

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
INDIANAPOLIS

LUCAS OIL STADIUM - INDIANAPOLIS, IN

ROUND 11 OF 17 - MARCH 17, 2012

AMA Supercross Lites East



INDIVIDUAL TIMES - LITES GROUP A QUALIFYING #1

1 Justin Barcia
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	20.647	10.422	-
2	12.303	13.361	19.651	10.059	55.375
3	12.117	13.094	19.696	10.229	55.135
4	19.898	41.580	22.142	12.737	1:36.357
5	11.960	12.925	19.355	10.373	54.614
6	13.120	21.285	23.650	11.707	1:09.761
7	12.024	12.908	19.384	10.085	54.401
8	17.782	19.195	25.623	10.915	1:13.515
9	11.930	12.837	19.576	9.945	54.287
10	20.425	15.863	21.561	12.534	1:10.383
AVG	12.242	13.025	20.252	10.467	54.763
IDEAL	11.930	12.837	19.355	9.945	54.067

12 Blake Baggett
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	21.607	10.597	-
2	13.396	14.700	19.860	10.424	58.380
3	18.363	15.087	19.871	14.017	1:07.338
4	17.027	15.726	19.447	10.313	1:02.512
5	13.494	14.146	19.651	9.920	57.210
6	12.300	13.193	19.413	10.111	55.016
7	16.492	17.289	19.509	10.106	1:03.397
8	12.626	13.563	18.995	10.172	55.357
9	12.681	14.165	19.068	10.030	55.943
10	12.419	30.391	19.417	10.283	1:12.510
11	14.659	15.283	19.390	10.705	1:00.037
AVG	13.082	14.483	19.657	10.266	58.481
IDEAL	12.300	13.193	18.995	9.920	54.407

19 Kyle Cunningham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	21.399	10.349	-
2	12.515	14.020	20.263	10.183	56.981
3	12.552	15.352	20.693	10.542	59.138
4	12.003	13.762	19.403	10.261	55.428
5	18.840	36.193	23.396	11.388	1:29.817
6	17.823	13.218	19.777	11.007	1:01.825
7	12.357	18.961	21.587	11.100	1:04.005
8	12.308	15.835	19.770	10.841	58.754
9	12.267	13.053	19.237	10.113	54.670
10	21.477	54.930	21.700	18.996	1:57.103
AVG	12.333	13.881	20.425	10.642	58.686
IDEAL	12.003	13.053	19.237	10.113	54.406

30 Alex Martin
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	27.242	13.876	-
2	13.668	16.165	19.907	10.439	1:00.179
3	13.369	15.183	19.913	10.621	59.085
4	16.344	16.463	20.514	10.547	1:03.869

5 Justin Barcia
Honda CRF250

5	12.566	14.816	19.441	10.895	57.717
6	12.842	14.724	19.266	10.200	57.032
7	16.480	1:50.278	20.977	11.653	2:39.388
8	13.225	14.512	19.931	10.143	57.811
9	13.833	13.866	20.554	10.164	58.416
AVG	13.152	15.068	19.994	10.617	58.978
IDEAL	12.566	13.866	19.266	10.143	55.841

35 Darryn Durham
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	26.322	14.432	-
2	19.399	18.279	19.886	11.072	1:08.637
3	12.995	14.497	19.950	11.592	59.034
4	12.980	13.515	19.837	10.852	57.185
5	12.703	12.788	19.527	10.754	55.771
6	18.810	50.677	22.385	13.097	1:44.970
7	12.421	12.947	19.103	10.322	54.793
8	12.772	16.229	24.014	13.845	1:06.859
9	12.345	12.758	19.008	10.709	54.820
10	12.369	13.707	20.643	18.116	1:04.835
AVG	12.655	13.368	20.043	10.883	57.740
IDEAL	12.345	12.758	19.008	10.322	54.433

37 Malcolm Stewart
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	23.415	12.799	-
2	12.132	13.981	21.469	10.519	58.101
3	12.225	13.450	21.195	11.681	58.551
4	12.392	47.925	20.519	10.669	1:31.504
5	12.442	14.239	41.597	12.147	1:20.425
6	12.493	13.635	19.735	10.537	56.400
7	12.424	47.517	20.840	10.449	1:31.230
8	12.191	13.085	19.534	10.152	54.962
9	18.705	17.917	21.173	13.361	1:11.156
AVG	12.328	13.678	20.985	10.879	57.003
IDEAL	12.132	13.085	19.534	10.152	54.902

46 Les Smith
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	25.697	12.301	-
2	12.775	14.864	19.788	10.264	57.690
3	12.344	14.835	19.583	10.341	57.103
4	36.966	1:08.643	29.248	18.193	2:33.050
5	25.038	59.013	20.094	10.541	1:54.685
6	12.279	15.219	19.102	10.560	57.160
7	22.760	23.121	28.108	10.533	1:24.523
8	12.690	14.427	19.346	10.240	56.703
AVG	12.522	14.836	19.582	10.413	57.164
IDEAL	12.279	14.427	19.102	10.240	56.047

49 Justin Bogle
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	22.013	10.719	-

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49 Justin Bogle
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
2	12.338	14.910	20.456	11.876	59.579
3	11.902	14.725	20.134	11.802	58.563
4	11.665	14.213	19.201	10.254	55.333
5	12.475	13.026	19.375	9.975	54.850
6	13.259	19.474	23.266	11.487	1:07.486
7	12.081	34.892	20.884	10.022	1:17.878
8	12.086	13.170	19.055	10.087	54.398
9	12.131	12.970	19.661	10.456	55.219
10	23.604	22.417	21.518	10.337	1:17.875
AVG	12.242	13.836	20.035	10.699	56.324
IDEAL	11.665	12.970	19.055	9.975	53.664

55 Lance Vincent
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	25.993	12.995	-
2	13.505	15.439	22.011	10.726	1:01.681
3	14.814	15.348	20.125	10.814	1:01.102
4	15.116	15.379	20.386	10.429	1:01.310
5	13.268	14.659	20.106	10.412	58.445
6	13.395	14.847	19.478	10.343	58.063
7	13.804	19.756	22.615	13.940	1:10.115
8	13.458	15.016	21.241	13.139	1:02.854
9	29.475	20.948	22.266	12.972	1:25.660
10	18.942	17.137	21.086	13.366	1:10.531
AVG	13.909	15.404	21.035	10.545	1:00.576
IDEAL	13.268	14.659	19.478	10.343	57.748

57 Jake Canada
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	28.375	16.140	-
2	20.046	16.195	21.535	11.385	1:09.161
3	13.428	14.630	20.752	13.206	1:02.015
4	13.207	15.180	21.724	13.916	1:04.026
5	13.048	13.708	19.813	10.477	57.046
6	16.016	17.307	22.234	20.898	1:16.453
7	12.730	13.252	19.397	9.942	55.321
8	20.022	20.624	25.088	13.076	1:18.809
9	14.806	16.389	19.690	11.600	1:02.485
10	13.819	13.710	22.881	15.354	1:05.763
AVG	13.506	14.096	21.003	10.851	1:01.109
IDEAL	12.730	13.252	19.397	9.942	55.321

60 Matthew Lemoine
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	24.418	11.936	-
2	12.648	18.946	21.952	10.915	1:04.460
3	12.889	13.696	20.927	11.263	58.775
4	12.826	13.642	19.589	10.550	56.608
5	13.458	20.084	21.105	11.017	1:05.664
6	12.531	13.396	19.961	10.390	56.277

7 15.770 18.366 21.272 15.122 1:10.529

8 12.713 14.472 20.699 10.944 58.828

9 12.643 13.438 19.844 10.313 56.238

10 12.748 18.255 28.882 11.344 1:11.230

AVG 12.807 13.729 20.736 10.964 59.550

IDEAL 12.531 13.396 19.589 10.313 55.828

68 Shane Sewell
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	28.265	13.093	-
2	24.076	33.536	21.684	10.853	1:30.149
3	13.066	14.643	21.182	10.412	59.303
4	19.710	17.493	21.725	13.109	1:12.036
5	12.596	14.139	21.128	10.565	58.428
6	12.775	14.489	20.535	10.949	58.747
7	21.208	16.539	22.368	11.854	1:11.969
8	12.737	14.790	20.275	10.520	58.321
9	19.489	21.493	21.045	10.841	1:12.869
10	13.510	17.518	21.286	15.050	1:07.364
AVG	12.937	14.920	21.248	10.856	1:00.433
IDEAL	12.596	14.139	20.275	10.412	57.422

70 Ken Roczen
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	21.068	10.904	-
2	12.458	14.088	19.965	10.207	56.719
3	11.899	14.472	20.473	11.665	58.508
4	11.711	12.942	19.362	10.192	54.207
5	17.810	52.214	20.593	10.380	1:40.996
6	16.331	16.136	21.307	15.162	1:08.935
7	12.067	13.228	20.002	12.511	57.808
8	12.165	13.171	19.166	10.080	54.582
9	11.973	13.101	19.181	10.093	54.349
10	20.072	22.572	21.746	12.544	1:16.934
AVG	12.046	13.500	20.286	10.503	56.029
IDEAL	11.711	12.942	19.166	10.080	53.899

78 Tommy Weeck
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	26.056	12.966	-
2	19.611	17.826	20.830	11.877	1:10.144
3	17.665	15.346	20.545	10.445	1:04.001
4	15.452	18.721	20.839	14.641	1:09.653
5	14.180	14.947	20.348	12.166	1:01.641
6	15.279	17.284	20.687	15.590	1:08.840
7	13.457	14.354	20.031	10.476	58.319
8	13.084	14.754	21.355	20.634	1:09.826
9	14.053	17.581	19.913	14.830	1:06.378
10	13.175	14.662	19.565	10.525	57.927
AVG	14.097	14.813	20.457	11.098	1:02.851
IDEAL	13.084	14.354	19.565	10.445	57.448

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126 Hunter Hewitt
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	23.083	12.282	-
2	13.040	14.440	20.508	10.795	58.783
3	12.896	14.255	20.247	11.666	59.064
4	12.854	14.055	20.811	11.003	58.723
5	14.066	14.354	20.228	10.731	59.379
6	13.010	14.220	20.083	10.611	57.923
7	12.899	14.470	20.164	10.225	57.758
8	17.604	14.721	22.075	10.573	1:04.972
9	12.768	13.590	19.622	10.179	56.160
10	13.044	14.200	20.082	10.553	57.878
11	19.187	23.691	22.102	11.276	1:16.257
AVG	13.072	14.256	20.819	10.761	58.960
IDEAL	12.768	13.590	19.622	10.179	56.160

160 Cole Thompson
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	25.034	15.460	-
2	17.720	17.298	20.621	10.909	1:06.548
3	14.093	14.087	21.303	10.979	1:00.461
4	13.548	14.695	20.475	10.524	59.242
5	13.474	14.303	20.541	10.579	58.896
6	20.974	36.082	22.672	18.471	1:38.199
7	33.473	1:18.937	20.509	10.729	2:23.649
8	13.510	14.454	20.308	10.363	58.634
AVG	13.656	14.385	20.918	10.680	1:00.756
IDEAL	13.474	14.087	20.308	10.363	58.231

715 Phillip Nicoletti
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	25.052	12.358	-
2	19.955	16.792	20.544	14.151	1:11.442
3	15.990	14.795	20.566	20.089	1:11.439
4	18.263	22.179	20.866	10.725	1:12.034
5	13.256	15.805	22.357	10.392	1:01.809
6	13.186	14.483	20.088	10.288	58.044
7	12.772	14.373	19.807	10.004	56.956
8	35.650	46.479	25.794	27.215	2:15.137
9	13.204	18.523	32.242	16.131	1:20.099
AVG	13.105	15.250	20.704	10.352	58.937
IDEAL	12.772	14.373	19.807	10.004	56.956

927 P Larsen
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	22.105	12.218	-
2	12.890	14.740	20.413	10.888	58.930
3	13.612	19.559	24.052	11.204	1:08.428
4	15.174	15.424	20.036	10.191	1:00.825
5	12.976	13.855	19.986	10.377	57.194
6	20.203	18.737	22.321	15.531	1:16.792
7	12.329	13.767	19.281	10.183	55.560

8	19.736	20.472	25.038	10.881	1:16.126
9	12.845	14.016	19.384	10.270	56.515
10	15.668	18.021	23.051	14.160	1:10.900
AVG	12.930	14.361	20.822	10.788	57.805
IDEAL	12.329	13.767	19.281	10.183	55.560

956 Blake Wharton
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	21.063	10.415	-
2	12.614	13.940	19.743	10.653	56.951
3	12.268	14.177	19.524	10.278	56.247
4	12.220	13.533	19.910	10.236	55.898
5	12.614	15.717	20.750	10.726	59.807
6	13.035	13.755	21.051	12.258	1:00.099
7	15.439	19.055	23.670	15.614	1:13.777
8	12.442	13.164	19.125	10.298	55.030
9	13.672	13.931	19.202	10.245	57.050
10	13.169	16.487	25.450	10.636	1:05.742
11	12.457	13.411	19.338	10.519	55.725
AVG	12.721	13.954	19.968	10.626	58.061
IDEAL	12.220	13.164	19.125	10.236	54.745

981 Austin Politelli
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	-	-	24.737	13.876	-
2	17.360	15.938	20.268	10.786	1:04.352
3	20.400	17.143	21.470	10.769	1:09.782
4	16.082	14.966	20.680	10.614	1:02.342
5	13.148	14.012	19.981	10.395	57.536
6	12.890	14.109	19.770	10.356	57.125
7	21.687	17.492	21.541	11.176	1:11.897
8	12.791	14.980	19.930	10.665	58.367
9	16.729	15.103	26.984	18.086	1:16.901
10	12.967	13.515	19.932	9.983	56.397
AVG	12.949	14.660	20.447	10.593	59.353
IDEAL	12.791	13.515	19.770	9.983	56.059



- 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