



INDIVIDUAL TIMES - LITES GROUP A QUALIFYING #2

1 Justin Barcia
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.198	22.279	10.919	-
2	18.988	20.443	10.004	49.435
3	19.142	19.862	10.035	49.039
4	54.404	22.995	13.086	1:30.485
5	18.800	24.362	12.367	55.530
6	18.701	20.018	10.017	48.736
7	18.655	20.411	12.384	51.450
8	18.593	22.202	15.321	56.115
9	38.261	21.282	11.489	1:11.032
10	19.743	22.620	11.475	53.838
11	25.930	23.157	12.383	1:01.470
AVG	18.946	21.527	10.656	52.020
IDEAL	18.593	19.862	10.004	48.458

12 Blake Baggett
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.639	22.277	11.362	-
2	19.621	21.414	10.926	51.962
3	19.294	21.673	10.326	51.292
4	18.960	21.293	10.764	51.017
5	19.364	20.923	10.370	50.658
6	36.165	31.094	18.562	1:25.820
7	22.770	21.897	11.638	56.304
8	18.856	20.846	15.912	55.615
9	19.100	21.555	11.161	51.816
10	19.118	20.793	10.239	50.150
11	19.002	20.515	10.253	49.771
AVG	19.165	21.319	10.782	52.065
IDEAL	18.856	20.515	10.239	49.610

19 Kyle Cunningham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.440	25.244	11.196	-
2	19.449	21.369	10.340	51.157
3	24.120	32.751	13.625	1:10.495
4	19.170	20.900	10.185	50.255
5	18.949	24.031	10.289	53.268
6	18.981	20.877	10.433	50.290
7	18.911	21.133	10.325	50.369
8	19.112	21.023	10.247	50.382
9	25.602	26.750	10.522	1:02.874
10	18.970	20.657	10.881	50.508
11	19.285	20.700	10.371	50.356
12	20.576	45.821	18.940	1:25.337
AVG	19.267	21.336	10.479	50.823
IDEAL	18.911	20.657	10.185	49.753

30 Alex Martin
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.198	30.016	17.182	-
2	19.595	21.285	10.857	51.737
3	20.097	23.186	10.534	53.818
4	20.011	21.681	10.761	52.453
5	19.664	21.174	10.403	51.241

6	19.404	20.974	10.583	50.961
7	20.148	21.701	10.443	52.292
8	20.040	21.314	10.864	52.218
9	53.761	21.202	11.491	1:26.455
10	19.425	25.965	11.207	56.597
11	19.548	21.535	12.467	53.550
AVG	19.734	21.503	10.927	52.583
IDEAL	19.404	20.974	10.403	50.781

35 Darryn Durham
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	40.772	27.937	12.835	-
2	19.517	21.438	10.217	51.171
3	19.122	21.026	10.213	50.361
4	19.338	20.587	10.152	50.077
5	21.633	26.420	17.445	1:05.498
6	18.995	22.021	12.804	53.820
7	26.095	27.080	11.182	1:04.357
8	25.870	23.379	11.996	1:01.245
9	18.821	20.900	10.536	50.257
10	19.160	20.586	10.424	50.170
11	30.918	26.327	19.505	1:16.750
AVG	19.512	21.420	10.674	50.976
IDEAL	18.821	20.586	10.152	49.559

37 Malcolm Stewart
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.414	22.343	11.071	-
2	19.919	22.896	11.234	54.049
3	19.851	20.674	10.282	50.806
4	19.277	20.703	10.400	50.380
5	19.689	20.483	10.360	50.532
6	28.412	29.548	11.961	1:09.921
7	19.258	20.092	10.307	49.656
8	26.909	24.711	10.649	1:02.269
9	19.266	20.458	10.744	50.468
10	1:02.729	25.065	12.076	1:39.870
11	19.420	21.906	16.479	57.805
AVG	19.526	21.194	10.908	51.957
IDEAL	19.258	20.092	10.282	49.631

46 Les Smith
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.888	24.970	10.918	-
2	20.004	27.201	11.500	58.705
3	19.724	21.777	10.558	52.059
4	25.813	30.815	15.046	1:11.675
5	19.691	21.279	10.591	51.561
6	19.541	27.928	14.190	1:01.659
7	27.874	25.974	11.336	1:05.183
8	25.268	24.515	10.994	1:00.777
9	24.700	30.208	11.592	1:06.500
10	19.688	20.965	10.423	51.076
11	31.722	31.270	18.032	1:21.024
AVG	19.730	22.701	10.989	54.836
IDEAL	19.541	20.965	10.423	50.929

P - 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

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MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP

ARLINGTON

COWBOYS STADIUM - ARLINGTON, TX

ROUND 7 OF 17 - FEBRUARY 18, 2012

AMA Supercross Lites East



INDIVIDUAL TIMES - LITES GROUP A QUALIFYING #2

49 Justin Bogle
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.793	22.748	11.045	-
2	19.588	20.544	10.173	50.305
3	19.127	21.230	10.093	50.450
4	29.986	23.738	10.099	1:03.824
5	18.992	21.295	10.160	50.447
6	25.240	38.356	11.247	1:14.843
7	19.049	29.048	15.184	1:03.281
8	19.194	20.794	10.203	50.191
9	1:10.893	26.117	12.987	1:49.996
10	19.023	20.774	9.875	49.672
AVG	19.162	21.589	10.362	50.213
IDEAL	18.992	20.544	9.875	49.411

55 Lance Vincent
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	34.382	23.887	10.495	-
2	19.737	22.030	10.268	52.035
3	20.862	21.894	10.856	53.612
4	20.545	24.191	10.992	55.728
5	19.884	21.057	10.362	51.303
6	19.869	22.053	12.148	54.070
7	23.165	24.783	11.121	59.069
8	1:16.969	24.609	11.008	1:52.585
9	20.142	23.143	11.199	54.484
10	19.823	21.870	10.625	52.318
AVG	20.504	22.952	10.907	54.077
IDEAL	19.737	21.057	10.268	51.062

57 Jake Canada
Suzuki RMZ450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.131	27.154	18.977	-
2	19.811	21.269	10.666	51.746
3	19.709	26.780	15.274	1:01.763
4	19.512	21.107	10.624	51.243
5	30.063	24.807	16.565	1:11.435
6	19.494	20.493	10.531	50.518
7	1:06.097	27.926	14.968	1:48.991
8	19.453	20.932	12.389	52.774
9	20.586	36.818	14.614	1:12.018
10	19.495	20.610	13.249	53.354
AVG	19.723	20.882	11.052	51.927
IDEAL	19.453	20.493	10.531	50.477

60 Matthew Lemoine
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.867	24.128	11.739	-
2	19.846	24.392	10.979	55.216
3	19.323	20.393	10.081	49.797
4	22.375	22.853	10.515	55.742
5	19.149	20.354	10.171	49.674
6	19.151	20.623	10.568	50.342
7	31.753	27.234	10.540	1:09.526
8	19.203	20.764	10.850	50.816
9	29.190	29.319	11.131	1:09.640

70 Ken Roczen
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	19.404	20.292	13.315	53.011
11	19.342	20.323	10.519	50.184
AVG	19.688	21.114	10.709	51.977
IDEAL	19.149	20.292	10.081	49.522

78 Tommy Weeck
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.136	22.257	10.879	-
2	20.053	21.428	11.131	52.613
3	23.121	33.934	10.567	1:07.622
4	18.972	23.482	12.201	54.655
5	18.975	20.648	9.841	49.464
6	20.912	36.759	12.683	1:10.354
7	19.023	20.369	9.820	49.213
8	1:29.403	36.693	12.371	2:18.467
9	18.872	20.208	9.830	48.910
10	18.796	24.621	15.925	59.342
AVG	19.372	21.399	10.345	50.971
IDEAL	18.796	20.208	9.820	48.825

89 Tyler Bright
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.452	28.113	17.339	-
2	22.544	24.678	14.882	1:02.104
3	22.775	24.188	10.894	57.857
4	20.775	22.171	11.394	54.340
5	20.768	25.355	20.394	1:06.516
6	20.630	23.899	12.829	57.358
7	21.169	22.510	11.346	55.025
AVG	21.443	23.800	11.616	57.337
IDEAL	20.630	22.171	10.894	53.696

93 A Catanzaro
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.849	24.345	11.504	-
2	20.190	22.012	10.865	53.067
3	20.376	21.708	10.971	53.055
4	20.337	22.059	10.952	53.348
5	20.368	29.078	12.229	1:01.675
6	20.124	22.051	11.120	53.296
7	35.443	37.404	11.105	1:23.952
8	21.404	28.717	11.137	1:01.258
9	21.256	29.547	11.031	1:01.834
10	20.070	21.923	10.800	52.793
11	30.623	24.147	12.009	1:06.779
AVG	20.516	22.606	11.248	56.291
IDEAL	20.070	21.708	10.800	52.578

93 A Catanzaro
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.561	28.209	14.352	-
2	20.060	21.329	10.466	51.855
3	19.870	33.107	21.187	1:14.164
4	19.793	38.882	13.361	1:12.037
5	19.638	35.474	11.087	1:06.199
6	19.624	20.981	10.243	50.848
7	38.998	29.681	12.903	1:21.581

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93 A Catanzaro

KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	19.782	21.580	10.447	51.809
AVG	19.782	21.580	10.447	51.809
IDEAL	19.624	20.981	10.243	50.848

126 Hunter Hewitt

Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.862	22.994	10.868	-
2	21.270	21.462	10.364	53.096
3	19.778	21.854	10.333	51.965
4	19.825	21.811	10.446	52.081
5	22.840	45.109	10.648	1:18.597
6	19.652	21.748	10.418	51.818
7	20.208	21.433	10.400	52.041
8	26.060	22.826	11.666	1:00.552
9	20.468	21.625	10.661	52.754
10	20.323	21.933	10.800	53.056
11	29.411	25.061	11.096	1:05.567
AVG	20.546	22.275	10.700	53.420
IDEAL	19.652	21.433	10.333	51.418

412 Levi Kilbarger

Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.102	28.173	12.929	-
2	20.842	21.298	10.956	53.095
3	20.163	21.571	10.896	52.630
4	33.649	30.117	11.691	1:15.457
5	20.210	21.595	10.832	52.636
6	32.715	24.774	11.707	1:09.196
7	20.105	21.197	10.671	51.973
8	33.137	34.082	12.048	1:19.267
9	20.107	21.286	10.817	52.209
10	36.327	34.199	15.436	1:25.962
AVG	20.285	21.954	11.202	52.509
IDEAL	20.105	21.197	10.671	51.973

714 Shawn Rife

Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.557	26.529	15.028	-
2	20.306	21.311	10.813	52.430
3	19.542	21.572	10.649	51.763
4	19.811	21.389	11.036	52.236
5	29.401	24.826	16.311	1:10.538
6	20.225	21.020	10.941	52.186
7	50.138	20.632	15.608	1:26.378
8	19.850	20.741	10.478	51.069
9	21.698	24.259	10.890	56.847
10	19.749	21.208	10.883	51.840
11	20.063	20.837	11.228	52.129
AVG	20.155	21.441	10.865	52.562
IDEAL	19.542	20.632	10.478	50.652

927 P Larsen

KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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1	36.220	24.062	12.158	-
2	20.008	21.190	10.782	51.980
3	19.669	20.965	12.407	53.041
4	19.556	21.183	12.239	52.978
5	19.800	21.234	10.578	51.612
6	19.846	21.107	10.382	51.335
7	20.114	21.214	10.603	51.931
8	30.629	27.027	11.276	1:08.932
9	19.432	20.889	10.661	50.982
10	19.901	20.633	10.270	50.804
11	33.618	27.271	11.122	1:12.011
AVG	19.791	21.654	11.112	51.833
IDEAL	19.432	20.633	10.270	50.335

956 Blake Wharton

Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	31.406	20.832	10.574	-
2	19.177	20.397	10.290	49.864
3	19.282	20.767	10.242	50.291
4	19.081	20.630	10.174	49.885
5	27.320	29.723	14.329	1:11.372
6	48.870	27.169	13.638	1:29.677
7	21.059	21.710	10.769	53.538
8	19.279	20.337	10.321	49.937
9	19.420	20.931	10.554	50.905
10	31.832	22.742	10.326	1:04.899
11	19.654	22.035	16.126	57.816
AVG	19.565	21.153	10.406	51.748
IDEAL	19.081	20.337	10.174	49.592



- lap ended in the pits



- lap ended on a red flag

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