

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

LAS VEGAS

SAM BOYD STADIUM - LAS VEGAS, NV

ROUND 1 OF 1 - MAY 7, 2011

AMA Supercross Lites



INDIVIDUAL TIMES - LITES QUALIFYING EAST #2

15 Dean Wilson
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 12.059 | - |
| 2 | 28.978 | 31.751 | 13.356 | 1:14.085 |
| 3 | 27.398 | 34.747 | 14.645 | 1:16.790 |
| 4 | 27.232 | 28.076 | 12.224 | 1:07.532 |
| 5 | 27.032 | 26.313 | 11.468 | 1:04.813 |
| 6 | 31.389 | 35.150 | 12.444 | 1:18.982 |
| 7 | 28.580 | 30.463 | 12.366 | 1:11.409 |
| 8 | 27.749 | 27.776 | 12.099 | 1:07.624 |
| 9 | 27.080 | 27.036 | 11.876 | 1:05.992 |
| 10 | 27.434 | 26.092 | 11.335 | 1:04.862 |
| AVG | 28.097 | 27.626 | 12.136 | 1:09.138 |
| IDEAL | 27.032 | 26.092 | 11.335 | 1:04.459 |

17 Justin Barcia
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|----------|--------|----------|
| 1 | - | - | 14.327 | - |
| 2 | 28.168 | 27.516 | 11.933 | 1:07.616 |
| 3 | 27.494 | 26.629 | 11.707 | 1:05.831 |
| 4 | 27.682 | 26.640 | 11.350 | 1:05.671 |
| 5 | 38.141 | 1:34.953 | 16.709 | 2:29.803 |
| 6 | 26.972 | 26.155 | 11.697 | 1:04.825 |
| 7 | 38.984 | 54.577 | 13.427 | 1:46.988 |
| 8 | 30.036 | 28.300 | 12.783 | 1:11.120 |
| AVG | 28.071 | 27.048 | 12.150 | 1:07.013 |
| IDEAL | 26.972 | 26.155 | 11.350 | 1:04.477 |

25 Ryan Sipes
Yamaha YZ250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 11.895 | - |
| 2 | 29.959 | 27.320 | 12.124 | 1:09.402 |
| 3 | 30.266 | 30.636 | 11.964 | 1:12.867 |
| 4 | 28.382 | 26.612 | 11.613 | 1:06.606 |
| 5 | 31.262 | 38.893 | 13.735 | 1:23.890 |
| 6 | 27.011 | 25.944 | 11.313 | 1:04.268 |
| 7 | 37.197 | 31.633 | 13.208 | 1:22.038 |
| 8 | 30.015 | 28.277 | 15.901 | 1:14.193 |
| 9 | 26.609 | 25.757 | 11.246 | 1:03.612 |
| AVG | 29.072 | 27.424 | 11.909 | 1:08.492 |
| IDEAL | 26.609 | 25.757 | 11.246 | 1:03.612 |

44 Les Smith
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|--------|----------|--------|----------|
| 1 | - | - | 14.405 | - |
| 2 | 28.860 | 28.093 | 12.370 | 1:09.323 |
| 3 | 28.270 | 27.984 | 12.078 | 1:08.332 |
| 4 | 27.817 | 1:20.493 | 13.474 | 2:01.784 |
| 5 | 28.028 | 27.195 | 11.907 | 1:07.131 |
| 6 | 38.349 | 38.226 | 12.016 | 1:28.591 |
| 7 | 27.688 | 26.865 | 11.805 | 1:06.359 |
| 8 | 49.731 | 37.897 | 15.258 | 1:42.886 |

48 Matthew Lemoine
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 15.775 | - |
| 2 | 33.827 | 35.303 | 13.356 | 1:22.485 |
| 3 | 28.053 | 26.479 | 11.797 | 1:06.329 |
| 4 | 27.346 | 27.254 | 11.750 | 1:06.349 |
| 5 | 34.095 | 34.998 | 14.796 | 1:23.889 |
| 6 | 28.188 | 31.237 | 16.284 | 1:15.709 |
| 7 | 30.536 | 28.281 | 12.205 | 1:11.022 |
| 8 | 27.192 | 26.636 | 11.630 | 1:05.458 |
| 9 | 27.629 | 26.497 | 11.743 | 1:05.868 |
| AVG | 28.157 | 27.731 | 12.080 | 1:08.456 |
| IDEAL | 27.192 | 26.479 | 11.630 | 1:05.301 |

57 Blake Baggett
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 15.164 | - |
| 2 | 30.422 | 38.152 | 11.840 | 1:20.414 |
| 3 | 27.851 | 26.627 | 11.727 | 1:06.205 |
| 4 | 29.404 | 28.205 | 18.479 | 1:16.087 |
| 5 | 33.627 | 36.973 | 12.182 | 1:22.783 |
| 6 | 27.497 | 26.709 | 11.600 | 1:05.806 |
| 7 | 27.442 | 26.156 | 11.775 | 1:05.373 |
| 8 | 28.769 | 51.197 | 11.750 | 1:31.716 |
| 9 | 27.475 | 26.567 | 11.664 | 1:05.706 |
| AVG | 28.408 | 26.853 | 11.791 | 1:07.835 |
| IDEAL | 27.442 | 26.156 | 11.600 | 1:05.198 |

65 Hunter Hewitt
Suzuki RMZ250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 14.815 | - |
| 2 | 34.529 | 33.289 | 13.306 | 1:21.124 |
| 3 | 28.071 | 27.385 | 12.160 | 1:07.615 |
| 4 | 31.978 | 32.064 | 12.026 | 1:16.068 |
| 5 | 27.897 | 27.349 | 12.013 | 1:07.259 |
| 6 | 41.374 | 31.717 | 12.207 | 1:25.297 |
| 7 | 27.711 | 27.422 | 12.401 | 1:07.534 |
| 8 | 37.166 | 35.938 | 11.784 | 1:24.888 |
| 9 | 33.428 | 35.814 | 12.327 | 1:21.569 |
| AVG | 28.914 | 29.187 | 12.278 | 1:09.619 |
| IDEAL | 27.711 | 27.349 | 11.784 | 1:06.845 |

89 Taylor Futrell
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|--------|----------|----------|----------|
| 1 | - | - | 14.137 | - |
| 2 | 36.688 | 33.522 | 13.926 | 1:24.136 |
| 3 | 27.924 | 27.181 | 12.217 | 1:07.322 |
| 4 | 32.349 | 42.811 | 1:16.717 | 2:31.876 |
| 5 | 28.082 | 1:45.662 | 17.919 | 2:31.663 |
| 6 | 28.157 | 27.476 | 11.842 | 1:07.475 |

7 27.847 27.457 12.058 1:07.362

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| AVG | 28.701 | 27.393 | 12.706 | 1:07.380 |
| IDEAL | 27.847 | 27.181 | 11.842 | 1:06.870 |

139 Malcolm Stewart
Suzuki RMZ250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 13.085 | - |
| 2 | 29.914 | 33.979 | 12.658 | 1:16.551 |
| 3 | 27.762 | 26.439 | 11.488 | 1:05.689 |
| 4 | 33.238 | 31.851 | 12.547 | 1:17.636 |
| 5 | 27.146 | 25.916 | 11.360 | 1:04.422 |
| 6 | 31.445 | 34.735 | 12.304 | 1:18.484 |
| 7 | 27.394 | 26.206 | 40.835 | 1:34.435 |
| 8 | 44.091 | 53.851 | 14.850 | 1:52.791 |
| 9 | 35.116 | 36.958 | 13.452 | 1:25.525 |
| AVG | 28.732 | 26.187 | 12.414 | 1:08.887 |
| IDEAL | 27.146 | 25.916 | 11.360 | 1:04.422 |

245 Lance Vincent
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 14.951 | - |
| 2 | 30.725 | 38.837 | 12.338 | 1:21.900 |
| 3 | 27.799 | 27.605 | 11.759 | 1:07.163 |
| 4 | 27.846 | 28.024 | 12.115 | 1:07.985 |
| 5 | 42.184 | 35.311 | 13.153 | 1:30.648 |
| 6 | 27.651 | 27.012 | 11.798 | 1:06.460 |
| 7 | 42.088 | 32.020 | 13.411 | 1:27.518 |
| 8 | 27.764 | 28.048 | 12.063 | 1:07.875 |
| 9 | 42.363 | 34.378 | 13.866 | 1:30.608 |
| AVG | 28.357 | 28.542 | 12.563 | 1:07.371 |
| IDEAL | 27.651 | 27.012 | 11.759 | 1:06.421 |

283 Justin Sipes
Kawasaki KX250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 16.871 | - |
| 2 | 36.384 | 36.303 | 17.305 | 1:29.992 |
| 3 | 33.866 | 33.769 | 13.072 | 1:20.707 |
| 4 | 28.373 | 27.337 | 12.103 | 1:07.812 |
| 5 | 35.288 | 32.081 | 12.720 | 1:20.088 |
| 6 | 28.365 | 28.213 | 12.025 | 1:08.604 |
| 7 | 28.711 | 27.768 | 12.052 | 1:08.530 |
| 8 | 40.928 | 43.103 | 14.654 | 1:38.684 |
| 9 | 39.945 | 33.010 | 13.951 | 1:26.907 |
| AVG | 29.829 | 28.850 | 12.654 | 1:13.148 |
| IDEAL | 28.365 | 27.337 | 12.025 | 1:07.728 |

304 Bradley Ripple
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|--------|----------|--------|----------|
| 1 | - | - | 14.267 | - |
| 2 | 37.062 | 37.876 | 14.097 | 1:29.035 |
| 3 | 31.431 | 30.079 | 12.381 | 1:13.891 |
| 4 | 28.462 | 29.008 | 12.758 | 1:10.227 |
| 5 | 53.622 | 1:17.904 | 14.486 | 2:26.012 |

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



INDIVIDUAL TIMES - LITES QUALIFYING EAST #2

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Bradley Ripple
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 6 | 35.015 | 33.775 | 12.795 | 1:21.585 |
| 7 | 39.003 | 44.304 | 15.268 | 1:38.575 |
| 8 | 28.662 | 27.978 | 12.330 | 1:08.969 |
| AVG | 28.662 | 27.978 | 12.562 | 1:15.277 |
| IDEAL | 28.462 | 27.978 | 12.330 | 1:08.769 |

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A Catanzaro
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 14.913 | - |
| 2 | 37.759 | 34.220 | 15.180 | 1:27.158 |
| 3 | 29.062 | 35.071 | 13.697 | 1:17.831 |
| 4 | 28.915 | 27.850 | 11.948 | 1:08.713 |
| 5 | 44.480 | 32.904 | 13.193 | 1:30.577 |
| 6 | 28.973 | 38.543 | 12.848 | 1:20.364 |
| 7 | 28.767 | 38.154 | 13.106 | 1:20.027 |
| 8 | 30.302 | 42.793 | 14.118 | 1:27.213 |
| AVG | 29.204 | 30.377 | 13.152 | 1:16.734 |
| IDEAL | 28.767 | 27.850 | 11.948 | 1:08.565 |

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Levi Kilbarger
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|--------|--------|--------|----------|
| 1 | - | - | 17.172 | - |
| 2 | 37.232 | 34.870 | 13.918 | 1:26.021 |
| 3 | 34.540 | 35.689 | 13.771 | 1:24.000 |
| 4 | 31.841 | 33.272 | 13.147 | 1:18.260 |
| 5 | 28.601 | 30.905 | 14.363 | 1:13.869 |
| 6 | 29.360 | 35.200 | 12.682 | 1:17.243 |
| 7 | 28.314 | 28.718 | 12.396 | 1:09.428 |
| 8 | 30.133 | 38.358 | 12.946 | 1:21.437 |
| 9 | 28.527 | 28.733 | 12.282 | 1:09.542 |
| AVG | 29.463 | 30.407 | 13.188 | 1:14.963 |
| IDEAL | 28.314 | 28.718 | 12.282 | 1:09.313 |



- 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