

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
SAN DIEGO

QUALCOMM STADIUM - SAN DIEGO, CA

ROUND 6 OF 17 - FEBRUARY 11, 2012

AMA Supercross Lites West



INDIVIDUAL TIMES - LITES GROUP B QUALIFYING #1

45 Nick Paluzzi
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	47.653	9.430	20.410	17.813	-
2	17.732	7.400	11.827	15.339	52.298
3	17.595	7.857	20.129	25.277	1:10.858
4	17.232	7.444	11.632	14.920	51.229
5	16.804	7.521	19.346	32.211	1:15.883
6	34.159	8.107	16.714	16.952	1:15.932
7	31.556	7.200	16.237	22.102	1:02.179
8	16.612	7.478	12.157	14.718	50.964
9	49.309	8.262	17.973	18.709	1:34.252
AVG	17.195	7.659	11.872	15.482	51.497
IDEAL	16.612	7.200	11.632	14.718	50.162

132 Kyle Beaton
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	37.436	8.659	12.634	16.143	-
2	17.065	7.921	12.510	15.104	52.600
3	17.532	7.935	12.735	15.004	53.206
4	20.559	8.702	19.020	15.535	1:03.815
5	16.520	7.477	13.178	15.024	52.200
6	16.658	7.616	11.702	15.114	51.089
7	21.522	8.331	20.638	16.034	1:06.526
8	16.658	7.461	16.313	16.461	56.892
9	46.113	8.594	15.539	15.553	1:25.799
10	16.411	7.600	16.059	18.496	58.567
AVG	16.807	8.030	12.552	15.552	54.092
IDEAL	16.411	7.461	11.702	15.004	50.578

133 Myles Tedder
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	38.219	7.542	13.835	16.841	-
2	18.383	7.664	13.552	15.197	54.795
3	19.887	7.495	1:03.766	16.560	1:47.708
4	16.753	8.192	14.075	17.967	56.986
5	17.247	7.567	13.197	18.707	56.718
6	17.321	7.496	12.750	15.149	52.716
7	17.436	7.439	14.004	15.593	54.471
8	17.300	7.553	12.263	15.164	52.280
9	26.723	9.183	22.243	19.170	1:17.320
AVG	17.761	7.618	13.382	16.067	54.661
IDEAL	16.753	7.439	12.263	15.149	51.604

211 Tevin Tapia
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	45.822	10.313	18.588	16.921	-
2	17.254	7.725	13.404	15.883	54.267
3	22.997	9.942	19.522	17.046	1:09.507
4	16.982	7.835	13.059	15.579	53.455
5	17.114	7.814	12.191	21.030	58.150
6	17.089	7.646	12.437	16.531	53.704
7	17.366	7.362	13.226	15.807	53.761

311 Jesse Kangas
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
8	29.652	14.426	19.549	15.218	1:18.844
9	16.724	7.738	12.909	15.556	52.926
AVG	17.088	7.687	12.871	15.973	54.377
IDEAL	16.724	7.362	12.191	15.218	51.494

329 Chad Gores
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	57.789	14.236	19.961	23.592	-
2	17.584	7.956	13.832	17.409	56.780
3	1:06.280	11.931	16.757	15.204	1:50.171
4	18.011	7.808	13.341	15.726	54.885
5	17.689	8.007	13.483	17.078	56.258
6	1:13.395	9.484	19.849	16.784	1:59.512
7	17.243	7.861	12.270	15.351	52.725
8	25.907	8.850	21.148	16.815	1:12.720
AVG	17.632	8.096	13.232	16.338	55.162
IDEAL	17.243	7.808	12.270	15.204	52.524

383 Brandon Rangel
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	42.552	10.243	15.105	17.203	-
2	18.610	7.891	13.503	15.447	55.451
3	17.222	7.619	12.989	15.190	53.020
4	17.218	7.759	12.973	15.510	53.460
5	21.670	10.139	17.856	20.082	1:09.746
6	16.915	7.642	12.763	18.505	55.825
7	17.069	7.503	12.525	15.187	52.284
8	37.893	9.765	13.954	19.738	1:21.350
9	16.833	7.542	12.252	15.069	51.696
10	16.925	7.354	12.530	15.053	51.862
11	23.468	13.705	18.530	18.992	1:14.694
AVG	17.256	7.616	12.936	15.523	53.371
IDEAL	16.833	7.354	12.252	15.053	51.492

565 Preston Mull
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	46.818	9.605	17.640	19.573	-
2	18.300	9.642	15.634	21.607	1:05.184
3	18.697	8.025	13.985	16.158	56.864
4	18.178	8.166	14.875	18.064	59.283
5	54.988	8.701	38.898	19.018	1:24.324
6	17.961	8.243	14.628	16.543	57.375
7	17.874	8.001	14.489	17.100	57.464
8	17.574	8.021	13.268	18.905	57.768
9	17.495	8.451	13.452	16.426	55.824
10	17.283	8.155	14.801	16.189	56.427
AVG	17.920	8.220	14.392	17.300	58.274
IDEAL	17.283	8.001	13.268	16.158	54.709

565 Preston Mull
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	36.647	8.565	13.171	16.911	-
2	17.647	7.836	12.901	15.308	53.691

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565 Preston Mull
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
3	16.115	7.598	12.786	15.340	51.839
4	17.071	8.478	20.042	15.140	1:00.731
5	16.625	7.861	12.588	15.995	53.070
6	22.124	8.508	16.321	15.370	1:02.323
7	16.828	7.806	12.463	14.787	51.884
8	17.285	7.947	13.121	15.730	54.083
9	16.034	7.680	12.856	14.873	51.443
10	16.151	7.569	12.913	14.463	51.096
11	16.016	7.531	17.841	21.606	1:02.994
AVG	16.516	7.887	12.788	15.212	53.450
IDEAL	16.016	7.531	12.463	14.463	50.473

670 Dylan Schmoke
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	47.347	10.877	17.012	19.457	-
2	17.525	8.466	14.170	15.946	56.107
3	17.373	7.795	15.421	16.648	57.237
4	17.831	8.069	13.422	15.137	54.459
5	24.883	8.296	17.705	17.019	1:07.903
6	17.380	7.627	15.216	18.621	58.844
7	17.166	7.592	13.952	15.726	54.435
8	16.840	10.704	16.466	16.317	1:00.328
9	17.243	7.714	13.039	14.985	52.982
10	30.865	8.010	15.761	17.016	1:11.651
AVG	17.337	7.946	14.203	16.099	56.342
IDEAL	16.840	7.592	13.039	14.985	52.456

774 Preston Tilford
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	38.068	8.349	13.916	15.803	-
2	17.567	7.539	14.029	15.214	54.348
3	17.309	7.645	12.535	15.798	53.287
4	17.449	7.574	14.897	14.674	54.594
5	17.297	7.465	13.070	15.257	53.089
6	17.689	7.488	13.665	15.138	53.980
7	17.314	7.427	14.756	15.409	54.905
8	41.431	7.509	12.877	14.933	1:16.751
9	17.350	7.606	15.664	14.886	55.506
10	50.655	8.339	17.272	16.452	1:32.717
AVG	17.425	7.694	13.718	15.357	54.244
IDEAL	17.297	7.427	12.535	14.674	51.933

793 Yuta Ikegaya
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	50.593	12.665	17.084	20.844	-
2	17.876	7.742	12.960	16.152	54.730
3	17.586	7.710	12.959	15.717	53.973
4	1:07.091	8.959	13.826	16.890	1:46.766
5	17.540	7.567	13.971	28.369	1:07.447
6	17.615	7.879	13.448	16.527	55.469

7	18.063	7.650	20.520	27.327	1:13.560
8	17.477	7.880	13.276	15.530	54.164
9	23.994	9.613	22.241	23.340	1:19.187
AVG	17.746	7.880	13.407	16.163	54.584
IDEAL	17.477	7.567	12.959	15.530	53.534

831 Ryan Smith
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	44.718	8.430	17.095	19.192	-
2	17.241	8.040	14.023	16.018	55.323
3	16.999	7.705	12.691	16.473	53.867
4	16.848	7.883	12.476	15.068	52.275
5	16.667	7.544	12.002	17.141	53.354
6	17.052	7.385	13.872	31.551	1:09.860
7	16.826	7.570	12.948	23.462	1:00.807
8	33.176	13.128	21.453	26.837	1:34.595
9	17.085	7.798	11.882	15.166	51.931
10	17.207	9.411	23.810	33.417	1:23.845
AVG	16.991	7.795	12.842	15.973	54.593
IDEAL	16.667	7.385	11.882	15.068	51.002

929 Travis Bell
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	42.319	9.058	16.042	17.218	-
2	18.632	8.050	16.782	16.273	59.737
3	18.378	7.884	16.597	15.978	58.837
4	20.911	8.382	14.044	16.479	59.816
5	18.105	7.980	13.663	16.058	55.806
6	17.405	7.848	13.532	18.079	56.864
7	17.251	8.067	13.352	15.665	54.334
8	17.547	7.965	13.094	16.082	54.688
9	17.240	7.800	12.933	15.893	53.866
10	17.524	7.890	13.803	15.672	54.890
11	17.426	8.141	16.844	17.476	59.888
AVG	17.723	8.097	13.489	16.443	56.873
IDEAL	17.240	7.800	12.933	15.665	53.638

973 Jean Baptiste Marrone
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	51.911	10.476	20.622	20.813	-
2	18.032	7.828	13.188	18.108	57.156
3	17.332	7.948	12.892	15.222	53.394
4	20.843	13.288	16.787	21.470	1:12.389
5	17.493	7.684	30.811	21.325	1:17.313
6	17.230	7.806	12.719	15.497	53.252
7	16.811	7.753	13.101	23.964	1:01.629
8	17.597	7.547	13.444	18.556	57.145
9	16.984	7.649	12.675	15.536	52.844
10	29.103	13.759	20.214	26.686	1:29.761
AVG	17.354	7.745	13.003	16.091	55.903
IDEAL	16.811	7.547	12.675	15.222	52.254



INDIVIDUAL TIMES - LITES GROUP B QUALIFYING #1

985

Khaliunbold Erdenebileg
 Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	51.365	9.827	19.370	22.168	-
2	22.110	9.734	18.144	21.582	1:11.570
3	22.232	8.322	16.911	20.812	1:08.276
4	21.184	7.929	14.538	21.754	1:05.405
5	19.903	7.880	14.955	23.991	1:06.728
6	20.431	8.021	19.032	22.396	1:09.879
7	47.995	8.136	15.102	21.552	1:32.785
8	19.610	7.836	14.082	20.424	1:01.952
9	18.901	8.649	23.071	23.720	1:14.341
AVG	20.624	8.110	14.669	22.044	1:08.307
IDEAL	18.901	7.836	14.082	20.424	1:01.243

986

Topher Ingalls
 Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	40.572	8.468	15.152	16.952	-
2	17.157	7.692	11.681	15.600	52.130
3	19.754	8.942	16.987	16.788	1:02.470
4	16.193	7.789	12.298	15.056	51.337
5	17.816	12.973	13.574	17.160	1:01.523
6	16.400	7.610	14.159	15.261	53.429
7	16.155	7.580	11.446	14.647	49.829
8	23.186	12.995	21.233	16.344	1:13.758
9	16.414	8.436	13.998	19.831	58.679
10	16.212	7.767	14.446	14.882	53.307
11	16.597	8.236	24.489	18.442	1:07.763
AVG	16.618	8.058	12.250	15.855	53.119
IDEAL	16.155	7.580	11.446	14.647	49.829



- 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