

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

ANAHEIM I

ANGEL STADIUM - ANAHEIM, CA

ROUND 1 OF 17 - JANUARY 7, 2012

AMA Supercross Lites West



INDIVIDUAL TIMES - LITES GROUP C QUALIFYING #1

90 Bryce Vallee
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	15.142	18.753	46.238	1:20.133
2	13.561	18.932	41.156	1:13.649
3	12.692	15.943	41.302	1:09.937
4	12.531	16.301	40.401	1:09.233
5	31.016	16.699	39.516	1:27.231
6	12.539	16.240	40.504	1:09.283
7	12.519	16.108	39.839	1:08.465
8	13.122	18.181	42.406	1:13.709
9	12.876	18.373	43.498	1:14.747
AVG	12.834	17.281	41.651	1:12.394
IDEAL	12.519	15.943	39.516	1:07.978

170 Michael Leib
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	1:13.875	16.295	39.319	2:09.489
2	12.562	18.183	40.515	1:11.260
3	12.889	15.864	38.822	1:07.576
4	12.687	15.521	39.698	1:07.906
5	12.220	15.988	38.850	1:07.059
6	12.524	15.898	56.520	1:24.942
7	12.384	15.992	42.390	1:10.766
8	12.512	15.855	40.161	1:08.528
9	13.009	16.073	38.182	1:07.264
AVG	12.598	16.185	39.742	1:08.623
IDEAL	12.220	15.521	38.182	1:05.923

175 Bruce Rutherford
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	12.876	22.058	44.616	1:19.549
2	12.351	16.497	39.866	1:08.713
3	12.340	17.268	1:03.108	1:32.717
4	12.110	15.800	38.211	1:06.121
5	29.799	22.563	46.244	1:38.606
6	12.171	15.882	38.090	1:06.142
7	16.079	24.440	50.731	1:31.251
8	12.653	23.108	46.720	1:22.480
9	12.599	15.974	38.625	1:07.198
AVG	12.443	16.284	39.881	1:07.043
IDEAL	12.110	15.800	38.090	1:05.999

219 Ryan Rangel
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	15.544	23.071	48.985	1:27.600
2	2:16.592	2:18.600	2:46.341	3:22.923
3	13.514	18.139	47.303	1:18.956
4	15.443	21.474	50.942	1:27.859

311 Jesse Kangas
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	13.156	17.475	42.846	1:13.477
6	13.286	17.830	42.249	1:13.365
7	15.878	23.996	47.415	1:27.288
AVG	14.017	17.730	45.274	1:20.289
IDEAL	13.156	17.475	42.249	1:12.880

312 Teddy Maier
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	13.776	25.656	45.643	1:25.075
2	13.087	17.577	43.603	1:14.267
3	12.896	17.177	42.311	1:12.383
4	1:31.789	21.830	54.744	2:48.363
5	13.059	17.249	41.796	1:12.104
6	15.230	25.140	1:11.528	1:51.898
7	12.941	18.661	51.410	1:23.012
AVG	13.498	17.666	43.338	1:17.368
IDEAL	12.896	17.177	41.796	1:11.869

329 Chad Gores
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	12.761	17.685	41.543	1:11.989
2	12.397	16.205	38.769	1:07.371
3	12.335	16.269	38.972	1:07.576
4	17.990	20.165	48.025	1:26.179
5	12.568	16.300	40.902	1:09.771
6	15.478	21.272	43.395	1:20.145
7	12.340	15.980	39.129	1:07.449
8	12.448	15.985	37.345	1:05.778
9	18.904	26.208	1:08.139	1:53.251
AVG	12.475	16.404	40.008	1:08.322
IDEAL	12.335	15.980	37.345	1:05.660

354 Christopher Johnson
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	16.917	27.713	45.206	1:29.836
2	13.234	-	-	1:38.961
3	13.018	17.828	44.438	1:15.283
4	59.561	17.757	40.752	1:58.070
5	13.232	18.013	41.261	1:12.505
6	22.120	27.974	48.108	1:38.202
7	13.292	17.218	40.548	1:11.058
8	23.477	27.364	59.724	1:50.565
AVG	13.194	17.704	43.385	1:12.949
IDEAL	13.018	17.218	40.548	1:10.784

311 Jesse Kangas
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	12.914	17.570	41.355	1:11.839
2	12.635	17.126	40.417	1:10.179

383 Brandon Rangel
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	13.148	16.435	39.790	1:09.372
4	12.717	16.508	39.510	1:08.735
5	39.239	26.468	49.436	1:55.143
6	12.806	16.743	39.606	1:09.156
7	14.445	20.326	41.552	1:16.323
8	12.803	23.586	42.643	1:19.032
9	12.924	42.976	58.244	1:54.144
AVG	13.060	16.803	40.583	1:11.751
IDEAL	12.635	16.435	39.510	1:08.580

435 Scott Agostini
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	17.406	21.771	49.911	1:29.088
2	13.664	20.097	45.670	1:19.431
3	15.748	19.760	46.267	1:21.775
4	14.153	19.398	45.945	1:19.496
5	13.067	20.002	44.603	1:17.672
6	14.260	19.652	45.050	1:18.962
7	13.271	18.829	45.759	1:17.860
8	13.041	19.634	47.848	1:20.523
AVG	13.576	19.893	46.382	1:20.601
IDEAL	13.041	18.829	44.603	1:16.473

513 Danny Pacini
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	13.197	16.859	43.480	1:13.536
2	13.343	17.381	43.204	1:13.928
3	13.377	17.974	42.564	1:13.915
4	14.327	17.404	45.059	1:16.789
5	14.133	18.616	48.351	1:21.099
6	14.839	18.505	48.156	1:21.500
7	1:34.218	37.177	50.529	3:01.923
8	16.227	20.867	52.223	1:29.317
AVG	13.869	17.790	45.906	1:16.795
IDEAL	13.197	16.859	42.564	1:12.620

311 Jesse Kangas
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	18.090	22.330	51.549	1:31.969
2	20.133	24.113	52.643	1:36.889
3	14.079	21.494	50.483	1:26.056
4	15.137	20.430	51.083	1:26.650
5	20.376	21.190	52.828	1:34.394
6	39.195	19.737	48.744	1:47.675
7	19.604	21.751	48.626	1:29.980
8	16.749	20.768	53.306	1:30.823
AVG	15.322	21.100	51.158	1:30.966
IDEAL	14.079	19.737	48.626	1:22.442

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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536 Erik Meusling
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	15.957	21.640	53.737	1:31.334
2	13.000	18.048	43.198	1:14.246
3	18.578	20.922	47.168	1:26.669
AVG	13.000	20.203	45.183	1:20.457
IDEAL	13.000	18.048	43.198	1:14.246

570 Beau Hudson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	13.232	17.658	43.876	1:14.766
2	12.815	17.164	42.517	1:12.496
3	13.120	19.069	42.625	1:14.815
4	12.727	16.687	43.088	1:12.501
5	12.895	16.798	41.131	1:10.824
6	13.204	17.360	40.342	1:10.906
7	12.895	16.860	40.923	1:10.678
8	17.649	26.627	49.856	1:34.132
9	12.884	16.649	44.292	1:13.825
AVG	12.972	17.281	42.349	1:12.601
IDEAL	12.727	16.649	40.342	1:09.718

752 Bryce Stewart
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	14.277	22.981	47.783	1:25.041
2	13.077	17.345	41.861	1:12.283
3	14.943	19.431	2:40.728	3:15.103
4	34.065	25.247	52.014	1:51.325
5	13.088	17.115	41.620	1:11.823
6	15.633	24.365	48.898	1:28.896
7	13.046	18.023	58.714	1:29.783
AVG	14.011	17.979	45.040	1:16.382
IDEAL	13.046	17.115	41.620	1:11.781

771 Terren Odell
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	13.164	17.310	40.641	1:11.115
2	12.521	16.622	39.632	1:08.774
3	12.813	23.720	51.672	1:28.205
4	12.253	16.685	40.245	1:09.182
5	12.454	16.496	39.332	1:08.282
6	20.970	23.973	43.502	1:28.445
7	1:31.828	1:51.273	2:23.671	2:52.285
AVG	12.641	16.778	40.670	1:09.338
IDEAL	12.253	16.496	39.332	1:08.081

772 Robert Noftz
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	13.164	17.310	40.641	1:11.115
2	12.521	16.622	39.632	1:08.774
3	12.813	23.720	51.672	1:28.205
4	12.253	16.685	40.245	1:09.182
5	12.454	16.496	39.332	1:08.282
6	20.970	23.973	43.502	1:28.445
7	1:31.828	1:51.273	2:23.671	2:52.285
AVG	12.641	16.778	40.670	1:09.338
IDEAL	12.253	16.496	39.332	1:08.081

865 Dario Marrazzo
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	12.891	16.693	40.746	1:10.330
2	12.988	16.749	43.933	1:13.670
3	12.722	16.319	43.122	1:12.162
4	12.737	16.520	40.334	1:09.592
5	12.818	16.567	40.548	1:09.932
6	13.434	17.168	40.966	1:11.568
7	13.463	16.494	39.774	1:09.731
8	13.163	16.396	39.866	1:09.426
9	13.096	18.796	56.829	1:28.721
AVG	13.035	17.109	41.781	1:10.801
IDEAL	12.722	16.319	39.774	1:08.814

906 Killian Auberson
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	19.044	23.555	53.595	1:36.194
2	14.005	23.782	49.698	1:27.486
3	13.749	21.741	50.523	1:26.013
4	14.675	22.740	49.346	1:26.761
5	14.960	23.198	47.011	1:25.169
6	13.589	20.335	46.272	1:20.196
7	15.970	21.042	47.612	1:24.624
8	13.088	19.014	53.497	1:25.599
AVG	14.011	20.974	49.694	1:26.505
IDEAL	13.088	19.014	46.272	1:18.374

973 Jean Baptiste Marrone
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	13.590	17.072	42.857	1:13.519
2	12.810	16.051	39.602	1:08.463
3	13.577	18.109	42.296	1:13.982
4	12.553	29.441	50.509	1:32.503
5	12.626	16.392	39.756	1:08.775
6	13.562	17.579	46.094	1:17.235
7	12.627	19.092	46.954	1:18.673
8	12.680	16.320	39.070	1:08.070
9	15.635	20.472	45.683	1:21.791
AVG	13.003	17.231	42.194	1:12.674
IDEAL	12.553	16.051	39.070	1:07.674

992 Jean Carlo Ramos
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	13.109	16.814	40.740	1:10.662
2	13.647	16.626	40.631	1:10.904
3	25.781	27.963	54.367	1:48.111
4	12.516	16.661	39.713	1:08.890
5	12.509	16.713	39.296	1:08.518
6	24.917	29.285	1:00.532	1:54.734
7	12.212	16.372	45.186	1:13.769
8	12.449	16.391	39.491	1:08.330
9	24.099	30.875	1:09.040	2:04.014
AVG	12.740	16.596	40.843	1:10.179
IDEAL	12.212	16.372	39.296	1:07.880

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