

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 #2

**15** Dean Wilson  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.558</del>	15.900	34.658	-
2	8.144	13.506	33.252	54.902
3	7.941	13.425	28.893	50.259
4	7.845	19.160	36.129	1:03.134
5	7.764	13.305	28.149	49.218
6	12.505	22.847	38.350	1:13.702
7	7.730	<del>13.233</del>	32.699	53.662
8	7.650	15.598	44.506	1:07.753
9	<del>7.540</del>	13.316	<del>28.076</del>	<del>48.932</del>
10	11.043	19.887	33.177	1:04.108
11	7.730	13.307	2:09.218	2:30.255
AVG	7.793	13.670	30.708	51.395
IDEAL	7.540	13.233	28.076	48.849

**17** Justin Barcia  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.464</del>	17.455	34.009	-
2	8.048	13.516	29.282	50.845
3	7.852	13.647	<del>28.487</del>	49.986
4	8.033	13.653	36.574	58.260
5	8.054	14.879	37.290	1:00.224
6	7.724	13.358	28.757	49.839
7	10.859	15.903	31.362	58.124
8	7.745	13.242	28.552	<del>49.539</del>
9	10.331	22.528	33.299	1:06.157
10	<del>7.675</del>	<del>13.169</del>	29.132	49.976
11	13.185	20.847	36.845	1:10.876
AVG	7.876	13.638	30.360	52.367
IDEAL	7.675	13.169	28.487	49.330

**21** Blake Wharton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>43.716</del>	14.411	29.305	-
2	8.119	14.063	<del>28.443</del>	50.625
3	10.815	17.474	32.185	1:00.475
4	8.068	<del>13.795</del>	28.652	50.515
5	52.644	17.024	33.076	1:42.743
6	7.757	13.877	28.527	<del>50.161</del>
7	10.781	19.656	37.068	1:07.505
8	7.753	15.681	31.021	54.455
9	<del>7.733</del>	13.973	29.026	50.732
10	56.332	17.059	33.951	1:47.342
AVG	7.886	14.300	30.465	51.298
IDEAL	7.733	13.795	28.443	49.970

**25** Ryan Sipes  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>44.478</del>	14.266	30.212	-
2	8.459	13.584	29.299	51.342
3	7.936	13.548	28.678	50.162

**42** Nico Izzi  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	8.086	13.343	28.277	49.706
5	8.087	25.084	49.217	1:22.387
6	7.683	13.110	28.127	48.920
7	11.915	20.963	43.057	1:15.935
8	<del>7.643</del>	<del>13.013</del>	30.607	51.264
9	18.039	13.681	31.069	1:02.788
10	7.769	13.292	<del>27.775</del>	<del>48.836</del>
11	11.804	20.103	38.347	1:10.254
AVG	7.969	13.464	29.147	49.991
IDEAL	7.643	13.013	27.775	48.431

**44** Les Smith  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>46.531</del>	15.616	30.915	-
2	8.147	<del>13.542</del>	30.022	51.711
3	8.074	13.881	29.679	51.633
4	8.009	13.601	28.733	<del>50.343</del>
5	16.835	31.854	1:01.880	1:50.569
6	7.941	13.731	<del>28.677</del>	50.349
7	16.981	31.371	34.399	1:22.750
8	<del>7.826</del>	13.776	35.220	56.822
9	7.941	13.547	32.992	54.480
10	16.837	33.884	59.376	1:50.096
AVG	7.990	13.956	30.774	52.556
IDEAL	7.826	13.542	28.677	50.046

**46** Alex Martin  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.397</del>	21.326	33.071	-
2	8.209	14.271	50.393	1:12.873
3	8.234	14.554	29.508	52.295
4	8.328	15.831	<del>29.412</del>	53.571
5	8.351	17.342	30.710	56.403
6	<del>8.083</del>	15.511	31.820	55.414
7	8.262	19.417	35.475	1:03.154
8	8.580	17.634	32.555	58.769
9	8.235	14.001	29.895	<del>52.131</del>
10	8.060	-	-	2:40.296
AVG	8.260	14.834	30.996	54.764
IDEAL	8.083	14.001	29.412	51.495

**48** Matthew Lemoine  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:00.220</del>	18.898	41.322	-
2	8.143	14.364	29.836	52.343
3	8.070	14.116	<del>28.411</del>	50.598
4	9.038	19.483	33.756	1:02.276
5	7.982	13.866	28.701	50.549
6	7.820	14.031	28.587	50.439
7	13.137	21.582	37.291	1:12.010
8	8.054	<del>13.374</del>	28.695	<del>50.123</del>
9	11.173	15.944	36.510	1:03.627
10	7.845	13.699	41.601	1:03.145
11	<del>7.766</del>	16.032	37.300	1:01.098
AVG	8.090	14.428	29.664	50.810
IDEAL	7.766	13.374	28.411	49.551

**57** Blake Baggett  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:13.920</del>	34.014	39.906	-
2	8.100	14.236	31.827	54.163
3	7.897	14.059	28.941	50.897
4	8.268	14.182	28.431	50.881
5	7.849	14.285	<del>28.399</del>	<del>50.533</del>
6	52.564	20.232	35.473	1:48.269
7	7.874	13.937	30.142	51.953
8	7.839	13.761	29.367	50.967
9	<del>7.820</del>	<del>13.238</del>	39.699	1:00.757
10	7.889	13.605	29.172	50.666
AVG	7.942	13.913	29.469	51.437
IDEAL	7.820	13.238	28.399	49.457

**65** Hunter Hewitt  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>58.669</del>	20.046	38.623	-
2	8.702	14.407	29.874	52.983
3	8.221	14.438	30.169	52.828
4	8.024	14.400	29.694	52.119
5	12.122	20.186	31.963	1:04.271
6	8.186	14.689	29.602	52.476
7	<del>7.960</del>	17.497	37.631	1:03.087
8	8.157	15.715	31.782	55.654
9	8.018	14.436	<del>28.945</del>	<del>51.398</del>
10	7.992	22.910	31.940	1:02.842
11	8.389	14.795	29.811	52.995
AVG	8.183	14.697	30.420	52.922
IDEAL	7.960	14.400	28.945	51.304

**89** Taylor Futrell  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.986</del>	24.700	42.286	-

**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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**89** Taylor Futrell  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	7.992	14.157	29.266	51.415
3	8.129	14.367	29.352	51.848
4	42.805	16.515	31.646	1:30.966
5	8.034	33.522	41.754	1:23.310
6	7.955	14.101	30.514	52.570
7	8.167	25.242	39.642	1:13.051
8	7.987	14.182	29.222	51.391
9	55.574	21.601	52.438	2:09.613
AVG	8.044	14.664	30.000	51.806
IDEAL	7.955	14.101	29.222	51.277

**102** Christopher Gosselaar  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.103	22.348	38.755	-
2	8.211	20.038	36.567	1:04.816
3	8.314	17.281	41.027	1:06.622
4	8.179	15.414	30.851	54.445
5	8.070	15.401	30.942	54.412
6	15.083	29.498	47.798	1:32.379
7	25.850	24.847	44.774	1:35.470
8	8.128	15.051	30.541	53.720
9	16.085	27.116	44.661	1:27.862
AVG	8.181	15.787	32.225	54.192
IDEAL	8.070	15.051	30.541	53.661

**139** Malcolm Stewart  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.140	21.619	43.521	-
2	8.131	13.541	32.009	53.681
3	7.956	19.301	38.115	1:05.372
4	8.111	13.809	32.780	54.700
5	8.047	13.767	28.928	50.742
6	7.908	13.943	29.036	50.887
7	35.553	18.816	35.592	1:29.961
8	8.078	17.004	32.863	57.945
9	8.366	13.341	29.111	50.818
10	8.037	24.726	32.467	1:05.230
AVG	8.079	13.680	31.028	53.129
IDEAL	7.908	13.341	28.928	50.177

**156** Jason Anderson  
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.989	20.164	42.825	-
2	8.262	14.209	31.361	53.832
3	8.133	14.449	45.144	1:07.726
4	8.295	14.365	30.260	52.920
5	8.010	14.021	29.518	51.549
6	11.763	20.818	43.052	1:15.632
7	7.962	15.645	34.912	58.519
8	7.905	13.651	32.335	53.890

**245** Lance Vincent  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	7.883	13.844	28.962	50.689
10	11.139	18.929	31.565	1:01.633
AVG	8.042	14.254	30.423	53.156
IDEAL	7.883	13.651	28.962	50.496

**283** Justin Sipes  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.203	22.167	41.036	-
2	8.393	14.390	29.845	52.628
3	8.300	18.174	32.993	59.467
4	8.245	24.326	30.397	1:02.968
5	8.125	14.428	29.016	51.569
6	11.542	23.381	33.185	1:08.108
7	8.372	13.747	33.008	55.127
8	8.119	13.864	29.444	51.428
9	12.714	25.403	36.182	1:14.299
10	8.173	14.018	29.130	51.321
AVG	8.247	14.089	30.877	53.590
IDEAL	8.119	13.747	29.016	50.882

**330** A Catanzaro  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.127	23.057	40.070	-
2	8.112	15.045	30.222	53.379
3	15.588	23.764	47.674	1:27.026
4	8.203	14.027	30.488	52.719
5	8.141	14.198	30.524	52.863
6	15.402	29.526	42.095	1:27.023
7	8.741	14.244	30.721	53.706
8	12.755	23.169	46.740	1:22.665
9	8.127	24.733	40.171	1:13.030
AVG	8.265	14.379	30.489	53.167
IDEAL	8.112	14.027	30.222	52.361

**412** Levi Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.127	23.057	40.070	-
2	8.112	15.045	30.222	53.379
3	15.588	23.764	47.674	1:27.026
4	8.203	14.027	30.488	52.719
5	8.141	14.198	30.524	52.863
6	15.402	29.526	42.095	1:27.023
7	8.741	14.244	30.721	53.706
8	12.755	23.169	46.740	1:22.665
9	8.127	24.733	40.171	1:13.030
AVG	8.265	14.379	30.489	53.167
IDEAL	8.112	14.027	30.222	52.361

**412** Levi Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.825	21.611	35.214	-
2	8.246	14.279	30.071	52.596

**714** Shawn Rife  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	8.306	14.196	30.152	52.655
4	9.513	25.564	34.397	1:09.474
5	8.257	19.686	33.897	1:01.840
6	8.125	14.201	29.888	52.214
7	9.973	21.758	38.628	1:10.359
8	8.035	16.883	38.245	1:03.163
9	7.942	13.956	29.908	51.806
10	11.974	25.123	35.715	1:12.812
AVG	8.341	14.166	32.155	53.961
IDEAL	7.942	13.956	29.888	51.786

**927** P Larsen  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.385	17.241	34.144	-
2	8.103	14.447	30.886	53.436
3	8.264	14.160	29.419	51.843
4	9.935	21.644	31.069	1:02.648
5	8.106	14.748	29.540	52.394
6	10.455	27.239	32.380	1:10.073
7	8.011	14.129	34.998	57.138
8	8.218	14.335	30.337	52.890
9	9.917	26.174	34.559	1:10.650
10	8.185	14.406	30.540	53.131
11	8.176	25.938	48.930	1:23.044
AVG	8.152	14.371	31.787	53.472
IDEAL	8.011	14.129	29.419	51.558

**927** P Larsen  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.873	20.464	33.409	-
2	8.317	14.246	29.703	52.266
3	8.778	15.893	30.509	55.179
4	8.242	14.293	29.649	52.184
5	8.209	14.148	28.549	50.907
6	12.901	20.052	31.555	1:04.508
7	8.368	19.598	39.805	1:07.771
8	8.237	14.288	29.107	51.631
9	8.226	14.487	28.933	51.647
10	13.196	21.650	31.850	1:06.696
11	8.309	16.488	36.307	1:01.104
AVG	8.336	14.835	30.363	52.302
IDEAL	8.209	14.148	28.549	50.907

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

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session