

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 A #1

15 Dean Wilson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.628	17.409	37.219	-
2	8.392	14.906	31.333	54.631
3	8.919	15.527	38.561	1:03.006
4	8.276	14.332	29.011	51.619
5	9.552	26.442	33.508	1:09.502
6	8.283	14.256	28.415	50.953
7	8.711	17.434	34.853	1:00.998
8	8.614	14.783	31.436	54.834
9	8.058	13.837	28.456	50.350
10	9.786	21.273	32.353	1:03.411
AVG	8.601	14.607	30.645	52.478
IDEAL	8.058	13.837	28.415	50.309

17 Justin Barcia
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.423	15.591	31.832	-
2	8.472	14.305	30.373	53.150
3	8.437	14.260	29.601	52.299
4	8.285	14.172	28.935	51.392
5	10.940	17.069	31.782	59.791
6	7.994	14.155	28.621	50.770
7	9.724	16.054	34.764	1:00.542
8	8.059	13.957	29.082	51.098
9	9.259	18.889	34.408	1:02.556
10	8.020	13.939	28.961	50.920
11	28.882	14.923	33.702	1:17.507
AVG	8.361	14.595	30.321	53.745
IDEAL	7.994	13.939	28.621	50.554

21 Blake Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.694	15.155	31.539	-
2	8.318	14.507	29.681	52.507
3	9.319	18.166	33.848	1:01.332
4	8.204	14.437	29.717	52.357
5	42.256	16.637	33.316	1:32.209
6	8.626	14.487	29.077	52.190
7	12.753	25.750	36.305	1:14.808
8	8.454	19.438	35.754	1:03.646
9	8.134	14.233	39.844	1:02.211
10	9.948	21.621	34.349	1:05.918
AVG	8.509	14.909	31.647	56.120
IDEAL	8.134	14.233	29.077	51.444

25 Ryan Sipes
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.762	15.026	29.736	-
2	8.426	14.192	28.713	51.331
3	11.308	17.351	33.234	1:01.893
4	8.478	13.953	30.306	52.737

42 Nico Izzi
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	8.211	14.007	27.978	50.196
6	12.573	27.373	41.300	1:21.245
7	7.908	13.791	27.944	49.643
8	7.963	13.870	28.063	49.896
9	9.853	19.455	35.762	1:05.070
10	7.855	13.632	27.699	49.186
11	25.918	20.378	35.302	1:21.598
AVG	8.150	14.060	29.072	50.455
IDEAL	7.855	13.632	27.699	49.186

44 Les Smith
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.352	17.442	31.910	-
2	8.709	14.765	29.136	52.610
3	9.956	30.498	36.899	1:17.353
4	8.295	14.106	28.672	51.073
5	14.536	30.075	49.587	1:34.199
6	8.196	14.120	29.233	51.549
7	8.019	13.813	29.511	51.342
8	30.124	29.817	45.206	1:45.147
9	8.116	14.265	28.749	51.130
10	16.182	32.725	52.440	1:41.347
AVG	8.267	14.214	29.535	51.541
IDEAL	8.019	13.813	28.672	50.503

46 Alex Martin
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.751	21.193	39.558	-
2	8.735	14.403	30.570	53.708
3	8.758	14.664	30.325	53.747
4	8.473	14.586	35.702	58.762
5	8.313	15.811	31.999	56.122
6	8.325	14.824	29.656	52.805
7	8.334	14.702	39.336	1:02.372
8	8.194	16.644	36.422	1:01.260
9	8.397	14.279	30.048	52.724
10	32.663	24.865	38.206	1:35.733
AVG	8.441	14.989	30.520	56.437
IDEAL	8.194	14.279	29.656	52.129

48 Matthew Lemoine
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.744	18.805	34.939	-
2	8.352	15.804	29.828	53.984
3	8.267	19.704	33.816	1:01.787
4	8.707	16.232	29.787	54.726
5	8.414	16.034	28.901	53.349
6	8.920	14.230	29.330	52.480
7	12.418	19.835	35.181	1:07.433
8	8.250	14.065	28.528	50.843
9	13.241	20.977	33.022	1:07.240
10	7.975	17.215	34.781	59.970
11	8.115	13.840	33.425	55.380
AVG	8.375	15.034	30.830	54.390
IDEAL	7.975	13.840	28.528	50.342

57 Blake Baggett
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.201	23.612	43.589	-
2	8.344	14.675	29.632	52.652
3	8.321	14.190	30.089	52.599
4	8.102	13.861	28.771	50.734
5	1:02.293	16.141	37.813	1:56.248
6	8.060	14.197	30.971	53.228
7	8.452	14.019	28.848	51.319
8	7.885	27.096	46.912	1:21.893
9	8.354	13.947	28.244	50.545
10	7.696	14.029	28.488	50.213
AVG	8.152	14.382	29.292	51.613
IDEAL	7.696	13.861	28.244	49.801

65 Hunter Hewitt
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.379	23.972	33.407	-
2	8.483	14.527	29.784	52.794
3	8.525	15.542	37.851	1:01.918
AVG	8.504	15.035	31.595	57.356
IDEAL	8.483	14.527	29.784	52.794

67 Taylor Futrell
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.829	21.059	41.770	-
2	8.750	14.746	29.923	53.419
3	8.796	14.715	35.943	59.455
4	8.576	14.509	29.482	52.567
5	1:24.053	15.285	34.203	2:13.541
6	8.521	14.115	29.291	51.927
7	36.561	30.157	47.285	1:54.003
8	8.265	13.979	29.289	51.533
AVG	8.582	14.558	30.438	53.780
IDEAL	8.265	13.979	29.289	51.533

89 Taylor Futrell
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.829	21.059	41.770	-
2	8.750	14.746	29.923	53.419
3	8.796	14.715	35.943	59.455
4	8.576	14.509	29.482	52.567
5	1:24.053	15.285	34.203	2:13.541
6	8.521	14.115	29.291	51.927
7	36.561	30.157	47.285	1:54.003
8	8.265	13.979	29.289	51.533
AVG	8.582	14.558	30.438	53.780
IDEAL	8.265	13.979	29.289	51.533

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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102 Christopher Gosselaar
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.267	25.750	40.517	-
2	8.289	15.727	31.639	55.654
3	8.367	15.691	42.465	1:06.523
4	8.128	15.466	30.769	54.363
5	14.432	26.494	44.884	1:25.810
6	8.334	21.636	41.519	1:11.490
7	7.885	15.747	41.283	1:04.915
8	7.834	15.731	30.982	54.546
9	30.516	26.487	36.662	1:33.666
AVG	8.139	15.672	32.513	57.370
IDEAL	7.834	15.466	30.769	54.069

139 Malcolm Stewart
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.056	16.949	33.107	-
2	8.427	14.093	29.547	52.067
3	9.748	19.750	32.308	1:01.806
4	8.346	13.849	29.028	51.223
5	10.774	19.470	36.026	1:06.271
6	9.347	21.488	35.361	1:06.196
7	21.000	14.939	32.686	1:08.625
8	8.117	14.091	29.454	51.662
9	11.352	19.747	39.039	1:10.138
10	8.121	14.078	29.087	51.286
11	12.247	23.002	47.060	1:22.310
AVG	8.471	14.210	30.745	51.559
IDEAL	8.117	13.849	29.028	50.994

156 Jason Anderson
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.401	16.620	34.781	-
2	8.312	14.372	35.199	57.882
3	8.252	17.083	43.233	1:08.568
4	8.193	14.668	29.602	52.463
5	12.934	22.127	37.372	1:12.433
6	8.554	14.171	31.736	54.461
7	8.163	16.282	46.427	1:10.871
8	8.230	14.372	29.417	52.018
9	11.470	19.935	32.603	1:04.008
10	8.262	14.561	42.552	1:05.375
AVG	8.281	15.007	32.223	54.206
IDEAL	8.163	14.171	29.417	51.750

245 Lance Vincent
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.226	21.434	34.794	-
2	8.554	17.151	32.387	58.093
3	8.375	15.078	33.325	56.778
4	8.414	14.803	30.230	53.447
5	8.492	18.555	32.287	59.334

283 Justin Sipes
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	8.760	14.596	30.429	53.784
7	8.226	14.883	34.494	57.603
8	11.184	23.828	35.407	1:10.418
9	8.145	14.622	37.241	1:00.007
10	8.221	14.534	29.435	52.190
11	14.029	28.584	47.705	1:30.318
AVG	8.438	15.033	31.979	56.113
IDEAL	8.145	14.534	29.435	52.113

330 A Catanzaro
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.014	19.327	33.687	-
2	8.442	14.904	30.329	53.675
3	25.932	17.151	33.287	1:16.370
4	8.208	14.639	29.864	52.711
5	8.323	14.722	29.861	52.907
6	38.621	16.727	34.925	1:30.273
7	8.196	14.688	29.602	52.486
8	13.113	19.900	33.816	1:06.829
9	7.988	14.506	30.043	52.537
10	42.526	16.883	35.148	1:34.558
AVG	8.231	15.528	32.056	52.863
IDEAL	7.988	14.506	29.602	52.096

412 Levi Killbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.600	18.984	43.616	-
2	8.552	15.547	30.781	54.880
3	8.067	15.305	31.568	54.939
4	14.459	26.740	37.399	1:18.598
5	8.131	15.568	30.389	54.088
6	15.216	29.026	46.868	1:31.110
7	8.074	15.058	31.041	54.173
8	8.259	15.521	44.611	1:08.391
9	8.083	15.321	36.447	59.851
AVG	8.194	15.387	32.045	55.586
IDEAL	8.067	15.058	30.389	53.514

714 Shawn Rife
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.255	16.597	33.658	-
2	8.996	15.187	32.062	56.245
3	8.798	15.049	30.742	54.588
4	8.370	14.971	30.011	53.352
5	12.249	25.159	49.718	1:27.126
6	8.207	14.666	29.729	52.602
7	11.643	26.335	33.378	1:11.356
8	8.234	15.477	30.084	53.795
9	12.283	25.001	31.739	1:09.023
10	8.523	14.901	37.461	1:00.885
AVG	8.521	15.264	31.425	55.245
IDEAL	8.207	14.666	29.729	52.602

927 P Larsen
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.974	21.696	37.278	-
2	8.265	16.259	30.714	55.237
3	8.051	15.880	30.876	54.806
4	8.120	14.079	30.365	52.563
5	8.757	14.011	28.657	51.425
6	8.704	30.781	42.914	1:22.399
7	8.801	14.415	29.754	52.970
8	8.653	16.509	35.701	1:00.863
9	8.457	14.498	28.954	51.909
10	10.526	16.629	36.473	1:03.628
AVG	8.476	15.285	29.886	54.253
IDEAL	8.051	14.011	28.657	50.718

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