

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
OAKLAND
OAKLAND ALAMEDA COUNTY COLISEUM
ROUND 4 OF 17 - JANUARY 29, 2011
AMA Supercross Lites



INDIVIDUAL TIMES - LITES QUALIFYING GROUP A #1

19 Eli Tomac
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.924	21.205	23.719	-
2	7.608	20.314	22.399	50.321
3	7.816	20.157	22.539	50.512
4	7.169	20.081	22.187	49.436
5	8.737	22.354	28.497	59.588
6	27.988	20.867	22.753	1:11.608
7	7.469	19.721	22.317	49.507
8	7.255	19.438	24.055	50.748
9	7.355	20.179	21.582	49.116
10	9.237	23.137	26.738	59.112
11	7.251	19.573	22.031	48.855
AVG	7.418	20.639	22.620	49.785
IDEAL	7.169	19.438	21.582	48.189

20 Broc Tickle
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.462	27.139	26.323	-
2	7.468	20.155	21.685	49.308
3	6.824	20.140	21.182	48.146
4	9.945	30.413	28.325	1:08.683
5	7.225	23.659	22.063	52.947
6	6.977	21.539	31.574	1:00.090
7	6.910	20.284	30.935	58.129
8	7.386	20.557	21.439	49.382
9	6.997	20.013	21.736	48.745
10	10.765	32.980	21.051	1:04.797
11	8.786	24.935	29.774	1:03.494
AVG	7.112	20.907	21.526	49.706
IDEAL	6.824	20.013	21.051	47.889

23 Martin Davalos
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.176	22.959	23.217	-
2	7.325	20.831	23.070	51.227
3	7.158	21.473	35.101	1:03.732
4	6.775	20.376	22.473	49.624
5	6.765	20.320	21.853	48.938
6	52.948	30.968	34.928	1:58.844
7	7.139	19.938	28.430	55.507
8	7.243	24.152	37.130	1:08.524
9	6.991	20.033	21.874	48.899
10	27.786	34.255	41.635	1:43.676
AVG	7.057	20.847	22.497	50.839
IDEAL	6.765	19.938	21.853	48.556

28 Tyla Rattray
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.313	27.951	32.362	-
2	7.228	20.978	22.010	50.216
3	7.373	25.040	32.990	1:05.403

35 Kyle Cunningham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	7.163	20.198	21.401	48.763
5	8.861	26.667	28.841	1:04.369
6	7.157	20.169	21.823	49.149
7	7.345	20.060	21.629	49.033
8	9.835	34.077	27.261	1:11.173
9	7.130	20.357	21.297	48.784
10	10.526	32.349	31.481	1:14.356
11	7.361	20.129	21.390	48.881
AVG	7.240	20.298	21.564	49.084
IDEAL	7.130	20.060	21.297	48.487

36 Cole Seely
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.461	23.046	27.415	-
2	7.513	20.556	21.786	49.855
3	7.012	43.015	24.710	1:14.737
4	7.276	19.679	20.706	47.660
5	8.491	26.767	26.857	1:02.116
6	7.041	20.832	20.849	48.722
7	7.275	24.029	32.774	1:04.078
8	6.919	20.402	21.050	48.371
9	30.388	22.524	27.114	1:20.027
10	6.708	20.285	28.076	55.068
11	6.831	19.982	21.373	48.186
AVG	7.072	20.913	21.746	49.644
IDEAL	6.708	19.679	20.706	47.092

49 Ben Evans
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.822	22.884	23.938	-
2	7.357	19.959	21.998	49.313
3	8.323	20.590	22.336	51.249
4	7.152	19.904	22.098	49.154
5	8.623	20.964	30.229	59.816
6	7.204	20.234	22.166	49.604
7	7.024	20.492	25.874	53.391
8	10.815	21.569	27.176	59.560
9	7.180	20.365	21.800	49.345
10	10.065	24.013	24.472	58.550
11	7.001	20.484	21.812	49.297
12	7.111	20.345	21.512	48.967
AVG	7.294	20.708	22.459	50.986
IDEAL	7.001	19.904	21.512	48.417

58 Travis Baker
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	7.045	20.737	22.720	50.501
10	7.012	21.080	22.129	50.222
AVG	7.285	20.858	23.533	52.009
IDEAL	7.012	20.515	22.129	49.657

66 James Decotis
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.982	25.306	27.676	-
2	7.166	20.453	24.283	51.902
3	6.831	20.979	22.774	50.583
4	6.867	20.900	22.149	49.916
5	6.922	1:01.010	22.553	1:30.485
6	6.954	20.444	45.282	1:12.680
7	7.419	19.880	23.392	50.691
8	7.352	20.776	22.977	51.106
9	6.754	20.855	23.490	51.098
10	6.842	20.601	22.221	49.663
11	10.847	27.117	22.918	1:00.883
AVG	7.012	20.611	22.973	50.708
IDEAL	6.754	19.880	22.149	48.783

71 Ryan Morais
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.006	24.125	30.881	-
2	7.351	20.566	22.529	50.445
3	7.347	31.805	25.418	1:04.570
4	7.495	19.396	22.143	49.034
5	35.525	25.252	26.609	1:27.386
6	7.415	20.154	22.813	50.382
7	8.894	22.619	28.196	59.709
8	7.275	19.768	22.344	49.386
9	7.211	20.550	26.846	54.607
10	7.487	20.637	28.559	56.683
11	7.560	28.794	36.248	1:12.602
AVG	7.393	20.527	23.049	51.756
IDEAL	7.211	19.396	22.143	48.750

71 Ryan Morais
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.200	24.268	30.932	-
2	6.817	20.959	22.751	50.527
3	11.946	23.107	23.049	58.102
4	7.102	20.735	22.645	50.481
5	6.639	27.309	24.965	58.914
6	6.763	20.546	22.245	49.553
7	13.376	27.153	31.994	1:12.523
8	6.774	20.602	21.835	49.211
9	6.883	20.418	29.482	56.782
10	6.966	20.586	22.079	49.631
11	11.812	24.033	22.641	58.486
AVG	6.849	21.695	22.776	53.521
IDEAL	6.639	20.418	21.835	48.893

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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72 Nick Paluzzi
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.503	27.664	36.839	-
2	7.678	21.116	34.508	1:03.302
3	7.617	20.635	22.794	51.046
4	7.526	20.692	32.023	1:00.241
5	7.522	20.536	22.522	50.580
6	7.445	20.600	22.647	50.691
7	7.558	25.036	39.810	1:12.404
8	7.656	20.544	1:21.664	1:49.864
9	8.455	25.044	32.754	1:06.253
AVG	7.682	20.687	22.654	53.140
IDEAL	7.445	20.536	22.522	50.503

100 Joshua Hansen
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.901	22.194	21.707	-
2	7.307	20.085	22.553	49.945
3	7.447	20.112	21.712	49.271
4	11.761	33.072	31.291	1:16.124
5	7.452	20.810	26.281	54.543
6	43.669	27.925	25.168	1:36.762
7	7.476	19.326	21.797	48.599
8	59.464	1:26.868	1:34.311	2:01.093
9	7.364	19.357	21.187	47.907
10	10.306	27.058	36.624	1:13.987
AVG	7.409	20.314	22.354	50.053
IDEAL	7.307	19.326	21.187	47.820

149 Casey Hinson
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.550	37.268	31.282	-
2	8.030	23.778	23.678	55.486
3	7.124	21.686	23.876	52.685
4	7.665	21.506	24.197	53.369
5	7.236	27.170	24.268	58.674
6	7.394	21.158	49.778	1:18.330
7	7.048	21.479	23.964	52.491
8	7.298	21.982	23.543	52.823
9	7.031	22.361	23.794	53.186
10	7.217	22.198	30.743	1:00.158
AVG	7.338	22.019	23.903	54.859
IDEAL	7.031	21.158	23.543	51.732

194 Ken Roczen
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.196	24.133	23.063	-
2	7.267	20.110	21.091	48.468
3	7.394	20.360	21.833	49.587
4	11.761	26.151	39.212	1:17.124
5	7.430	23.744	25.274	56.448
6	7.376	19.417	21.389	48.181

592 Jake Canada
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	7.370	27.002	33.322	1:07.695
8	7.166	19.635	21.265	48.066
9	6.802	20.350	26.571	53.723
10	1:07.025	20.965	24.941	1:52.931
AVG	7.272	20.140	22.694	50.746
IDEAL	6.802	19.417	21.091	47.310

795 Bruce Rutherford
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.504	25.097	27.407	-
2	7.251	20.434	38.857	1:06.542
3	7.099	22.926	40.584	1:10.610
4	7.277	20.945	24.916	53.138
5	33.098	21.954	25.494	1:20.545
6	7.331	20.889	29.849	58.069
7	7.089	20.569	22.839	50.497
8	11.039	30.354	29.645	1:11.039
9	6.985	20.686	24.410	52.081
10	6.944	20.471	22.816	50.231
AVG	7.140	21.109	24.095	52.803
IDEAL	6.944	20.434	22.816	50.194

903 Antonio Balbi
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.143	27.133	34.010	-
2	7.259	21.134	23.087	51.480
3	7.567	22.616	37.716	1:07.899
4	7.105	20.777	22.459	50.341
5	10.573	33.827	35.677	1:20.077
6	7.606	20.427	41.372	1:09.405
7	59.858	1:29.838	1:45.788	2:13.323
8	7.092	24.111	37.730	1:08.933
AVG	7.326	21.813	22.773	50.911
IDEAL	7.092	20.427	22.459	49.978

965 Travis Bright
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.576	24.880	28.696	-
2	7.368	20.721	24.452	52.541
3	7.080	21.225	24.605	52.910
4	7.020	20.577	22.580	50.177
5	6.836	20.948	22.881	50.664
6	7.277	20.602	22.268	50.146
7	7.509	20.518	22.939	50.966
8	10.290	37.309	37.964	1:25.563
9	9.442	22.891	28.311	1:00.645
10	7.073	20.651	22.178	49.902
11	6.929	27.493	29.443	1:03.864
AVG	7.136	21.017	23.129	51.044
IDEAL	6.836	20.518	22.178	49.532

995 Ryan Marmont
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.767	26.492	31.275	-
2	7.376	20.958	24.145	52.478
3	6.992	20.897	25.943	53.832
4	7.078	20.892	23.410	51.380
5	8.059	27.495	31.275	1:06.829
6	7.049	20.817	24.505	52.371
7	7.132	23.212	44.095	1:14.439
8	7.069	20.934	33.093	1:01.097
9	59.429	39.925	40.339	2:19.692
AVG	7.251	21.285	24.501	54.232
IDEAL	6.992	20.817	23.410	51.219

995 Ryan Marmont
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.178	27.012	35.166	-
2	7.254	22.522	25.884	55.660
3	7.134	21.776	25.659	54.569
4	7.236	21.114	23.809	52.159
5	7.292	27.201	26.743	1:01.236
6	7.076	22.889	24.248	54.213
7	7.377	20.594	23.061	51.032
8	7.237	20.793	23.301	51.330
9	11.385	21.428	31.521	1:04.333
10	7.224	21.080	23.457	51.761
11	12.146	24.157	26.051	1:02.353
AVG	7.229	21.817	24.690	53.995
IDEAL	7.076	20.594	23.061	50.731

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