

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

ANAHEIM II

ANGEL STADIUM - ANAHEIM, CA

ROUND 5 OF 17 - FEBRUARY 5, 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	49.134	21.871	27.263	-
2	14.131	20.894	25.805	1:00.830
3	14.136	20.097	25.735	59.968
4	14.204	20.113	25.374	59.691
5	18.858	33.572	30.034	1:22.463
6	14.053	20.052	25.297	59.402
7	20.644	22.233	28.004	1:10.881
8	14.015	19.718	24.581	58.314
9	18.982	27.412	37.202	1:23.597
10	13.986	19.571	29.153	1:02.709
AVG	14.087	20.569	26.401	1:00.152
IDEAL	13.986	19.571	24.581	58.138

20 Broc Tickle
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.525	29.056	32.469	-
2	14.376	20.541	26.438	1:01.355
3	20.617	28.579	28.529	1:17.725
4	14.298	21.271	25.933	1:01.502
5	14.469	20.206	25.974	1:00.649
6	18.801	22.401	27.466	1:08.668
7	14.223	19.967	25.688	59.878
8	21.174	27.847	29.012	1:18.033
9	14.270	19.647	25.442	59.359
AVG	14.327	20.672	26.810	1:01.902
IDEAL	14.223	19.647	25.442	59.312

23 Martin Davalos
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.779	23.322	27.457	-
2	14.279	20.715	26.238	1:01.231
3	14.270	24.431	39.613	1:18.313
4	14.077	20.076	25.896	1:00.049
5	14.074	28.106	44.020	1:26.200
6	14.124	19.878	25.646	59.648
7	19.047	27.301	40.759	1:27.107
8	13.970	19.791	25.582	59.343
9	21.053	33.762	38.810	1:33.624
AVG	14.132	20.756	26.164	1:00.068
IDEAL	13.970	19.791	25.582	59.343

35 Kyle Cunningham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.745	23.870	28.875	-
2	14.317	23.733	27.220	1:05.270
3	14.180	20.274	25.449	59.903
4	17.416	22.600	27.922	1:07.939
5	14.062	20.149	25.069	59.279
6	17.393	21.818	38.261	1:17.471
7	13.868	19.947	25.391	59.206

36 Cole Seely
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	16.514	24.288	26.211	1:07.012
9	14.179	21.501	31.248	1:06.927
10	13.792	20.519	25.132	59.443
AVG	14.678	21.601	26.386	1:03.555
IDEAL	13.792	19.947	25.069	58.808

49 Ben Evans
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.963	25.009	31.954	-
2	14.346	20.412	26.287	1:01.045
3	14.283	20.133	26.379	1:00.795
4	17.519	25.581	28.199	1:11.299
5	14.310	19.851	25.593	59.754
6	13.719	19.614	25.583	58.916
7	18.059	23.431	34.677	1:16.167
8	14.135	19.974	25.902	1:00.010
9	14.075	22.920	39.776	1:16.772
10	14.068	19.999	27.570	1:01.637
AVG	14.134	20.792	26.502	1:00.360
IDEAL	13.719	19.614	25.583	58.916

58 Travis Baker
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.193	24.672	31.521	-
2	14.443	21.283	26.570	1:02.296
3	14.316	21.220	26.034	1:01.570
4	14.456	23.303	1:12.432	1:50.191
5	15.124	23.976	27.504	1:06.604
6	14.273	23.510	30.393	1:08.176
7	14.298	21.084	25.948	1:01.330
8	14.133	21.236	25.558	1:00.927
9	14.249	21.247	25.773	1:01.269
AVG	14.412	22.392	26.826	1:03.167
IDEAL	14.133	21.084	25.558	1:00.775

66 James Decotis
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.724	25.253	29.471	-
2	14.102	20.528	26.968	1:01.598
3	14.162	20.374	26.040	1:00.576
4	14.087	20.320	26.008	1:00.415
5	14.211	20.176	27.484	1:01.872
6	14.251	20.720	26.584	1:01.555
7	14.232	20.426	26.453	1:01.111
8	23.401	30.489	37.207	1:31.097
9	14.018	20.458	26.674	1:01.150
10	13.839	20.008	26.421	1:00.269
AVG	14.113	20.376	26.900	1:01.068
IDEAL	13.839	20.008	26.008	59.855

66 James Decotis
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.452	27.077	50.375	-

71 Ryan Morais
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	14.466	21.980	27.293	1:03.739
3	14.682	20.466	27.029	1:02.177
4	14.290	20.405	27.325	1:02.020
5	21.216	43.962	38.014	1:43.192
6	14.388	20.074	26.557	1:01.019
7	18.596	24.093	42.023	1:24.712
8	14.433	20.322	27.220	1:01.975
9	21.402	25.091	28.531	1:15.024
AVG	14.454	20.871	27.321	1:02.445
IDEAL	14.290	20.074	26.557	1:00.921

72 Nick Paluzzi
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.095	23.934	29.161	-
2	14.723	21.021	27.237	1:02.980
3	19.645	20.602	31.491	1:11.738
4	14.567	20.869	26.479	1:01.915
5	22.710	29.796	34.805	1:27.311
6	14.513	20.537	26.468	1:01.519
7	21.496	41.439	37.670	1:40.604
8	14.518	20.758	26.679	1:01.954
AVG	14.580	21.287	27.919	1:04.021
IDEAL	14.513	20.537	26.468	1:01.519

100 Joshua Hansen
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.671	29.936	37.735	-
2	14.673	26.446	30.723	1:11.842
3	15.500	21.398	26.922	1:03.820
4	14.282	21.245	27.477	1:03.003
5	14.387	21.198	26.687	1:02.272
6	14.095	20.765	26.868	1:01.728
7	20.583	46.029	41.974	1:48.586
8	14.463	20.920	26.597	1:01.979
9	14.390	20.868	26.592	1:01.850
AVG	14.541	21.066	27.409	1:03.785
IDEAL	14.095	20.765	26.592	1:01.452

100 Joshua Hansen
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.710	25.374	30.336	-
2	14.486	24.274	28.576	1:07.337
3	14.141	20.294	25.171	59.606
4	19.270	21.787	31.352	1:12.409
5	13.990	19.497	25.252	58.739
6	19.296	22.939	32.731	1:14.967
7	13.931	19.724	25.003	58.658
8	19.294	25.976	29.332	1:14.602
9	13.840	19.447	31.225	1:04.512
10	13.830	57.179	43.394	1:54.403
AVG	14.036	20.615	26.667	1:01.770
IDEAL	13.830	19.447	25.003	58.281

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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INDIVIDUAL TIMES - LITES QUALIFYING GROUP A #1

149 Casey Hinson
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.477	25.045	31.432	-
2	14.988	23.223	32.355	1:10.567
3	14.897	22.367	27.847	1:05.111
4	14.874	21.720	28.163	1:04.757
5	28.382	35.428	36.483	1:40.293
6	14.635	20.845	27.282	1:02.762
7	14.876	22.358	27.828	1:05.062
8	14.679	21.858	27.900	1:04.437
AVG	14.825	22.062	28.972	1:05.449
IDEAL	14.635	20.845	27.282	1:02.762

194 Ken Roczen
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.160	22.728	28.432	-
2	14.334	20.069	26.124	1:00.527
3	14.428	19.782	25.842	1:00.052
4	14.472	19.725	25.713	59.910
5	18.186	28.566	42.803	1:29.555
6	14.182	19.374	25.582	59.138
7	17.577	24.738	1:03.774	1:46.089
8	14.090	22.976	29.358	1:06.424
9	13.994	19.443	25.284	58.721
AVG	14.250	20.585	26.619	1:00.795
IDEAL	13.994	19.374	25.284	58.652

592 Jake Canada
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.540	30.204	38.336	-
2	14.334	22.288	27.040	1:03.662
3	14.633	20.966	26.296	1:01.895
4	16.888	29.627	33.847	1:20.363
5	14.536	23.697	38.309	1:16.541
6	14.520	22.719	34.983	1:12.222
7	14.427	20.504	25.900	1:00.831
8	19.906	32.059	34.326	1:26.291
9	15.517	24.567	33.414	1:13.498
AVG	14.979	22.457	26.412	1:04.652
IDEAL	14.334	20.504	25.900	1:00.737

726 Gared Steinke
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.390	25.765	31.625	-
2	15.129	23.258	28.270	1:06.657
3	14.998	23.233	29.375	1:07.606
4	20.140	24.372	32.395	1:16.907
5	14.461	22.193	1:22.114	1:58.768
6	14.986	22.160	27.976	1:05.122
7	14.418	22.475	27.458	1:04.351
8	20.176	37.006	38.934	1:36.116

AVG 14.799 23.351 29.516 1:08.129
IDEAL 14.418 22.160 27.458 1:04.036

795 Bruce Rutherford
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.480	30.135	42.345	-
2	15.372	22.679	38.133	1:16.183
3	17.871	21.857	27.683	1:07.412
4	14.751	21.198	27.752	1:03.701
5	21.209	26.710	39.709	1:27.628
6	14.396	20.446	26.717	1:01.559
7	14.578	20.448	26.451	1:01.477
8	18.947	38.014	43.760	1:40.721
AVG	14.774	21.326	27.151	1:03.537
IDEAL	14.396	20.446	26.451	1:01.293

903 Antonio Balbi
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.131	26.138	32.993	-
2	14.429	22.294	27.910	1:04.633
3	14.251	23.144	35.178	1:12.573
4	14.226	21.738	27.089	1:03.053
5	14.247	21.148	27.674	1:03.069
6	17.990	33.222	34.405	1:25.617
7	14.159	21.095	27.592	1:02.846
8	19.914	34.838	28.230	1:22.982
9	14.265	21.174	26.587	1:02.026
AVG	14.263	21.766	27.514	1:04.700
IDEAL	14.159	21.095	26.587	1:01.841

965 Travis Bright
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.094	26.687	36.407	-
2	14.989	22.772	28.832	1:06.593
3	14.787	24.514	33.503	1:12.804
4	15.035	21.486	46.718	1:23.239
5	14.716	21.625	29.149	1:05.490
6	15.128	22.025	28.094	1:05.246
7	20.025	43.086	43.528	1:46.639
8	14.731	21.128	28.460	1:04.319
AVG	14.898	22.258	29.608	1:06.891
IDEAL	14.716	21.128	28.094	1:03.938

995 Ryan Marmont
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.750	27.274	32.476	-
2	14.789	23.445	27.655	1:05.889
3	14.742	22.293	27.570	1:04.606
4	14.879	22.635	27.264	1:04.778
5	14.541	21.284	27.356	1:03.181
6	19.979	23.993	30.865	1:14.837
7	14.980	26.450	30.617	1:12.048
8	14.585	22.080	27.430	1:04.095

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

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