

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
INDIANAPOLIS

LUCAS OIL STADIUM - INDIANAPOLIS, IN

ROUND 4 OF 8 - MARCH 12, 2011

AMA Supercross Lites East



INDIVIDUAL TIMES - LITES QUALIFYING GROUP C #1

60 Killy Rusk
KTM250SX

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.761	15.786	30.975	-
2	8.371	16.191	29.950	54.511
3	2:05.363	2:15.978	2:13.089	2:59.890
4	38.082	17.206	29.806	1:25.094
5	8.065	15.338	41.151	1:04.554
6	15.348	22.461	33.240	1:11.049
7	8.327	19.267	30.462	58.056
8	8.450	16.464	30.813	55.727
AVG	8.303	16.197	30.874	58.212
IDEAL	8.065	15.338	29.806	53.209

94 Ricky Renner
KTM 250SX

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.124	27.050	37.074	-
2	8.141	15.540	31.477	55.158
3	7.912	15.812	35.921	59.645
4	7.795	15.425	31.282	54.502
5	8.025	15.432	44.469	1:07.926
6	7.867	15.597	30.157	53.620
7	7.751	15.352	30.605	53.709
8	19.869	31.572	35.497	1:26.938
9	8.102	16.653	33.696	58.451
10	8.052	15.364	39.906	1:03.322
AVG	7.956	15.647	32.662	56.915
IDEAL	7.751	15.352	30.157	53.260

129 Vernon Mckiddie
KTM250SX

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.532	19.316	32.216	-
2	8.430	15.700	32.280	56.410
3	8.376	16.517	31.679	56.572
4	8.241	18.111	46.396	1:12.748
5	8.201	15.481	31.256	54.937
6	8.279	15.705	30.589	54.573
7	10.176	16.762	40.290	1:07.228
8	8.028	15.692	30.688	54.408
9	10.203	27.148	35.304	1:12.655
10	8.324	15.342	30.645	54.310
11	11.221	33.554	52.947	1:37.723
AVG	8.268	16.164	31.832	55.202
IDEAL	8.028	15.342	30.589	53.959

130 Kyle Keylon
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.937	20.816	36.121	-
2	8.856	16.537	35.804	1:01.196
3	8.648	15.066	31.807	55.521
4	8.491	24.134	38.040	1:10.665
5	8.561	16.706	31.590	56.857
6	8.573	16.277	30.870	55.720

244 Ryan Zimmer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	8.944	14.712	29.943	53.598
8	9.252	14.964	32.729	56.945
9	8.879	25.041	33.953	1:07.874
10	9.064	15.465	33.776	58.304
11	8.773	23.100	34.312	1:06.185
AVG	8.817	15.555	32.473	56.468
IDEAL	8.491	14.712	29.943	53.146

335 Seth Caldwell
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.120	20.253	35.867	-
2	9.742	15.923	31.003	56.668
3	9.218	14.467	31.228	54.913
4	8.865	15.058	1:10.957	1:34.880
5	8.848	24.325	36.355	1:09.528
6	12.587	21.414	37.200	1:11.201
7	8.847	14.445	30.678	53.970
8	13.293	26.461	34.908	1:14.662
9	8.302	14.870	30.274	53.447
AVG	8.970	14.953	32.326	54.749
IDEAL	8.302	14.445	30.274	53.022

385 Adam Gulley
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.950	21.637	38.313	-
2	8.929	15.689	33.033	57.651
3	19.881	19.072	38.551	1:17.504
4	9.079	18.658	34.088	1:01.825
5	8.994	20.357	37.183	1:06.533
6	8.653	22.685	35.558	1:06.897
7	8.748	16.670	31.344	56.761
8	57.684	29.856	41.758	2:09.299
AVG	8.881	17.006	34.241	1:01.933
IDEAL	8.653	15.689	31.344	55.686

394 Tanner Moore
KTM 250SX

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.830	16.341	33.489	-
2	8.189	15.133	30.903	54.224
3	9.867	25.228	35.518	1:10.613
4	8.677	20.008	32.912	1:01.597
5	8.679	15.118	32.597	56.394
6	1:34.858	21.795	33.926	2:30.579
7	8.226	15.469	30.603	54.298
8	15.769	27.332	45.248	1:28.349
9	8.391	15.297	30.352	54.040
AVG	8.432	15.472	32.537	56.111
IDEAL	8.189	15.118	30.352	53.658

443 Jeffrey Mort
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.120	20.253	35.867	-
2	9.742	15.923	31.003	56.668
3	9.218	14.467	31.228	54.913
4	8.865	15.058	1:10.957	1:34.880
5	8.848	24.325	36.355	1:09.528
6	12.587	21.414	37.200	1:11.201
7	8.847	14.445	30.678	53.970
8	13.293	26.461	34.908	1:14.662
9	8.302	14.870	30.274	53.447
AVG	8.970	14.953	32.326	54.749
IDEAL	8.302	14.445	30.274	53.022

505 Sean Lipanovich
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	8.557	18.079	34.891	1:01.527
4	8.425	17.080	1:34.750	2:00.254
5	8.396	16.606	33.846	58.848
6	53.859	1:02.441	35.360	1:47.066
7	8.463	15.959	33.428	57.850
8	11.716	29.058	45.006	1:25.780
AVG	8.516	17.140	34.382	59.723
IDEAL	8.396	15.959	33.128	57.483

522 William Wichers
KTM 250SX

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.772	28.223	42.549	-
2	8.620	17.065	33.970	59.655
3	8.953	20.980	35.631	1:05.564
4	8.605	25.030	38.688	1:12.323
5	9.586	23.498	37.623	1:10.707
6	8.942	17.014	33.442	59.398
7	13.433	31.243	42.062	1:26.738
8	9.408	21.037	45.092	1:15.536
9	8.940	22.017	54.894	1:25.851
AVG	9.008	17.040	35.871	1:03.831
IDEAL	8.605	17.014	33.442	59.061

522 William Wichers
KTM 250SX

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.676	17.661	36.015	-
2	9.202	17.393	31.985	58.580
3	8.196	15.970	31.464	55.630
4	8.846	17.396	33.205	59.448
5	8.369	15.712	32.893	56.974
6	8.140	16.350	31.382	55.872
7	8.130	16.033	31.078	55.241
8	9.093	25.279	37.616	1:11.988
9	8.441	19.238	35.021	1:02.700
10	8.076	16.323	39.127	1:03.526
11	8.386	16.366	43.551	1:08.303
AVG	8.488	16.578	32.880	58.496
IDEAL	8.076	15.712	31.078	54.866

522 William Wichers
KTM 250SX

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.433	25.800	37.633	-
2	9.060	24.038	45.594	1:18.693
3	9.309	21.178	40.363	1:10.850
4	9.101	19.683	40.512	1:09.296
5	9.325	23.026	55.167	1:27.518
6	8.865	17.573	35.360	1:01.798
7	8.622	20.824	56.061	1:25.507
8	9.261	19.858	43.806	1:12.925
AVG	9.078	19.485	38.467	1:08.717
IDEAL	8.622	17.573	35.360	1:01.555

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 C #1

533 Gannon Audette
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.691	15.190	31.501	-
2	8.350	13.967	30.323	52.639
3	8.299	14.544	29.935	52.777
4	10.090	22.307	34.166	1:06.563
5	8.391	13.988	30.330	52.710
6	8.334	1:16.156	34.199	1:58.688
7	8.119	14.051	29.288	51.458
8	8.243	14.502	28.854	51.600
9	14.973	26.670	32.576	1:14.218
10	8.270	15.812	30.140	54.222
AVG	8.287	14.579	31.131	52.568
IDEAL	8.119	13.967	28.854	50.941

583 Tyler Sjoberg
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.209	22.579	37.690	-
2	8.694	18.173	33.107	59.974
3	8.432	16.049	32.298	56.779
4	28.686	17.558	33.574	1:19.819
5	8.170	19.305	36.896	1:04.370
6	8.708	18.296	34.852	1:01.855
7	7.958	16.008	31.751	55.717
8	13.230	28.581	38.890	1:20.700
9	8.369	22.375	38.548	1:09.292
10	7.907	16.076	30.713	54.696
AVG	8.320	17.027	32.716	58.899
IDEAL	7.907	16.008	30.713	54.628

706 Carlos Gonzalez
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.839	29.498	43.341	-
2	8.246	18.753	33.994	1:00.993
3	8.372	16.253	31.229	55.854
4	10.676	25.686	37.143	1:13.505
5	1:42.113	19.911	36.822	2:38.846
6	8.151	16.018	31.442	55.611
7	54.220	33.326	43.566	2:11.112
AVG	8.256	17.008	34.126	57.486
IDEAL	8.151	16.018	31.229	55.398

783 Beau Burnett
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.259	20.519	36.740	-
2	9.142	19.013	36.269	1:04.424
3	9.155	19.777	36.220	1:05.152
4	9.284	18.242	37.112	1:04.638
5	9.315	19.752	36.525	1:05.592
6	1:04.949	18.049	36.051	1:59.049
7	1:06.319	21.656	36.554	2:04.529
8	10.346	27.153	36.851	1:14.350

AVG 9.448 19.573 36.540 1:06.831
IDEAL 9.142 18.049 36.051 1:03.242

812 Luke Vonlinger
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.627	18.516	32.111	-
2	8.399	15.966	31.056	55.421
3	8.405	16.478	30.984	55.867
4	8.190	16.275	32.416	56.881
5	23.012	16.318	32.080	1:11.411
6	8.122	16.077	30.646	54.845
7	8.220	15.695	31.003	54.918
8	10.350	19.161	34.322	1:03.833
9	7.983	15.893	30.769	54.645
10	7.831	15.821	31.345	54.997
11	12.482	28.251	40.981	1:21.714
AVG	8.164	16.338	31.673	56.426
IDEAL	7.831	15.695	30.646	54.173

880 Canaan Barrilleaux
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.908	20.938	40.970	-
2	9.181	18.434	35.871	1:03.486
3	8.652	29.925	39.220	1:17.797
4	8.820	16.629	34.142	59.590
5	8.612	17.694	34.701	1:01.008
6	24.247	24.647	42.307	1:31.201
AVG	8.816	17.586	35.984	1:01.361
IDEAL	8.612	16.629	34.142	59.383

890 Kurtis Mccabe
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.798	30.476	45.322	-
2	8.940	14.601	32.004	55.546
3	9.114	14.997	30.839	54.950
4	12.577	27.077	33.693	1:13.347
5	8.855	15.060	39.995	1:03.910
6	1:05.921	29.531	49.559	2:25.011
7	8.531	25.040	40.704	1:14.275
8	8.819	14.907	32.770	56.496
AVG	8.852	14.891	32.327	57.725
IDEAL	8.531	14.601	30.839	53.971

993 Trevor Allred
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.152	24.071	36.081	-
2	8.798	16.677	33.629	59.104
3	9.163	16.856	32.659	58.678
4	8.874	16.491	32.309	57.674
5	9.631	19.336	34.893	1:03.860
6	9.257	16.519	32.527	58.303
7	10.260	19.499	37.325	1:07.084
8	8.969	16.655	32.456	58.080

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