

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 B QUALIFYING #2

43 Christian Craig
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.268	16.181	37.746	1:06.195
3	12.269	15.887	37.795	1:05.951
4	12.123	15.922	37.723	1:05.767
5	15.016	17.376	44.575	1:16.967
6	12.385	15.485	37.499	1:05.369
7	16.292	16.212	42.482	1:14.986
8	12.153	15.318	37.744	1:05.214
9	14.110	22.417	42.351	1:18.878
10	12.060	15.445	37.300	1:04.805
AVG	12.481	15.978	39.468	1:08.157
IDEAL	12.060	15.318	37.300	1:04.678

44 Jason Anderson
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.132	16.183	41.367	1:09.682
3	11.914	17.534	1:10.817	1:40.265
4	43.216	16.818	38.359	1:38.393
5	11.685	15.248	37.186	1:04.120
6	11.877	14.879	36.432	1:03.188
7	18.580	17.237	41.219	1:17.036
8	11.858	14.883	36.716	1:03.457
9	11.726	15.032	36.216	1:02.973
AVG	11.865	15.977	38.214	1:04.684
IDEAL	11.685	14.879	36.216	1:02.780

84 Killy Rusk
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	11.985	17.344	40.350	1:09.678
3	12.427	25.753	38.646	1:16.826
4	12.041	16.112	38.209	1:06.362
5	11.976	16.125	39.035	1:07.136
6	11.801	15.974	38.241	1:06.015
7	12.127	16.953	37.855	1:06.935
8	12.194	16.078	38.217	1:06.488
9	11.899	16.070	38.849	1:06.818
10	12.916	18.804	40.406	1:12.125
AVG	12.152	16.683	38.867	1:08.709
IDEAL	11.801	15.974	37.855	1:05.629

95 Chris Plouffe
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.386	-	-	1:41.315
3	12.226	16.826	38.739	1:07.791
4	12.291	17.136	45.043	1:14.470
5	12.018	16.606	38.843	1:07.467
6	12.130	22.268	50.714	1:25.112

7 12.271 16.003 38.439 1:06.713

8 12.348 15.953 38.452 1:06.753

9 43.129 21.065 53.886 1:58.080

AVG 12.243 16.421 39.659 1:08.318

IDEAL 12.018 15.953 38.439 1:06.410

102 Christopher Gosselaar
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.572	16.480	39.996	1:09.048
3	18.271	20.015	54.168	1:32.453
4	12.998	17.153	45.605	1:15.756
5	12.787	19.181	45.086	1:17.054
6	12.516	16.344	39.764	1:08.624
7	12.619	16.174	39.210	1:08.002
8	23.079	21.158	46.408	1:30.645
AVG	12.698	17.066	42.678	1:11.697
IDEAL	12.516	16.174	39.210	1:07.900

105 Matt Moss
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.119	16.196	38.175	1:06.490
3	41.919	20.681	46.962	1:49.562
4	11.773	15.781	37.564	1:05.118
5	17.916	19.154	42.434	1:19.504
6	11.967	15.895	36.564	1:04.426
7	15.056	24.224	44.419	1:23.699
8	11.939	15.453	37.297	1:04.689
9	21.312	25.538	41.091	1:27.941
AVG	11.949	15.831	38.854	1:05.181
IDEAL	11.773	15.453	36.564	1:03.790

119 Max Anstie
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.886	16.370	38.537	1:07.793
3	12.204	16.526	37.604	1:06.334
4	11.958	15.728	37.469	1:05.155
5	17.067	24.810	55.319	1:37.195
6	11.714	15.147	39.014	1:05.875
7	11.779	15.911	46.971	1:14.662
8	11.825	15.134	37.637	1:04.596
9	34.850	20.457	39.975	1:35.282
AVG	12.061	15.803	38.373	1:07.403
IDEAL	11.714	15.134	37.469	1:04.318

133 Myles Tedder
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	13.987	19.240	42.739	1:15.965
3	12.345	21.077	42.808	1:16.230
4	12.717	17.195	41.566	1:11.478

5 13.241 18.101 49.203 1:20.544

6 12.357 16.315 39.132 1:07.804

7 13.203 20.609 46.505 1:20.318

8 12.252 17.439 44.475 1:14.165

9 13.367 18.029 48.917 1:20.313

AVG 12.968 17.774 42.871 1:16.374

IDEAL 12.252 16.315 39.132 1:07.698

232 Billy Laninovich
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	15.175	17.077	46.503	1:18.755
3	12.093	15.939	37.995	1:06.027
4	12.217	15.855	39.591	1:07.663
5	12.101	15.497	39.399	1:06.997
6	12.020	15.454	37.853	1:05.327
7	14.566	17.210	41.018	1:12.794
8	12.251	15.554	37.421	1:05.226
9	16.803	18.537	40.189	1:15.529
10	12.081	15.605	37.251	1:04.937
AVG	12.127	16.303	38.840	1:08.062
IDEAL	12.020	15.454	37.251	1:04.725

338 Zachary Osborne
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.916	16.705	41.400	1:11.021
3	12.022	15.941	39.232	1:07.195
4	11.738	14.722	36.741	1:03.201
5	16.780	25.064	53.518	1:35.363
6	11.947	14.530	46.571	1:13.048
7	11.623	14.363	36.628	1:02.614
8	34.635	17.610	43.619	1:35.864
9	12.994	24.068	44.854	1:21.915
AVG	12.207	15.252	39.524	1:07.416
IDEAL	11.623	14.363	36.628	1:02.614

407 Adam Chatfield
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.466	16.603	38.969	1:08.039
3	12.441	16.881	38.973	1:08.294
4	13.897	23.041	44.498	1:21.435
5	12.173	16.467	38.589	1:07.230
6	12.626	16.486	42.901	1:12.012
7	12.170	15.978	38.547	1:06.695
8	17.634	25.897	49.705	1:33.236
9	12.404	16.192	38.437	1:07.033
AVG	12.597	16.435	40.131	1:08.217
IDEAL	12.170	15.978	38.437	1:06.585

423 Brandon Gillespie
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.466	16.603	38.969	1:08.039
3	12.441	16.881	38.973	1:08.294
4	13.897	23.041	44.498	1:21.435
5	12.173	16.467	38.589	1:07.230
6	12.626	16.486	42.901	1:12.012
7	12.170	15.978	38.547	1:06.695
8	17.634	25.897	49.705	1:33.236
9	12.404	16.192	38.437	1:07.033
AVG	12.597	16.435	40.131	1:08.217
IDEAL	12.170	15.978	38.437	1:06.585

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 GROUP C QUALIFYING #2

423 Brandon Gillespie
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	17.248	21.864	44.848	1:23.959
3	13.205	20.497	44.260	1:17.961
AVG	13.205	21.181	44.554	1:20.960
IDEAL	13.205	20.497	44.260	1:17.961

429 Richard Rinauro
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.315	26.335	46.519	1:27.169
3	12.354	16.450	44.604	1:13.408
4	12.300	16.664	40.814	1:09.778
5	12.422	16.423	42.715	1:11.560
6	12.789	17.069	40.262	1:10.120
7	12.692	17.814	58.408	1:28.914
8	12.616	17.378	40.461	1:10.454
9	15.803	18.707	51.139	1:25.649
AVG	12.784	17.215	42.562	1:11.064
IDEAL	12.300	16.423	40.262	1:08.985

464 Mitchel Alcorn
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	18.199	21.607	45.909	1:25.714
3	12.368	17.656	41.750	1:11.773
4	12.305	18.192	43.403	1:13.900
5	12.235	16.495	40.482	1:09.212
6	12.284	16.152	39.181	1:07.617
7	12.314	16.594	38.661	1:07.569
8	18.428	18.515	52.021	1:28.964
9	12.346	16.206	39.274	1:07.826
AVG	12.309	17.116	41.237	1:09.650
IDEAL	12.235	16.152	38.661	1:07.048

516 Brian Foster
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.536	18.509	46.849	1:19.893
3	12.480	18.520	43.820	1:14.820
4	12.487	17.237	41.278	1:11.002
5	13.927	17.636	44.218	1:15.781
6	12.919	20.506	50.324	1:23.749
7	19.544	24.541	45.411	1:29.496
8	12.584	17.703	41.734	1:12.021
9	13.744	23.931	49.599	1:27.274
AVG	13.240	18.352	43.885	1:16.211
IDEAL	12.480	17.237	41.278	1:10.995

606 Ronnie Stewart
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.536	18.509	46.849	1:19.893
3	12.480	18.520	43.820	1:14.820
4	12.487	17.237	41.278	1:11.002
5	13.927	17.636	44.218	1:15.781
6	12.919	20.506	50.324	1:23.749
7	19.544	24.541	45.411	1:29.496
8	12.584	17.703	41.734	1:12.021
9	13.744	23.931	49.599	1:27.274
AVG	13.240	18.352	43.885	1:16.211
IDEAL	12.480	17.237	41.278	1:10.995

620 Brad Nauditt
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.142	16.228	40.046	1:08.416
3	12.477	16.922	39.282	1:08.680
4	12.459	15.996	39.210	1:07.665
5	15.111	18.298	44.107	1:17.516
6	12.314	15.991	38.269	1:06.574
7	12.774	19.888	40.772	1:13.435
8	12.260	16.276	38.384	1:06.920
9	17.947	19.857	41.882	1:19.685
AVG	12.404	16.619	40.244	1:11.111
IDEAL	12.142	15.991	38.269	1:06.402

670 Dylan Schmoke
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	13.258	17.685	42.870	1:13.813
3	12.648	18.195	42.813	1:13.656
4	12.530	16.618	40.700	1:09.848
5	22.778	17.294	42.087	1:22.159
6	12.724	16.445	39.559	1:08.728
7	16.197	17.906	44.976	1:19.078
8	12.772	16.513	40.664	1:09.949
9	43.367	21.084	43.589	1:48.041
AVG	12.786	17.237	42.157	1:13.890
IDEAL	12.530	16.445	39.559	1:08.533

727 Rhett Urseth
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.938	20.037	47.637	1:22.611
3	12.623	20.671	42.522	1:15.816
4	12.465	16.892	40.258	1:09.615
5	12.519	16.949	41.305	1:10.773
6	12.607	16.289	39.782	1:08.678
7	12.540	16.203	39.789	1:08.532
8	13.733	22.605	50.407	1:26.746
9	12.760	17.229	39.492	1:09.481
AVG	13.023	16.712	40.525	1:10.482
IDEAL	12.465	16.203	39.492	1:08.160

774 Preston Tilford
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	13.932	17.823	43.023	1:14.778
3	12.487	17.831	40.897	1:11.215
4	12.371	16.711	40.215	1:09.297
5	12.798	16.856	40.327	1:09.982
6	12.390	-	-	1:44.387
7	12.813	19.978	39.862	1:12.652
8	12.669	16.953	40.466	1:10.088
9	12.720	17.055	40.112	1:09.886
AVG	12.772	17.601	40.700	1:11.128
IDEAL	12.371	16.711	39.862	1:08.944

758 Jason Potter
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	18.103	25.000	49.910	1:33.013
3	12.174	22.814	42.501	1:17.488
4	32.013	23.337	47.743	1:43.093
5	11.928	16.704	32.593	2:01.225
6	41.836	16.845	39.787	1:38.468
7	12.073	16.114	38.383	1:06.570
AVG	12.058	16.554	40.224	1:12.029
IDEAL	11.928	16.114	38.383	1:06.425

764 Cody Lee
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.460	20.275	43.068	1:17.803
3	12.320	17.717	41.126	1:11.162
4	12.634	17.413	41.351	1:11.398
5	14.171	18.880	45.326	1:18.377
6	12.801	34.074	45.571	1:32.447
7	12.800	17.651	44.538	1:14.989
8	12.622	16.667	40.866	1:10.154
9	15.124	19.191	45.960	1:20.275
AVG	13.115	17.920	43.476	1:14.880
IDEAL	12.320	16.667	40.866	1:09.852

773 Walt Van Olden Jr
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.253	17.298	45.314	1:16.865
3	3:00.359	3:05.441	51.605	4:09.845
4	18.997	23.170	55.086	1:37.253
5	13.018	21.251	53.589	1:27.858
6	40.814	23.155	54.720	1:58.690
AVG	13.635	17.298	50.169	1:22.361
IDEAL	13.018	17.298	45.314	1:15.630

774 Preston Tilford
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	13.932	17.823	43.023	1:14.778
3	12.487	17.831	40.897	1:11.215
4	12.371	16.711	40.215	1:09.297
5	12.798	16.856	40.327	1:09.982
6	12.390	-	-	1:44.387
7	12.813	19.978	39.862	1:12.652
8	12.669	16.953	40.466	1:10.088
9	12.720	17.055	40.112	1:09.886
AVG	12.772	17.601	40.700	1:11.128
IDEAL	12.371	16.711	39.862	1:08.944

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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ANAHEIM I

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AMA Supercross Lites West



INDIVIDUAL TIMES - LITES GROUP C QUALIFYING #2

919 Shawn Rhinehart
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	16.164	21.574	47.587	1:25.325
3	12.667	20.858	44.164	1:17.689
4	12.490	16.504	40.612	1:09.606
5	14.292	20.265	44.712	1:19.270
6	11.998	16.925	39.696	1:08.619
7	17.095	22.733	1:02.279	1:42.106
8	12.317	16.731	50.610	1:19.658
AVG	12.753	16.720	43.354	1:14.968
IDEAL	11.998	16.504	39.696	1:08.198

929 Travis Bell
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	13.766	16.783	41.454	1:12.003
3	12.282	18.102	41.032	1:11.416
4	12.661	17.652	41.111	1:11.424
5	12.824	17.036	42.772	1:12.632
6	12.463	17.040	41.221	1:10.724
7	16.407	19.693	48.424	1:24.524
8	12.491	17.275	40.014	1:09.780
9	12.453	16.648	40.451	1:09.552
AVG	12.706	17.529	41.151	1:11.076
IDEAL	12.282	16.648	40.014	1:08.945

968 Jackson Richardson
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	12.788	16.958	41.254	1:11.000
3	12.252	16.804	38.374	1:07.430
4	12.267	16.433	39.218	1:07.918
5	13.719	16.181	40.037	1:09.937
6	12.251	16.106	39.300	1:07.656
7	15.021	20.695	39.401	1:15.118
8	12.286	16.147	38.683	1:07.116
9	15.088	19.356	39.818	1:14.262
10	12.268	15.887	37.995	1:06.150
AVG	12.547	16.359	39.342	1:09.621
IDEAL	12.251	15.887	37.995	1:06.133

976 Josh Greco
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.427	19.106	50.579	1:24.113
3	12.054	21.076	42.002	1:15.132
4	12.386	17.457	39.954	1:09.797
5	12.758	17.113	39.747	1:09.618
6	12.202	17.239	39.365	1:08.806
7	12.224	17.105	39.396	1:08.724
8	19.205	23.060	44.467	1:26.732

9 12.670 16.615 39.299 1:08.584

AVG	12.674	17.321	40.441	1:09.892
IDEAL	12.054	16.615	39.299	1:07.967

979 Jonathon Withrow
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	14.342	21.298	48.203	1:23.843
3	12.721	17.187	41.085	1:10.993
4	12.798	21.397	58.713	1:32.907
5	12.881	17.431	50.430	1:20.742
6	12.586	17.805	50.371	1:20.761
7	13.189	21.413	47.617	1:22.219
8	12.487	17.463	54.687	1:24.637
AVG	13.001	17.472	45.635	1:20.533
IDEAL	12.487	17.187	41.085	1:10.759



- lap ended in the pits



- lap ended on a red flag

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