

MONSTER ENERGY AMA SUPERCROSS, AN FIM WORLD CHAMPIONSHIP
SEATTLE

QWEST FIELD - SEATTLE, WA

ROUND 7 OF 8 - APRIL 24, 2010

AMA Supercross Lites - West



INDIVIDUAL TIMES - LITES GROUP B PRACTICE

103 Ryan J Abrigo
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.813	20.888	40.725	-
2	8.995	18.021	37.772	1:04.788
3	8.880	18.361	34.827	1:02.069
4	9.517	18.347	35.611	1:03.475
5	9.296	18.176	38.721	1:06.193
6	1:07.749	18.282	34.906	2:00.936
7	8.658	18.571	59.815	1:27.044
8	8.858	18.273	35.773	1:02.905
9	9.073	18.984	39.411	1:07.467
10	12.546	19.240	36.805	1:08.591
AVG	9.040	18.714	37.172	1:05.070
IDEAL	8.658	18.021	34.827	1:01.506

208 Donald L Vawser
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.843	26.643	51.200	-
2	13.982	23.008	44.144	1:21.134
3	9.819	22.194	45.365	1:17.378
4	9.418	22.202	41.602	1:13.223
5	16.397	21.643	49.753	1:27.793
6	9.218	20.033	40.445	1:09.696
7	9.338	20.074	45.315	1:14.727
8	8.949	19.172	38.778	1:06.899
9	9.124	19.902	49.699	1:18.725
10	9.139	20.066	45.923	1:15.129
AVG	9.287	20.661	43.082	1:13.682
IDEAL	8.949	19.172	38.778	1:06.899

213 Kramer Patterson
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.975	26.381	50.594	-
2	14.228	22.657	49.219	1:26.104
3	9.341	20.624	41.988	1:11.953
4	9.051	20.848	43.533	1:13.431
5	42.542	22.748	40.233	1:45.523
6	9.746	20.354	43.842	1:13.942
7	9.129	20.574	41.404	1:11.107
8	-	-	-	2:16.956
9	10.925	28.861	59.058	1:38.844
AVG	9.317	21.301	42.200	1:12.608
IDEAL	9.051	20.354	40.233	1:09.638

221 Tiger Lacey
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.682	21.829	47.853	-
2	10.547	18.124	37.586	1:06.257
3	8.402	19.465	36.052	1:03.919
4	8.404	19.116	37.723	1:05.244
5	12.638	23.512	53.705	1:29.855
6	8.879	17.957	35.410	1:02.245

222 Chris C Howell
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	11.962	27.788	1:27.989	2:07.739
8	-	-	38.365	1:43.485
9	8.679	22.749	46.551	1:17.978
AVG	8.591	18.666	37.027	1:04.416
IDEAL	8.402	17.957	35.410	1:01.769

228 Lance M Phillips
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.776	21.167	40.609	-
2	8.683	18.522	36.123	1:03.328
3	8.898	19.128	35.525	1:03.552
4	9.913	20.663	43.830	1:14.406
5	9.209	18.452	36.955	1:04.616
6	41.207	19.033	37.405	1:37.645
7	8.950	18.222	37.791	1:04.963
8	11.394	24.106	37.531	1:13.031
9	9.702	21.530	37.251	1:08.483
10	17.996	19.294	35.977	1:13.267
11	9.177	18.933	38.946	1:07.057
AVG	9.219	19.494	37.411	1:08.078
IDEAL	8.683	18.222	35.525	1:02.431

329 Chad M Gores
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.114	22.947	45.167	-
2	10.856	19.261	41.025	1:11.142
3	9.022	18.980	41.056	1:09.058
4	9.151	19.819	1:26.416	1:55.386
5	10.329	20.677	41.056	1:12.062
6	8.844	21.051	41.986	1:11.881
7	-	-	-	1:19.031
8	10.302	20.294	39.746	1:10.343
9	1:07.601	18.947	43.013	2:09.560
AVG	9.530	19.861	41.864	1:12.253
IDEAL	8.844	18.947	39.746	1:07.537

410 Eric J McCrummen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.968	24.181	48.787	-
2	10.946	20.670	39.191	1:10.806
3	9.152	20.567	36.627	1:06.346
4	8.956	20.588	37.432	1:06.976
5	10.145	29.663	52.859	1:32.667
6	9.044	20.930	54.809	1:24.783
AVG	9.324	21.387	37.750	1:08.043
IDEAL	8.956	20.567	36.627	1:06.150

410 Eric J McCrummen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.034	19.061	39.973	-
2	8.711	17.241	34.302	1:00.255
3	8.536	17.350	34.668	1:00.553
4	8.443	18.917	37.364	1:04.725

592 Jake M Canada
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	8.631	34.539	38.130	1:21.300
6	8.574	17.867	45.841	1:12.282
7	8.645	17.412	40.411	1:06.468
8	9.886	21.170	53.525	1:24.580
9	1:54.911	28.393	44.349	3:07.653
AVG	8.757	17.975	37.568	1:04.857
IDEAL	8.443	17.241	34.302	59.987

614 Joshua R Jackson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.930	24.267	44.663	-
2	9.066	18.612	39.249	1:06.927
3	8.311	17.801	37.544	1:03.656
4	8.658	18.531	43.596	1:10.785
5	8.295	17.977	34.768	1:01.040
6	8.669	18.825	44.634	1:12.128
7	8.233	17.540	40.846	1:06.619
8	8.380	17.427	43.328	1:09.136
9	8.367	17.470	35.691	1:01.528
10	8.525	17.645	58.298	1:24.468
11	8.491	18.068	34.957	1:01.515
AVG	8.500	17.990	37.176	1:05.926
IDEAL	8.233	17.427	34.768	1:00.428

627 Brett M Osaka
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.489	24.781	48.708	-
2	11.544	21.253	44.943	1:17.740
3	9.500	23.439	42.818	1:15.757
4	10.230	21.913	42.889	1:15.032
5	9.331	21.216	41.300	1:11.847
6	10.776	20.685	40.113	1:11.574
7	8.904	20.493	41.808	1:11.204
8	9.314	22.926	40.824	1:13.064
9	8.949	20.499	42.979	1:12.428
10	10.670	19.933	39.109	1:09.711
AVG	9.557	21.373	41.865	1:13.151
IDEAL	8.904	19.933	39.109	1:07.945

627 Brett M Osaka
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.591	24.783	51.808	-
2	12.829	22.882	47.411	1:23.121
3	9.599	24.208	47.533	1:21.340
4	24.409	26.822	45.789	1:37.020
5	12.131	21.546	43.724	1:17.401
6	12.106	25.248	46.507	1:23.861
7	10.022	22.745	43.760	1:16.528
8	9.351	26.910	54.681	1:30.941
9	12.621	25.397	47.325	1:25.342
AVG	9.657	23.830	46.732	1:22.648
IDEAL	9.351	21.546	43.724	1:14.621

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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642 Joey H Ruminer
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.808	21.867	39.941	-
2	8.843	18.489	37.094	1:04.426
3	8.665	18.822	35.558	1:03.044
4	9.060	18.444	1:20.300	1:47.805
5	8.830	19.769	40.881	1:09.480
6	8.784	18.434	48.895	1:16.112
7	8.230	19.143	59.797	1:27.169
8	9.126	18.608	1:00.392	1:28.125
9	8.548	19.018	49.810	1:17.376
10	8.739	20.520	38.126	1:07.385
AVG	8.758	19.311	38.320	1:06.084
IDEAL	8.230	18.434	35.558	1:02.221

647 Parker Eckman
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.566	22.084	40.482	-
2	8.576	18.712	38.837	1:06.124
3	8.532	18.579	37.027	1:04.137
4	8.779	19.453	38.748	1:06.980
5	8.900	19.110	37.971	1:05.981
6	8.601	18.608	47.273	1:14.481
7	8.866	21.603	38.679	1:09.148
8	8.476	18.730	43.493	1:10.699
9	9.078	18.627	39.404	1:07.109
10	8.869	19.086	46.050	1:14.005
11	41.125	19.619	48.047	1:48.791
AVG	8.742	19.474	39.330	1:08.741
IDEAL	8.476	18.579	37.027	1:04.082

754 Ryan A Skinner
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.167	42.758	46.429	-
2	10.842	20.626	44.333	1:15.801
3	8.720	20.826	43.404	1:12.950
4	8.793	21.557	41.513	1:11.863
5	9.317	28.219	41.803	1:19.339
6	1:05.514	30.182	59.549	2:35.245
7	8.890	20.845	41.116	1:10.852
AVG	8.930	20.964	43.100	1:14.161
IDEAL	8.720	20.626	41.116	1:10.463

758 Jason K Potter
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.004	22.850	45.154	-
2	11.055	18.728	36.669	1:06.452
3	8.739	18.430	37.068	1:04.237
4	8.963	18.397	35.508	1:02.869
5	8.708	18.545	1:17.857	1:45.110
6	8.632	17.986	35.846	1:02.464
7	12.205	32.874	53.003	1:38.082

787 Brenton R Schnitzer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	8.455	18.119	42.463	1:09.037
9	-	-	51.359	2:22.004
AVG	8.659	18.332	38.336	1:05.682
IDEAL	8.455	17.986	35.508	1:01.949

837 Jeremiah J Solt
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.889	24.212	48.677	-
2	11.373	20.740	44.977	1:17.090
3	13.073	24.048	44.385	1:21.505
4	9.300	21.085	41.724	1:12.109
5	9.242	22.756	44.173	1:16.171
6	11.422	21.981	41.423	1:14.827
7	9.397	21.776	52.805	1:23.978
8	9.778	21.067	40.324	1:11.169
9	11.026	21.990	41.287	1:14.303
10	11.603	22.657	45.079	1:19.340
AVG	9.749	22.231	42.921	1:16.721
IDEAL	9.242	20.740	40.324	1:10.306

854 Landen Powell
KTM SX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.943	23.725	50.218	-
2	11.608	20.521	44.901	1:17.030
3	10.180	21.068	41.073	1:12.321
4	1:31.160	1:42.296	2:07.640	2:40.879
5	14.580	21.068	41.734	1:17.382
6	11.181	20.102	46.143	1:17.426
7	11.850	19.811	45.093	1:16.754
8	9.453	21.171	44.385	1:15.009
9	9.747	20.374	45.156	1:15.277
AVG	10.140	20.980	44.069	1:15.886
IDEAL	9.453	19.811	41.073	1:10.336

885 Jeffrey M Mann Jr
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.585	20.518	45.067	-
2	8.774	18.706	38.672	1:06.152
3	8.945	19.369	37.959	1:06.273
4	9.153	32.954	40.335	1:22.442
5	8.704	19.560	42.697	1:10.961
6	9.009	19.031	40.160	1:08.200
7	34.827	22.268	42.025	1:39.120
8	8.667	19.621	45.126	1:13.413
9	9.083	19.793	42.198	1:11.074
10	8.803	20.457	41.714	1:10.974
AVG	8.892	19.925	41.595	1:09.578
IDEAL	8.667	18.706	37.959	1:05.331

891 Matt Vanderwater
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.181	22.464	46.717	-
2	12.776	29.398	50.925	1:33.099
3	2:12.692	2:34.449	2:49.285	3:35.191
4	10.001	23.243	48.204	1:21.447
5	11.076	27.736	46.320	1:25.132
6	2:27.065	2:35.143	3:16.211	3:55.659
AVG	10.539	24.481	48.041	1:26.560
IDEAL	10.001	23.243	46.320	1:19.563

993 Trevor N Allred
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	8.916	17.981	33.962	1:00.859
4	25.746	26.125	39.359	1:31.230
5	13.824	18.958	4:22.193	4:54.975
6	9.091	23.259	47.451	1:19.800
7	9.880	19.813	41.499	1:11.193
AVG	9.022	18.742	36.521	1:03.666
IDEAL	8.305	17.726	33.962	59.993

993 Trevor N Allred
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.606	22.617	46.989	-
2	10.779	20.493	43.346	1:14.618
3	11.297	21.111	40.871	1:13.279
4	10.590	19.621	39.669	1:09.880
5	11.283	20.923	40.478	1:12.684
6	9.288	20.582	40.100	1:09.970
7	11.070	19.861	42.231	1:13.162
8	9.228	19.795	38.755	1:07.778
9	9.481	20.192	39.934	1:09.607
10	9.773	21.068	42.305	1:13.147
AVG	10.030	20.626	40.854	1:11.569
IDEAL	9.228	19.621	38.755	1:07.604

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