666	23.437	38.089	1:10.192
12	8.544	21.090	36.637	1:06.271
13	8.826	21.199	36.444	1:06.469
14	8.810	21.242	36.731	1:06.783
15	8.967	22.768	38.849	1:10.584
AVG	8.652	21.174	36.396	1:06.175
IDEAL	8.196	19.723	34.141	1:02.060

**222** Chris C Howell  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.934	28.099	39.835	-
2	8.509	24.003	39.858	1:12.370
3	9.026	22.840	41.192	1:13.058
4	9.374	23.150	41.368	1:13.892
5	9.053	23.797	43.395	1:16.245
6	9.580	23.936	41.310	1:14.825
7	9.989	24.508	40.500	1:14.998
8	9.879	24.002	40.531	1:14.411
9	8.995	22.807	42.217	1:14.019
10	11.347	23.961	41.358	1:16.666
11	12.330	21.960	41.609	1:15.899
12	9.264	23.907	42.797	1:15.969
13	10.442	25.822	46.308	1:22.571
AVG	9.297	23.724	41.714	1:15.410
IDEAL	8.509	21.960	39.858	1:10.327

**585** Travis A Baker  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.199	24.038	38.161	-
2	8.757	20.750	36.510	1:06.017
3	8.360	21.326	56.549	1:26.235
4	8.883	21.365	36.994	1:07.242
5	8.502	21.829	36.082	1:06.413
6	8.366	20.591	35.787	1:04.743
7	8.342	21.917	35.580	1:05.838
8	8.351	20.903	37.828	1:07.082

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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QWEST FIELD - SEATTLE, WA

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**585** Travis A Baker

Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	8.505	21.093	40.379	1:09.977
10	8.976	22.161	36.816	1:07.952
11	8.528	21.448	38.683	1:08.659
12	8.537	21.560	39.906	1:10.003
13	8.710	22.091	38.564	1:09.366
14	8.725	21.404	38.270	1:08.399
AVG	8.663	21.626	38.770	1:09.059
IDEAL	8.342	20.591	35.580	1:04.512

**592** Jake M Canada

Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>10.296</del>	28.426	37.870	-
2	8.392	21.062	37.654	1:07.108
3	8.521	22.034	37.345	1:07.900
4	8.604	20.534	39.791	1:08.929
5	8.419	20.757	37.898	1:07.074
6	8.511	20.304	37.382	1:06.197
7	8.687	21.532	37.756	1:07.975
8	8.524	21.495	38.500	1:08.519
9	9.207	21.271	38.779	1:09.258
10	8.595	24.190	38.793	1:11.578
11	10.649	25.455	41.019	1:17.123
12	10.005	24.361	47.606	1:21.972
13	8.946	22.383	44.473	1:15.802
14	10.906	24.255	42.982	1:18.143
AVG	8.765	22.015	39.249	1:10.467
IDEAL	8.392	20.304	37.345	1:06.041

**642** Joey H Ruminer

Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>10.239</del>	25.803	38.436	-
2	8.593	21.461	38.600	1:08.654
3	8.627	23.064	39.156	1:10.847
4	9.140	21.890	39.020	1:10.050
5	8.924	46.770	40.698	1:36.392
6	10.397	26.737	47.581	1:24.715
7	8.933	25.704	45.661	1:20.298
8	14.418	23.935	52.295	1:30.647
9	11.915	25.820	46.663	1:24.398
10	11.404	23.072	47.943	1:22.420
11	11.358	25.167	45.973	1:22.498
12	15.741	26.476	1:01.095	1:43.312
AVG	8.843	23.470	41.078	1:12.462
IDEAL	8.593	21.461	38.600	1:08.654

**801** Jeff Alessi

Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>10.417</del>	24.114	38.303	-
2	8.747	21.546	37.000	1:07.292
3	8.586	26.566	39.190	1:14.342

4	8.729	21.067	38.606	1:08.402
5	8.720	20.908	36.807	1:06.435
6	8.608	20.820	38.478	1:07.906
7	8.563	22.764	39.394	1:10.721
8	9.217	21.174	38.610	1:09.001
9	8.937	23.033	40.670	1:12.639
10	8.915	23.852	40.238	1:13.005
11	10.432	22.980	40.594	1:14.006
12	8.829	22.715	37.929	1:09.473
13	9.380	22.575	38.177	1:10.132
14	9.952	24.782	41.524	1:16.258
AVG	8.916	22.386	38.942	1:10.572
IDEAL	8.563	20.820	36.807	1:06.190

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