

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
SALT LAKE CITY
RICE-ECCLES STADIUM - SALT LAKE CITY, UT
ROUND 16 OF 17 - APRIL 28, 2012
AMA Supercross Lites West



INDIVIDUAL TIMES - LITES GROUP A QUALIFYING #1

15 Dean Wilson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.199	30.528	19.671	-
1	7.664	32.658	32.181	1:12.504
2	2:57.153	28.921	19.327	3:45.400
3	7.320	29.816	17.130	54.266
4	7.566	35.131	17.863	1:00.559
5	6.994	28.058	17.795	52.847
6	7.630	27.074	18.071	52.775
7	8.620	31.105	16.411	56.136
8	7.022	34.356	18.093	59.471
9	6.990	41.875	21.256	1:10.120
AVG	7.254	29.250	18.045	56.009
IDEAL	6.990	27.074	16.411	50.475

17 Eli Tomac
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	49.962	33.136	16.826	-
1	6.965	28.185	34.450	1:09.621
2	2:51.959	35.008	17.451	3:44.417
3	6.939	29.528	21.576	58.043
4	6.802	26.602	15.734	49.138
5	8.843	34.847	16.269	59.959
6	6.922	26.370	16.182	49.474
7	6.883	26.278	15.697	48.858
8	8.986	31.326	17.908	58.221
9	6.900	25.789	15.797	48.486
10	6.971	26.049	15.558	48.578
AVG	6.903	26.770	16.380	50.430
IDEAL	6.802	25.789	15.558	48.148

31 Martin Davalos
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.199	32.871	17.328	-
1	6.781	28.749	27.712	1:03.242
2	3:15.882	29.284	17.767	4:02.933
3	6.735	26.859	15.895	49.490
4	6.922	26.766	16.287	49.975
5	6.844	26.937	15.825	49.606
6	44.094	32.613	18.156	1:34.864
7	6.947	26.046	15.784	48.776
8	6.796	26.447	15.822	49.064
9	9.502	49.886	29.120	1:28.508
AVG	6.849	27.057	16.608	49.382
IDEAL	6.735	26.046	15.784	48.565

38 Marvin Musquin
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.899	33.527	18.373	-
1	6.902	26.533	34.680	1:10.115
2	3:00.654	32.739	18.055	3:51.447
3	6.851	26.710	15.676	49.237

44 Jason Anderson
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	7.075	26.557	16.093	49.726
5	10.110	35.406	19.487	1:05.003
6	6.963	25.890	16.063	48.916
7	7.918	29.364	17.068	54.351
8	6.695	25.684	15.713	48.091
9	57.448	1:27.263	1:20.018	1:52.387
AVG	7.096	26.794	16.642	50.008
IDEAL	6.695	25.684	15.676	48.055

51 Travis Baker
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.276	27.847	16.429	-
2	6.935	28.000	15.916	50.851
2	6.976	29.121	29.140	1:05.237
3	2:34.245	28.593	19.335	3:22.173
4	7.202	29.856	16.041	53.100
5	6.792	27.529	16.037	50.358
6	6.879	27.040	23.476	57.395
7	33.326	29.454	17.601	1:20.381
8	6.961	30.264	16.385	53.611
9	6.983	26.527	15.896	49.406
10	8.290	31.775	16.969	57.034
AVG	6.959	28.689	16.409	53.108
IDEAL	6.792	26.527	15.896	49.215

53 Ryan Sipes
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.992	30.703	16.289	-
AVG	-	30.703	16.289	-
IDEAL	-	-	-	-

58 Wil Hahn
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.305	28.869	17.434	-
2	6.641	30.829	18.722	56.192
2	6.881	30.639	39.342	1:16.862
3	2:08.693	28.911	20.105	2:57.709
4	7.257	28.888	16.508	52.653
5	6.996	27.276	15.998	50.271
6	6.967	27.153	18.635	52.754
7	6.945	26.779	15.714	49.438
8	9.485	44.854	21.678	1:16.018
9	6.941	35.233	18.344	1:00.518
10	6.867	26.176	15.563	48.606
11	6.972	32.397	23.713	1:03.082
AVG	6.948	28.110	16.885	51.652
IDEAL	6.641	26.176	15.563	48.380

59 Vince Friese
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	2:19.797	27.594	16.161	3:03.552
4	6.648	26.135	15.692	48.476
5	6.715	25.904	16.031	48.650
6	6.775	26.260	17.849	50.884
7	6.716	28.165	18.033	52.914
8	6.904	36.381	17.880	1:01.165
9	6.726	26.026	15.778	48.531
10	9.490	36.686	21.993	1:08.168
11	6.688	25.789	15.564	48.041
AVG	6.761	27.060	16.559	49.852
IDEAL	6.648	25.789	15.564	48.001

67 Scott Champion
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.751	31.889	16.863	-
1	6.739	29.389	43.722	1:19.849
2	2:58.042	34.626	18.707	3:51.375
3	6.607	30.155	16.496	53.258
4	6.486	28.327	16.379	51.192
5	6.991	48.341	28.947	1:24.278
6	6.323	27.809	16.096	50.228
7	7.750	34.715	23.356	1:05.821
8	6.302	27.951	16.015	50.268
9	7.664	46.382	25.777	1:19.823
AVG	6.542	29.226	16.759	51.236
IDEAL	6.302	27.809	16.015	50.126

84 Killy Rusk
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.753	34.019	21.734	-
1	7.138	36.238	36.189	1:19.566
2	2:57.413	33.483	18.346	3:49.242
3	6.711	29.878	18.436	55.026
4	6.676	28.130	16.513	51.319
5	6.716	39.746	24.060	1:10.522
6	6.588	40.327	20.189	1:07.105
7	6.535	29.170	18.972	54.676
8	6.551	28.680	16.168	51.399
9	12.644	45.423	19.408	1:17.475
AVG	6.629	29.868	17.687	53.105
IDEAL	6.535	28.130	16.168	50.833

84 Killy Rusk
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.638	34.162	22.476	-
1	29.396	32.207	30.065	1:31.668
2	2:36.181	30.392	17.620	3:24.193
3	6.884	30.814	17.746	55.444
4	6.728	29.741	17.674	54.143
5	6.779	29.526	17.771	54.077
6	6.746	29.383	16.934	53.063
7	6.709	30.438	16.822	53.970
8	6.886	29.137	16.726	52.749
9	8.087	32.368	19.251	59.706

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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84 Killy Rusk
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	7.016	29.203	16.710	52.929
AVG	7.016	29.203	16.710	52.929
IDEAL	6.709	29.137	16.710	52.556

105 Matt Moss
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	52.889	33.059	19.831	-
2	6.498	30.016	24.960	1:01.474
3	3:10.078	31.110	16.668	3:57.856
4	1:00.095	1:27.681	1:20.923	1:56.625
5	6.728	27.749	20.342	54.820
6	6.780	27.630	18.163	52.573
7	12.211	36.896	18.115	1:07.221
8	7.031	34.746	19.578	1:01.356
9	6.990	36.402	19.532	1:02.924
AVG	6.806	29.913	18.648	58.629
IDEAL	6.498	27.630	16.668	50.795

232 Billy Laninovich
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.786	30.656	17.130	-
2	7.156	27.854	16.431	51.441
2	6.641	29.496	39.480	1:15.617
3	2:25.121	31.750	17.032	3:13.903
4	7.228	32.690	22.022	1:01.940
5	7.155	28.224	16.139	51.518
6	7.175	35.932	16.455	59.561
7	6.983	27.650	17.754	52.388
8	8.595	35.385	20.685	1:04.665
9	7.279	31.128	20.908	59.315
10	7.010	28.333	16.333	51.675
AVG	7.141	29.786	16.753	54.316
IDEAL	6.983	27.650	16.139	50.773

536 Erik Meusling
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.213	35.039	19.174	-
1	7.065	32.340	32.152	1:11.557
2	2:57.681	32.035	18.212	3:47.928
3	7.471	34.650	18.753	1:00.875
4	7.149	31.297	22.003	1:00.449
5	9.866	30.846	20.142	1:00.853
6	8.383	35.743	16.845	1:00.972
7	6.917	30.527	17.175	54.619
8	9.672	43.555	16.858	1:10.086
9	6.962	30.756	23.680	1:01.398
AVG	7.125	32.612	18.166	59.861
IDEAL	6.917	30.527	16.845	54.289

570 Beau Hudson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.092	47.454	20.638	-
1	7.092	40.660	41.414	1:29.166
2	2:30.839	41.101	20.332	3:32.272
3	6.896	32.813	23.192	1:02.901
4	6.905	31.296	17.584	55.785
5	6.870	37.652	18.179	1:02.701
6	7.059	45.948	20.104	1:13.111
7	6.979	45.487	26.322	1:18.789
8	7.026	32.394	17.781	57.200
AVG	6.956	32.168	19.103	59.647
IDEAL	6.870	31.296	17.584	55.750

774 Preston Tilford
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.065	32.442	20.623	-
2	7.162	30.345	19.589	57.097
2	7.046	31.075	39.853	1:17.974
3	2:05.496	31.881	18.671	2:56.048
4	7.226	30.418	18.011	55.656
5	6.986	37.503	25.369	1:09.858
6	7.074	31.299	17.235	55.607
7	7.200	30.225	16.694	54.119
8	1:17.190	37.922	17.128	2:12.241
9	7.281	40.210	29.145	1:16.636
AVG	7.155	31.102	17.888	55.620
IDEAL	6.986	30.225	16.694	53.904

986 Topher Ingalls
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.708	30.267	17.441	-
1	6.761	29.236	1:34.394	2:10.392
2	2:27.189	33.801	17.471	3:18.461
3	7.708	32.569	16.754	57.031
4	6.687	28.235	16.285	51.207
5	6.518	41.130	23.642	1:11.290
6	6.722	27.714	15.968	50.403
7	6.705	45.597	21.731	1:14.033
8	6.772	29.184	21.411	57.366
9	8.614	42.831	27.568	1:19.012
AVG	6.852	29.594	16.784	54.002
IDEAL	6.518	27.714	15.968	50.200

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