

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
DAYTONA BEACH
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
ROUND 3 OF 8 - MARCH 5, 2011
AMA Supercross Lites East



INDIVIDUAL TIMES - LITES MAIN EVENT

15 Dean Wilson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.014	58.904	7.110	-
2	22.177	1:13.393	7.157	1:42.727
3	17.752	56.618	6.934	1:21.304
4	17.852	56.268	6.952	1:21.073
5	17.796	57.447	6.800	1:22.043
6	17.727	57.006	7.125	1:21.858
7	17.951	55.959	7.035	1:20.944
8	17.630	57.426	6.938	1:21.995
9	17.761	56.292	7.140	1:21.193
10	18.051	56.713	6.973	1:21.737
11	17.569	58.394	7.021	1:22.984
12	17.722	56.523	7.047	1:21.292
13	17.989	57.048	7.039	1:22.076
14	17.842	55.212	7.123	1:20.177
15	17.375	56.361	7.278	1:21.014
AVG	17.771	56.869	7.045	1:21.515
IDEAL	17.375	55.212	6.800	1:19.387

17 Justin Barcia
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.548	55.654	6.894	-
2	17.233	54.867	6.981	1:19.080
3	17.007	54.980	6.952	1:18.939
4	17.455	55.518	7.384	1:20.357
5	17.378	56.134	6.777	1:20.289
6	17.327	55.213	6.879	1:19.418
7	17.415	55.744	6.785	1:19.944
8	17.347	55.963	7.299	1:20.610
9	17.287	56.397	7.002	1:20.686
10	17.372	56.605	6.744	1:20.721
11	17.679	56.783	6.915	1:21.377
12	17.562	56.580	7.170	1:21.312
13	18.106	57.292	6.984	1:22.382
14	17.805	57.342	7.050	1:22.197
15	18.365	58.786	7.641	1:24.792
AVG	17.524	56.257	7.030	1:20.865
IDEAL	17.007	54.867	6.744	1:18.618

21 Blake Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.821	56.608	7.213	-
2	18.167	55.641	7.434	1:21.242
3	17.457	55.045	7.307	1:19.809
4	17.467	56.007	7.279	1:20.753
5	17.408	56.017	7.133	1:20.558
6	17.586	56.234	7.105	1:20.925
7	17.727	56.416	7.185	1:21.327
8	17.905	58.922	7.172	1:23.999
9	17.643	57.520	7.386	1:22.549
10	17.755	56.928	7.182	1:21.866
11	18.106	56.957	7.157	1:22.220

12	18.096	57.622	7.291	1:23.009
13	18.088	57.257	7.358	1:22.703
14	18.272	58.311	7.207	1:23.790
15	18.634	59.199	7.539	1:25.371
AVG	17.894	57.019	7.265	1:22.209
IDEAL	17.408	55.045	7.105	1:19.558

25 Ryan Sipes
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.920	55.740	7.180	-
2	17.086	55.095	7.038	1:19.219
3	17.185	55.625	6.870	1:19.680
4	17.704	55.265	6.860	1:19.829
5	17.135	55.816	7.101	1:20.052
6	17.032	55.407	6.978	1:19.417
7	18.410	55.572	6.756	1:20.738
8	17.728	1:04.780	6.874	1:29.382
9	17.683	56.228	6.939	1:20.850
10	18.049	57.381	6.871	1:22.302
11	17.703	57.111	7.010	1:21.824
12	17.728	57.664	6.945	1:22.338
13	17.693	56.994	6.844	1:21.531
14	18.179	57.367	7.158	1:22.704
15	18.058	59.067	7.098	1:24.223
AVG	17.669	57.008	6.968	1:21.721
IDEAL	17.032	55.095	6.756	1:18.883

42 Nico Izzi
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.907	57.649	7.258	-
2	17.994	56.484	7.246	1:21.723
3	17.653	56.178	7.323	1:21.154
4	17.525	1:04.723	7.317	1:29.565
5	17.677	1:56.212	7.154	2:21.043
6	17.934	1:03.118	7.438	1:28.490
7	21.013	1:07.675	7.232	1:35.920
8	17.793	1:02.933	7.283	1:28.008
9	17.791	57.880	7.246	1:22.917
10	18.145	1:42.650	7.191	2:07.986
11	18.235	57.998	7.198	1:23.431
12	18.052	58.273	7.315	1:23.640
13	18.027	58.792	7.484	1:24.303
AVG	18.153	59.403	7.283	1:25.915
IDEAL	17.525	56.178	7.154	1:20.857

44 Les Smith
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.107	57.906	8.201	-
2	18.202	58.394	7.799	1:24.395
3	18.077	56.674	7.818	1:22.569
4	18.881	57.978	7.791	1:24.650
5	18.179	57.911	7.644	1:23.734
6	17.838	58.055	7.378	1:23.270
7	18.217	58.202	7.430	1:23.850

8	18.511	58.333	7.349	1:24.193
9	18.353	58.250	7.375	1:23.978
10	18.457	58.573	7.619	1:24.649
11	18.675	1:00.455	7.555	1:26.685
12	18.649	59.595	7.281	1:25.525
13	18.541	59.952	7.468	1:25.960
14	18.641	59.765	7.430	1:25.836
15	18.507	59.623	8.310	1:26.440
AVG	18.416	58.625	7.612	1:24.662
IDEAL	17.838	56.674	7.281	1:21.793

46 Alex Martin
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.735	58.081	7.654	-
2	18.450	57.220	7.651	1:23.321
3	18.165	57.207	7.355	1:22.727
4	18.627	57.367	7.597	1:23.591
5	18.764	59.267	7.809	1:25.839
6	18.291	59.789	7.795	1:25.875
7	18.308	58.334	7.566	1:24.208
8	19.064	58.999	7.609	1:25.672
9	18.297	58.460	7.631	1:24.388
10	18.328	57.351	7.474	1:23.153
11	18.141	59.080	7.454	1:24.675
12	18.277	59.023	7.631	1:24.931
13	18.420	59.950	7.805	1:26.175
14	19.673	1:01.508	8.700	1:29.880
AVG	18.524	58.688	7.695	1:24.957
IDEAL	18.141	57.207	7.355	1:22.703

48 Matthew Lemoine
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.761	56.798	7.963	-
2	17.825	56.109	7.166	1:21.100
3	17.097	55.712	7.249	1:20.058
4	17.532	56.514	7.449	1:21.495
5	17.263	55.930	7.491	1:20.683
6	17.556	56.440	7.249	1:21.244
7	17.476	57.137	7.140	1:21.753
8	17.382	58.027	7.134	1:22.543
9	17.587	56.880	7.196	1:21.663
10	17.422	57.361	7.661	1:22.443
11	17.640	1:20.034	7.321	1:44.995
12	18.131	58.439	7.358	1:23.928
13	19.032	58.909	7.307	1:25.248
14	17.881	59.412	7.419	1:24.712
15	18.415	1:01.143	7.983	1:27.541
AVG	17.731	57.487	7.406	1:22.647
IDEAL	17.097	55.712	7.134	1:19.943

57 Blake Baggett
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.949	54.880	7.069	-
2	17.182	54.887	7.224	1:19.293

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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57 Blake Baggett
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	16.910	54.422	7.123	1:18.454
4	16.667	55.507	7.289	1:19.463
5	16.941	55.152	6.880	1:18.973
6	16.654	55.386	6.845	1:18.885
7	17.306	54.975	7.045	1:19.326
8	17.083	54.902	6.878	1:18.863
9	17.205	54.829	6.969	1:19.003
10	17.061	56.063	7.140	1:20.264
11	17.190	55.353	6.911	1:19.454
12	17.126	57.010	7.075	1:21.211
13	17.234	56.513	7.310	1:21.057
14	17.474	57.014	7.173	1:21.661
15	17.698	56.967	7.209	1:21.874
AVG	17.119	55.700	7.065	1:19.884
IDEAL	16.654	54.422	6.845	1:17.921

65 Hunter Hewitt
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	14.578	1:31.773	14.015	-
2	24.634	1:53.681	7.514	2:25.829
3	18.377	57.206	7.679	1:23.262
4	18.380	58.290	7.636	1:24.306
5	18.992	59.186	8.154	1:26.332
6	18.451	59.243	7.514	1:25.207
7	18.621	59.714	7.823	1:26.159
8	18.367	1:03.652	8.055	1:30.074
9	23.588	1:22.480	7.563	1:53.631
10	18.536	1:05.209	7.642	1:31.387
11	18.339	59.403	7.871	1:25.613
12	20.231	1:02.531	7.908	1:30.670
13	19.145	1:02.079	7.897	1:29.121
AVG	18.744	1:00.651	7.771	1:27.213
IDEAL	18.339	57.206	7.514	1:23.059

89 Taylor Futrell
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.698	59.304	7.394	-
2	18.156	57.714	7.574	1:23.444
3	17.925	59.054	7.681	1:24.659
4	17.922	58.778	7.768	1:24.469
5	18.041	58.833	7.442	1:24.316
6	18.398	59.581	7.312	1:25.291
7	17.999	1:00.044	7.622	1:25.665
8	19.301	1:00.493	7.373	1:27.167
9	18.031	58.809	7.495	1:24.335
10	17.618	1:00.016	7.480	1:25.114
11	17.832	1:00.374	7.919	1:26.125
12	18.272	59.635	7.299	1:25.205
13	18.198	59.580	7.335	1:25.114
14	18.060	1:03.657	7.922	1:29.639

93 Hunter Clements
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.305	1:00.812	8.493	-
2	18.436	58.239	8.176	1:24.850
3	34.979	1:00.146	7.975	1:43.100
4	18.769	1:00.893	8.110	1:27.772
5	19.514	1:00.067	7.820	1:27.400
6	18.671	1:00.692	7.892	1:27.255
7	18.742	1:01.132	7.931	1:27.805
8	20.786	1:03.917	7.730	1:32.433
9	19.442	1:08.396	8.109	1:35.947
10	19.877	1:04.917	7.901	1:32.695
11	21.154	1:03.619	7.537	1:32.310
12	18.662	1:04.532	7.579	1:30.773
13	19.285	1:06.154	7.599	1:33.038
14	19.783	1:04.594	9.196	1:33.573
AVG	19.427	1:02.722	7.912	1:30.488
IDEAL	18.436	58.239	7.537	1:24.212

130 Kyle Keyton
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.997	1:01.951	8.046	-
2	18.247	1:00.398	8.617	1:27.262
3	18.729	1:23.250	8.161	1:50.140
4	18.515	1:01.236	8.125	1:27.876
5	18.654	1:01.112	8.223	1:27.989
6	20.330	1:03.559	8.678	1:32.567
7	19.820	1:07.596	8.388	1:35.804
8	20.518	1:04.904	8.485	1:33.908
9	19.766	1:09.077	8.168	1:37.010
10	19.311	1:04.298	8.400	1:32.009
11	21.661	1:07.276	8.503	1:37.441
12	19.824	1:09.197	8.416	1:37.437
13	20.105	1:07.589	10.102	1:37.796
AVG	19.623	1:04.849	8.351	1:33.373
IDEAL	18.247	1:00.398	8.125	1:26.770

139 Malcolm Stewart
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.175	57.100	7.075	-
2	17.635	56.381	7.131	1:21.147
3	17.435	56.009	6.967	1:20.410
4	17.427	56.269	6.937	1:20.633
5	17.997	1:03.650	6.935	1:28.583
6	17.623	57.700	7.178	1:22.501
7	17.933	57.956	7.362	1:23.251
8	18.040	58.694	7.487	1:24.220
9	17.712	58.660	7.411	1:23.783
10	17.821	57.540	7.244	1:22.605
11	17.551	57.938	7.247	1:22.736
12	17.769	58.265	7.410	1:23.444

156 Jason Anderson
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	17.747	58.293	7.336	1:23.375
14	17.588	58.313	7.525	1:23.426
15	17.642	57.316	7.177	1:22.135
AVG	17.711	58.024	7.235	1:23.042
IDEAL	17.427	56.009	6.935	1:20.372

244 Ryan Zimmer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.621	58.651	6.970	-
2	17.888	56.817	7.665	1:22.371
3	17.624	56.571	7.133	1:21.327
4	17.685	57.119	7.287	1:22.092
5	17.647	55.851	7.026	1:20.523
6	17.217	57.262	7.258	1:21.737
7	17.439	56.548	7.478	1:21.465
8	18.077	58.968	7.295	1:24.340
9	18.022	58.966	7.257	1:24.245
10	17.814	57.810	7.502	1:23.126
11	17.538	58.237	7.321	1:23.096
12	18.153	57.751	7.198	1:23.102
13	17.713	58.499	7.088	1:23.300
14	17.524	57.770	7.332	1:22.626
15	18.167	59.729	7.354	1:25.250
AVG	17.751	57.770	7.278	1:22.757
IDEAL	17.217	55.851	7.026	1:20.094

245 Lance Vincent
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.746	1:06.959	9.787	-
2	21.804	1:36.485	7.620	2:05.909
3	19.453	1:11.982	7.647	1:39.082
4	22.084	1:11.995	7.744	1:41.822
5	18.923	1:00.947	7.496	1:27.365
6	20.111	1:03.268	7.693	1:31.072
7	20.707	1:05.755	7.477	1:33.939
8	19.048	1:07.932	8.430	1:35.410
9	20.147	1:05.597	7.566	1:33.310
10	19.704	1:10.290	7.602	1:37.596
11	19.181	1:21.764	7.809	1:48.754
12	20.078	1:08.279	7.470	1:35.828
13	19.170	1:06.356	8.651	1:34.177
AVG	20.034	1:07.215	7.767	1:34.960
IDEAL	18.923	1:00.947	7.470	1:27.340

245 Lance Vincent
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.250	58.393	7.857	-
2	19.011	57.790	7.536	1:24.337
3	18.991	57.347	7.779	1:24.117
4	18.307	57.737	7.780	1:23.824
5	18.065	58.334	7.196	1:23.595
6	18.460	57.614	7.604	1:23.678
7	18.402	57.860	7.975	1:24.238
8	18.250	57.743	7.518	1:23.510

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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245 Lance Vincent
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	18.472	59.053	7.514	1:25.039
10	18.375	58.387	7.734	1:24.496
11	18.594	59.573	7.484	1:25.652
12	18.324	59.565	7.534	1:25.423
13	18.231	59.754	7.341	1:25.326
14	18.696	1:00.270	7.910	1:26.876
15	18.842	59.929	7.810	1:26.581
AVG	18.505	59.504	7.618	1:25.627
IDEAL	18.065	57.347	7.196	1:22.608

330 A Catanzaro
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	18.492	59.319	7.511	1:25.322
2	19.600	58.585	7.572	1:25.757
3	18.287	59.964	7.545	1:25.797
4	18.076	1:00.859	8.178	1:27.112
5	19.573	1:00.710	7.656	1:27.940
6	18.975	1:00.895	7.465	1:27.335
7	18.495	1:01.146	7.667	1:27.308
8	18.683	1:01.884	7.654	1:28.221
9	21.161	1:00.415	7.652	1:29.228
10	19.331	1:02.350	7.751	1:29.432
11	19.178	1:02.115	7.636	1:28.928
12	20.712	1:05.120	8.362	1:34.193
13	19.650	1:02.676	8.643	1:30.969
AVG	19.247	1:01.131	7.762	1:28.272
IDEAL	18.076	58.585	7.465	1:24.126

412 Levi Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	18.629	59.016	7.571	1:25.216
2	18.312	59.623	7.463	1:25.398
3	18.352	59.002	7.530	1:24.884
4	18.329	59.462	7.694	1:25.485
5	18.510	1:00.008	7.517	1:26.036
6	18.491	1:01.261	7.405	1:27.157
7	18.317	1:00.730	7.576	1:26.623
8	18.650	1:01.447	7.524	1:27.621
9	18.504	1:00.836	7.655	1:26.995
10	18.680	1:02.201	8.195	1:29.077
11	18.876	1:01.686	7.665	1:28.227
12	19.438	1:03.654	8.345	1:31.437
13	19.697	1:03.745	8.128	1:31.570
AVG	18.676	1:01.007	7.730	1:27.363
IDEAL	18.312	59.002	7.405	1:24.719

927 P Larsen
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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1	17.305	56.280	7.456	1:21.040
2	17.300	56.367	7.175	1:20.842
3	17.985	57.780	7.248	1:23.013
4	17.697	58.077	7.018	1:22.792
5	17.558	56.498	7.274	1:21.329
6	17.615	56.209	7.059	1:20.884
7	17.643	56.890	7.206	1:21.738
8	17.936	57.436	7.224	1:22.595
9	17.834	58.336	7.715	1:23.886
10	17.550	57.811	7.348	1:22.708
11	17.905	58.891	7.616	1:24.412
12	18.213	58.296	7.628	1:24.137
13	18.194	58.105	7.310	1:23.610
14	18.245	59.076	7.539	1:24.860
AVG	17.784	57.725	7.330	1:22.703
IDEAL	17.300	56.209	7.018	1:20.527



- 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