

LUCAS OIL AMA PRO MOTOCROSS CHAMPIONSHIP
 STEEL CITY NATIONAL
 STEEL CITY RACEWAY - DELMONT, PA
 ROUND 11 OF 12 - SEPTEMBER 4, 2010
 250 Motocross



INDIVIDUAL TIMES - MOTO #1

17 Justin Barcia
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:31.211 | 51.480 | 39.731 | - |
| 2 | 1:01.691 | 51.629 | 39.518 | 2:32.837 |
| 3 | 1:02.592 | 50.610 | 39.270 | 2:32.473 |
| 4 | 1:02.153 | 50.414 | 38.473 | 2:31.039 |
| 5 | 1:01.817 | 49.910 | 38.881 | 2:30.608 |
| 6 | 1:02.414 | 49.085 | 39.101 | 2:30.600 |
| 7 | 1:01.872 | 49.718 | 38.672 | 2:30.262 |
| 8 | 1:02.383 | 49.530 | 44.460 | 2:36.373 |
| 9 | 1:03.831 | 51.094 | 39.608 | 2:34.532 |
| 10 | 1:03.693 | 51.587 | 40.057 | 2:35.337 |
| 11 | 1:03.537 | 49.948 | 40.130 | 2:33.615 |
| 12 | 1:03.361 | 50.837 | 40.072 | 2:34.270 |
| 13 | 1:03.357 | 50.907 | 39.886 | 2:34.149 |
| 14 | 1:04.022 | 50.707 | 39.893 | 2:34.621 |
| 15 | 1:04.465 | 51.774 | 41.376 | 2:37.616 |
| AVG | 1:02.942 | 50.615 | 39.942 | 2:33.452 |
| IDEAL | 1:01.691 | 49.085 | 38.473 | 2:29.248 |

20 Broc Tickle
Yamaha YZ 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:31.099 | 51.395 | 39.704 | - |
| 2 | 1:02.773 | 49.894 | 38.846 | 2:31.513 |
| 3 | 1:02.694 | 50.029 | 39.057 | 2:31.780 |
| 4 | 1:02.205 | 49.558 | 38.802 | 2:30.565 |
| 5 | 1:01.820 | 49.206 | 38.875 | 2:29.901 |
| 6 | 1:02.193 | 49.530 | 38.870 | 2:30.593 |
| 7 | 1:01.984 | 49.417 | 39.314 | 2:30.714 |
| 8 | 1:03.260 | 49.354 | 38.833 | 2:31.447 |
| 9 | 1:02.905 | 49.858 | 39.159 | 2:31.922 |
| 10 | 1:03.424 | 50.492 | 39.490 | 2:33.406 |
| 11 | 1:02.781 | 50.636 | 39.530 | 2:32.947 |
| 12 | 1:02.167 | 50.196 | 39.137 | 2:31.500 |
| 13 | 1:02.774 | 49.643 | 39.272 | 2:31.689 |
| 14 | 1:02.340 | 50.490 | 39.399 | 2:32.229 |
| 15 | 1:03.111 | 49.916 | 39.591 | 2:32.618 |
| AVG | 1:02.602 | 49.974 | 39.192 | 2:31.630 |
| IDEAL | 1:01.820 | 49.206 | 38.802 | 2:29.828 |

21 Blake Wharton
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:32.890 | 52.485 | 40.405 | - |
| 2 | 1:03.391 | 50.105 | 40.837 | 2:34.333 |
| 3 | 1:03.673 | 49.768 | 40.107 | 2:33.548 |
| 4 | 1:02.408 | 50.094 | 39.577 | 2:32.080 |
| 5 | 1:02.223 | 49.411 | 39.242 | 2:30.875 |
| 6 | 1:02.548 | 49.464 | 39.017 | 2:31.028 |
| 7 | 1:02.441 | 49.829 | 39.268 | 2:31.538 |
| 8 | 1:02.336 | 50.596 | 39.545 | 2:32.477 |
| 9 | 1:02.386 | 49.378 | 39.480 | 2:31.243 |
| 10 | 1:02.459 | 49.005 | 38.838 | 2:30.301 |
| 11 | 1:02.483 | 49.389 | 39.592 | 2:31.464 |

| | | | | |
|-------|----------|--------|--------|----------|
| 12 | 1:02.952 | 50.365 | 39.307 | 2:32.624 |
| 13 | 1:02.634 | 49.137 | 39.073 | 2:30.844 |
| 14 | 1:02.075 | 49.507 | 38.909 | 2:30.490 |
| 15 | 1:03.120 | 49.693 | 39.497 | 2:32.309 |
| AVG | 1:02.672 | 49.912 | 39.500 | 2:31.852 |
| IDEAL | 1:02.075 | 49.005 | 38.838 | 2:29.917 |

28 Tyla Rattray
Kawasaki KX 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:29.993 | 50.056 | 39.937 | - |
| 2 | 1:03.706 | 49.339 | 39.254 | 2:32.298 |
| 3 | 1:01.616 | 49.678 | 38.898 | 2:30.192 |
| 4 | 1:01.082 | 49.413 | 39.343 | 2:29.838 |
| 5 | 1:01.935 | 49.664 | 39.350 | 2:30.949 |
| 6 | 1:02.164 | 49.174 | 38.783 | 2:30.122 |
| 7 | 1:02.543 | 49.506 | 38.800 | 2:30.849 |
| 8 | 1:01.992 | 49.213 | 38.528 | 2:29.734 |
| 9 | 1:02.061 | 49.455 | 38.903 | 2:30.419 |
| 10 | 1:02.158 | 49.562 | 39.316 | 2:31.036 |
| 11 | 1:02.420 | 50.497 | 39.580 | 2:32.497 |
| 12 | 1:01.519 | 50.094 | 39.378 | 2:30.991 |
| 13 | 1:02.336 | 50.373 | 39.374 | 2:32.083 |
| 14 | 1:02.195 | 52.168 | 39.919 | 2:34.282 |
| 15 | 1:03.146 | 49.871 | 40.534 | 2:33.551 |
| AVG | 1:02.205 | 49.871 | 39.326 | 2:31.346 |
| IDEAL | 1:01.082 | 49.174 | 38.528 | 2:28.785 |

36 Darryn Durham
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:31.495 | 51.207 | 40.288 | - |
| 2 | 1:03.547 | 48.871 | 39.815 | 2:32.233 |
| 3 | 1:02.843 | 50.148 | 39.723 | 2:32.714 |
| 4 | 1:03.109 | 49.386 | 38.686 | 2:31.181 |
| 5 | 1:03.264 | 49.401 | 38.976 | 2:31.641 |
| 6 | 1:04.500 | 48.457 | 39.413 | 2:32.370 |
| 7 | 1:03.068 | 49.382 | 39.273 | 2:31.723 |
| 8 | 1:02.539 | 49.108 | 39.663 | 2:31.311 |
| 9 | 1:02.602 | 48.202 | 38.935 | 2:29.739 |
| 10 | 1:02.972 | 49.425 | 39.849 | 2:32.246 |
| 11 | 1:03.540 | 48.897 | 39.966 | 2:32.403 |
| 12 | 1:03.039 | 49.680 | 39.380 | 2:32.098 |
| 13 | 1:02.874 | 49.773 | 39.670 | 2:32.317 |
| 14 | 1:03.556 | 49.442 | 39.606 | 2:32.604 |
| 15 | 1:03.405 | 49.099 | 39.616 | 2:32.119 |
| AVG | 1:03.204 | 49.365 | 39.524 | 2:31.907 |
| IDEAL | 1:02.539 | 48.202 | 38.686 | 2:29.427 |

38 Trey Canard
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:28.345 | 49.295 | 39.050 | - |
| 2 | 1:01.473 | 49.358 | 39.009 | 2:29.840 |
| 3 | 1:01.596 | 48.896 | 37.855 | 2:28.347 |
| 4 | 1:02.203 | 49.793 | 39.880 | 2:31.876 |
| 5 | 1:01.192 | 49.711 | 39.120 | 2:30.023 |

| | | | | |
|-------|----------|--------|--------|----------|
| 6 | 1:02.047 | 49.310 | 38.732 | 2:30.089 |
| 7 | 1:01.406 | 48.961 | 38.698 | 2:29.065 |
| 8 | 1:01.494 | 48.209 | 38.598 | 2:28.300 |
| 9 | 1:02.086 | 49.040 | 38.462 | 2:29.589 |
| 10 | 1:01.326 | 49.280 | 39.177 | 2:29.783 |
| 11 | 1:02.403 | 49.292 | 39.152 | 2:30.847 |
| 12 | 1:01.053 | 48.257 | 38.730 | 2:28.039 |
| 13 | 1:00.892 | 50.767 | 38.599 | 2:30.257 |
| 14 | 1:01.449 | 49.584 | 38.903 | 2:29.936 |
| 15 | 1:01.292 | 49.016 | 38.812 | 2:29.120 |
| AVG | 1:01.597 | 49.255 | 38.844 | 2:29.680 |
| IDEAL | 1:00.892 | 48.209 | 37.855 | 2:26.956 |

49 William Hahn
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:31.710 | 51.384 | 40.326 | - |
| 2 | 1:03.403 | 50.067 | 39.472 | 2:32.942 |
| 3 | 1:02.390 | 50.007 | 38.527 | 2:30.924 |
| 4 | 1:01.392 | 50.094 | 38.600 | 2:30.086 |
| 5 | 1:01.725 | 49.886 | 38.977 | 2:30.588 |
| 6 | 1:02.280 | 50.248 | 38.600 | 2:31.127 |
| 7 | 1:02.046 | 49.659 | 38.984 | 2:30.690 |
| 8 | 1:02.438 | 49.965 | 38.896 | 2:31.299 |
| 9 | 1:02.352 | 50.363 | 38.754 | 2:31.469 |
| 10 | 1:02.983 | 50.092 | 39.464 | 2:32.539 |
| 11 | 1:02.826 | 50.828 | 40.072 | 2:33.726 |
| 12 | 1:02.103 | 50.142 | 39.527 | 2:31.772 |
| 13 | 1:02.203 | 50.039 | 39.341 | 2:31.583 |
| 14 | 1:01.920 | 50.881 | 39.152 | 2:31.953 |
| 15 | 1:02.190 | 51.248 | 39.534 | 2:32.972 |
| AVG | 1:02.304 | 50.327 | 39.215 | 2:31.691 |
| IDEAL | 1:01.392 | 49.659 | 38.527 | 2:29.578 |

50 Alex Martin
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:34.060 | 53.053 | 41.027 | - |
| 2 | 1:05.117 | 51.858 | 39.979 | 2:36.954 |
| 3 | 1:05.073 | 51.017 | 39.805 | 2:35.895 |
| 4 | 1:04.271 | 50.342 | 40.226 | 2:34.839 |
| 5 | 1:03.777 | 49.937 | 39.365 | 2:33.079 |
| 6 | 1:03.525 | 50.231 | 39.468 | 2:33.224 |
| 7 | 1:03.706 | 49.559 | 40.203 | 2:33.468 |
| 8 | 1:03.765 | 49.578 | 40.222 | 2:33.565 |
| 9 | 1:02.833 | 49.854 | 39.489 | 2:32.176 |
| 10 | 1:04.723 | 48.868 | 39.777 | 2:33.368 |
| 11 | 1:04.013 | 48.870 | 40.594 | 2:33.476 |
| 12 | 1:04.485 | 50.811 | 40.342 | 2:35.638 |
| 13 | 1:03.970 | 49.520 | 40.135 | 2:33.625 |
| 14 | 1:04.283 | 49.809 | 40.552 | 2:34.645 |
| 15 | 1:04.319 | 49.839 | 40.867 | 2:35.025 |
| AVG | 1:04.133 | 50.210 | 40.137 | 2:34.213 |
| IDEAL | 1:02.833 | 48.868 | 39.365 | 2:31.066 |

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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64 Taylor Futrell
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|----------|--------|----------|
| 1 | 1:38.332 | 55.306 | 43.026 | - |
| 2 | 1:06.492 | 54.227 | 40.671 | 2:41.390 |
| 3 | 1:05.329 | 52.807 | 40.692 | 2:38.827 |
| 4 | 1:05.227 | 53.660 | 41.688 | 2:40.574 |
| 5 | 1:05.653 | 52.372 | 40.930 | 2:38.956 |
| 6 | 1:06.749 | 53.551 | 41.423 | 2:41.722 |
| 7 | 1:05.871 | 52.503 | 40.664 | 2:39.038 |
| 8 | 1:05.734 | 52.083 | 41.102 | 2:38.919 |
| 9 | 1:05.744 | 1:02.085 | 42.859 | 2:50.688 |
| 10 | 1:05.809 | 54.096 | 41.280 | 2:41.185 |
| 11 | 1:06.189 | 52.572 | 40.656 | 2:39.416 |
| 12 | 1:06.198 | 53.014 | 41.625 | 2:40.837 |
| 13 | 1:06.099 | 55.014 | 41.362 | 2:42.475 |
| 14 | 1:04.796 | 53.468 | 44.570 | 2:42.834 |
| AVG | 1:05.838 | 54.054 | 41.611 | 2:41.297 |
| IDEAL | 1:04.796 | 52.083 | 40.656 | 2:37.535 |

87 Les Smith
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:31.730 | 50.608 | 41.122 | - |
| 2 | 1:04.102 | 51.097 | 40.491 | 2:35.690 |
| 3 | 1:04.444 | 50.758 | 40.629 | 2:35.831 |
| 4 | 1:04.225 | 50.833 | 40.484 | 2:35.542 |
| 5 | 1:03.789 | 51.838 | 40.661 | 2:36.288 |
| 6 | 1:03.825 | 51.198 | 39.518 | 2:34.541 |
| 7 | 1:04.495 | 51.102 | 39.971 | 2:35.568 |
| 8 | 1:04.398 | 50.233 | 40.209 | 2:34.840 |
| 9 | 1:06.182 | 53.058 | 41.815 | 2:41.056 |
| 10 | 1:07.205 | 51.947 | 41.527 | 2:40.679 |
| 11 | 1:06.937 | 51.983 | 41.353 | 2:40.273 |
| 12 | 1:06.020 | 51.110 | 41.429 | 2:38.559 |
| AVG | 1:05.057 | 51.314 | 40.767 | 2:37.170 |
| IDEAL | 1:03.789 | 50.233 | 39.518 | 2:33.540 |

90 Willy Browning
KTM 250 SX-F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|---------------------|--------|--------|----------|
| 1 | 1:37.052 | 54.643 | 42.409 | - |
| 2 | 1:05.360 | 52.776 | 40.721 | 2:38.857 |
| 3 | 1:04.735 | 53.036 | 40.215 | 2:37.987 |
| 4 | 1:04.258 | 52.190 | 41.118 | 2:37.566 |
| 5 | 1:04.337 | 50.858 | 41.098 | 2:36.292 |
| 6 | 1:04.321 | 51.951 | 41.022 | 2:37.294 |
| 7 | 1:05.006 | 51.803 | 40.167 | 2:36.976 |
| 8 | 1:05.326 | 52.126 | 40.683 | 2:38.134 |
| 9 | 1:12.075 | 52.015 | 41.024 | 2:45.114 |
| 10 | 1:04.614 | 52.655 | 41.932 | 2:39.202 |
| 11 | 1:05.521 | 51.609 | 40.861 | 2:37.991 |
| 12 | 1:05.542 | 52.927 | 41.641 | 2:40.109 |
| 13 | 1:05.998 | 53.088 | 42.038 | 2:41.124 |
| 14 | 1:05.586 | 52.567 | 40.954 | 2:39.108 |
| 15 | 1:08.142 | 52.719 | 42.349 | 2:43.210 |

AVG 1:05.773 52.464 41.216 2:39.212
 IDEAL 1:04.258 50.858 40.167 2:35.283

92 Michael Willard
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:38.109 | 55.878 | 42.231 | - |
| 2 | 1:06.071 | 54.532 | 42.022 | 2:42.625 |
| 3 | 1:04.788 | 53.471 | 41.316 | 2:39.575 |
| 4 | 1:05.152 | 52.967 | 41.067 | 2:39.186 |
| 5 | 1:05.077 | 51.767 | 41.648 | 2:38.492 |
| 6 | 1:05.124 | 51.402 | 40.605 | 2:37.131 |
| 7 | 1:04.304 | 50.912 | 40.490 | 2:35.706 |
| 8 | 1:04.130 | 51.151 | 40.160 | 2:35.441 |
| 9 | 1:04.535 | 51.510 | 41.111 | 2:37.156 |
| 10 | 1:04.687 | 50.400 | 42.243 | 2:37.330 |
| 11 | 1:04.984 | 51.506 | 41.318 | 2:37.808 |
| 12 | 1:05.110 | 51.486 | 42.216 | 2:38.812 |
| 13 | 1:04.774 | 51.170 | 40.512 | 2:36.456 |
| 14 | 1:04.622 | 51.221 | 40.355 | 2:36.198 |
| 15 | 1:04.110 | 50.570 | 41.027 | 2:35.708 |
| AVG | 1:04.819 | 51.996 | 41.221 | 2:37.687 |
| IDEAL | 1:04.110 | 50.400 | 40.160 | 2:34.670 |

108 Dean Wilson
Kawasaki KX 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|----------|--------|----------|
| 1 | 1:43.212 | 1:01.913 | 41.299 | - |
| 2 | 1:05.874 | 51.740 | 39.841 | 2:37.455 |
| 3 | 1:02.873 | 50.697 | 39.808 | 2:33.378 |
| 4 | 1:03.824 | 1:29.754 | 41.314 | 3:14.893 |
| 5 | 1:04.557 | 50.598 | 39.511 | 2:34.666 |
| 6 | 1:03.820 | 51.243 | 40.111 | 2:35.174 |
| 7 | 1:04.061 | 50.681 | 40.170 | 2:34.912 |
| 8 | 1:03.959 | 51.160 | 40.219 | 2:35.338 |
| 9 | 1:04.746 | 50.882 | 40.013 | 2:35.641 |
| 10 | 1:03.482 | 50.487 | 39.841 | 2:33.809 |
| 11 | 1:03.563 | 49.701 | 39.607 | 2:32.870 |
| 12 | 1:03.976 | 51.115 | 40.625 | 2:35.716 |
| 13 | 1:03.044 | 50.521 | 39.485 | 2:33.050 |
| 14 | 1:02.622 | 49.064 | 39.429 | 2:31.115 |
| 15 | 1:02.272 | 49.107 | 38.928 | 2:30.307 |
| AVG | 1:03.762 | 50.538 | 40.013 | 2:34.110 |
| IDEAL | 1:02.272 | 49.064 | 38.928 | 2:30.264 |

172 Jeffrey Gibson
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|---------------------|--------|--------|----------|
| 1 | 1:36.719 | 54.867 | 41.852 | - |
| 2 | 1:04.925 | 52.218 | 40.348 | 2:37.492 |
| 3 | 1:04.495 | 52.389 | 40.263 | 2:37.147 |
| 4 | 1:04.935 | 52.728 | 40.262 | 2:37.925 |
| 5 | 1:05.123 | 51.507 | 40.449 | 2:37.079 |
| 6 | 1:05.780 | 52.236 | 40.694 | 2:38.710 |
| 7 | 1:04.752 | 52.688 | 40.423 | 2:37.863 |
| 8 | 1:06.486 | 51.163 | 40.534 | 2:38.184 |
| 9 | 1:05.514 | 51.547 | 40.671 | 2:37.731 |

10 1:06.416 53.529 40.629 2:40.574
 11 1:06.333 52.900 41.356 2:40.589
 12 1:06.489 53.224 41.420 2:41.133
 13 1:06.119 53.187 41.278 2:40.584
 14 1:05.661 52.216 41.531 2:39.409
 15 1:06.241 53.887 42.837 2:42.964
 AVG 1:05.712 52.738 40.948 2:39.197
 IDEAL 1:04.495 51.163 40.262 2:35.919

175 Phillip Nicoletti
KTM 250 SX-F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:32.728 | 51.779 | 40.949 | - |
| 2 | 1:04.860 | 50.954 | 39.939 | 2:35.753 |
| 3 | 1:03.383 | 51.079 | 39.979 | 2:34.442 |
| 4 | 1:04.200 | 50.563 | 39.666 | 2:34.429 |
| 5 | 1:03.528 | 50.294 | 39.792 | 2:33.614 |
| 6 | 1:03.986 | 49.970 | 39.991 | 2:33.947 |
| 7 | 1:03.141 | 50.220 | 40.829 | 2:34.190 |
| 8 | 1:03.749 | 51.172 | 41.040 | 2:35.962 |
| 9 | 1:04.897 | 54.633 | 41.420 | 2:40.949 |
| 10 | 1:07.254 | 55.397 | 42.101 | 2:44.752 |
| AVG | 1:04.333 | 51.606 | 40.571 | 2:36.449 |
| IDEAL | 1:03.141 | 49.970 | 39.666 | 2:32.778 |

185 Killy Rusk
KTM 250 SX-F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:35.539 | 54.541 | 40.998 | - |
| 2 | 1:04.846 | 51.553 | 40.787 | 2:37.186 |
| 3 | 1:04.005 | 51.340 | 39.939 | 2:35.284 |
| 4 | 1:03.804 | 51.415 | 40.865 | 2:36.083 |
| 5 | 1:05.335 | 50.233 | 40.774 | 2:36.341 |
| 6 | 1:04.524 | 50.402 | 40.289 | 2:35.216 |
| 7 | 1:04.827 | 51.233 | 40.382 | 2:36.442 |
| 8 | 1:04.942 | 51.160 | 40.725 | 2:36.826 |
| 9 | 1:03.750 | 50.471 | 39.949 | 2:34.169 |
| AVG | 1:04.504 | 51.372 | 40.523 | 2:35.943 |
| IDEAL | 1:03.750 | 50.233 | 39.939 | 2:33.921 |

200 Cole Seely
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|---------------------|--------|--------|----------|
| 1 | 1:29.573 | 50.340 | 39.233 | - |
| 2 | 1:03.300 | 50.026 | 38.743 | 2:32.069 |
| 3 | 1:02.510 | 49.019 | 39.120 | 2:30.649 |
| 4 | 1:02.085 | 49.512 | 38.652 | 2:30.249 |
| 5 | 1:02.160 | 49.859 | 38.517 | 2:30.536 |
| 6 | 1:01.881 | 48.909 | 39.028 | 2:29.818 |
| 7 | 1:02.089 | 49.216 | 38.724 | 2:30.029 |
| 8 | 1:02.861 | 48.941 | 38.922 | 2:30.723 |
| 9 | 1:02.345 | 50.431 | 39.215 | 2:31.991 |
| 10 | 1:03.908 | 50.516 | 40.214 | 2:34.639 |
| 11 | - | - | 50.809 | 2:45.313 |
| 12 | 1:04.842 | 51.606 | 40.605 | 2:37.053 |
| 13 | 1:04.242 | 50.742 | 40.706 | 2:35.689 |
| 14 | 1:04.252 | 52.396 | 40.633 | 2:37.280 |

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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 250 Motocross



INDIVIDUAL TIMES - MOTO #1

200 Cole Seely
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 15 | 1:05.207 | 52.690 | 41.534 | 2:39.431 |
| AVG | 1:05.207 | 52.690 | 41.534 | 2:39.431 |
| IDEAL | 1:01.881 | 48.909 | 38.517 | 2:29.307 |

211 Tevin Tapia
KTM 250 SX-F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:06.210 | 53.996 | 42.214 | - |
| 2 | 1:05.264 | 52.371 | 41.064 | 2:38.699 |
| 3 | 1:04.023 | 52.692 | 39.798 | 2:36.512 |
| 4 | 1:03.762 | 52.806 | 40.548 | 2:37.117 |
| 5 | 1:04.569 | 51.629 | 39.569 | 2:35.767 |
| 6 | 1:04.291 | 52.527 | 39.527 | 2:36.345 |
| 7 | 1:04.071 | 51.383 | 39.931 | 2:35.385 |
| 8 | 1:03.929 | 51.551 | 39.933 | 2:35.413 |
| 9 | 1:04.110 | 51.570 | 40.323 | 2:36.003 |
| 10 | 1:10.712 | 51.859 | 40.549 | 2:43.119 |
| 11 | 1:05.650 | 51.932 | 41.097 | 2:38.678 |
| 12 | 1:05.130 | 52.780 | 40.850 | 2:38.760 |
| 13 | 1:05.046 | 53.112 | 40.927 | 2:39.085 |
| 14 | 1:05.204 | 52.100 | 41.785 | 2:39.089 |
| 15 | 1:05.908 | 52.953 | 41.483 | 2:40.344 |
| AVG | 1:05.119 | 52.351 | 40.640 | 2:37.880 |
| IDEAL | 1:03.762 | 51.383 | 39.527 | 2:34.672 |

243 Eli Tomac
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:28.511 | 49.536 | 38.975 | - |
| 2 | 1:01.763 | 49.755 | 38.463 | 2:29.981 |
| 3 | 1:02.195 | 49.464 | 38.697 | 2:30.356 |
| 4 | 1:02.025 | 48.892 | 38.705 | 2:29.621 |
| 5 | 1:02.802 | 49.828 | 39.398 | 2:32.029 |
| 6 | 1:01.661 | 48.862 | 39.380 | 2:29.903 |
| 7 | 1:02.939 | 50.427 | 38.961 | 2:32.327 |
| 8 | 1:02.170 | 49.188 | 39.033 | 2:30.390 |
| 9 | 1:02.815 | 48.958 | 39.578 | 2:31.351 |
| 10 | 1:03.347 | 50.781 | 40.260 | 2:34.389 |
| 11 | 1:03.270 | 49.340 | 39.596 | 2:32.205 |
| 12 | 1:02.690 | 49.206 | 39.394 | 2:31.290 |
| 13 | 1:02.157 | 49.313 | 39.884 | 2:31.354 |
| 14 | 1:03.031 | 49.750 | 39.781 | 2:32.562 |
| 15 | 1:02.874 | 49.502 | 39.907 | 2:32.283 |
| AVG | 1:02.553 | 49.520 | 39.334 | 2:31.431 |
| IDEAL | 1:01.661 | 48.862 | 38.463 | 2:28.986 |

244 Ryan Zimmer
KTM 250 SX-F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:33.907 | 52.940 | 40.967 | - |
| 2 | 1:04.219 | 51.301 | 40.379 | 2:35.899 |
| 3 | 1:04.244 | 50.665 | 41.621 | 2:36.530 |
| 4 | 1:05.043 | 51.959 | 40.793 | 2:37.795 |

| | | | | |
|-------|----------|--------|--------|----------|
| 5 | 1:04.557 | 51.457 | 40.260 | 2:36.274 |
| 6 | 1:40.347 | 52.398 | 41.834 | 3:14.579 |
| 7 | 1:06.515 | 56.874 | 41.312 | 2:44.700 |
| 8 | 1:05.652 | 52.905 | 40.981 | 2:39.538 |
| 9 | 1:05.230 | 53.175 | 42.255 | 2:40.661 |
| 10 | 1:05.000 | 52.402 | 41.433 | 2:38.834 |
| 11 | 1:05.543 | 51.890 | 41.103 | 2:38.536 |
| 12 | 1:05.367 | 51.659 | 41.029 | 2:38.055 |
| 13 | 1:04.722 | 53.785 | 41.433 | 2:39.941 |
| 14 | 1:05.088 | 51.662 | 41.424 | 2:38.174 |
| AVG | 1:05.057 | 52.435 | 41.139 | 2:38.555 |
| IDEAL | 1:04.219 | 50.665 | 40.260 | 2:35.144 |

285 Tony Archer
Suzuki RM Z250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:40.119 | 56.779 | 43.340 | - |
| 2 | 1:06.732 | 54.059 | 43.050 | 2:43.840 |
| 3 | 1:06.933 | 52.563 | 43.440 | 2:42.936 |
| 4 | 1:06.370 | 52.751 | 41.210 | 2:40.331 |
| 5 | 1:05.360 | 53.292 | 41.596 | 2:40.248 |
| 6 | 1:05.222 | 51.962 | 41.961 | 2:39.145 |
| 7 | 1:07.866 | 53.013 | 42.569 | 2:43.448 |
| 8 | 1:06.765 | 52.442 | 42.004 | 2:41.211 |
| 9 | 1:05.996 | 52.919 | 42.314 | 2:41.229 |
| 10 | 1:09.235 | 51.837 | 41.526 | 2:42.598 |
| 11 | 1:07.213 | 52.138 | 43.303 | 2:42.654 |
| 12 | 1:07.075 | 53.708 | 42.095 | 2:42.878 |
| 13 | 1:07.103 | 53.369 | 41.479 | 2:41.951 |
| 14 | 1:05.713 | 52.710 | 42.481 | 2:40.903 |
| AVG | 1:06.737 | 53.110 | 42.312 | 2:41.798 |
| IDEAL | 1:05.222 | 51.837 | 41.210 | 2:38.269 |

310 Shane Durham
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:34.374 | 53.156 | 41.218 | - |
| 2 | 1:04.825 | 51.082 | 40.065 | 2:35.972 |
| 3 | 1:04.693 | 51.111 | 40.703 | 2:36.507 |
| 4 | 1:03.528 | 50.995 | 40.073 | 2:34.596 |
| 5 | 1:04.683 | 51.797 | 40.689 | 2:37.170 |
| 6 | 1:04.280 | 51.032 | 40.055 | 2:35.367 |
| 7 | 1:04.750 | 51.627 | 40.195 | 2:36.571 |
| 8 | 1:04.935 | 50.252 | 40.251 | 2:35.438 |
| 9 | 1:04.774 | 52.236 | 40.240 | 2:37.250 |
| 10 | 1:04.765 | 52.173 | 40.512 | 2:37.450 |
| 11 | 1:05.941 | 52.990 | 40.824 | 2:39.755 |
| 12 | 1:05.749 | 52.299 | 41.054 | 2:39.101 |
| 13 | 1:04.841 | 52.229 | 40.877 | 2:37.947 |
| 14 | 1:05.143 | 52.219 | 41.048 | 2:38.410 |
| 15 | 1:06.779 | 52.663 | 39.388 | 2:38.830 |
| AVG | 1:04.978 | 51.857 | 40.479 | 2:37.169 |
| IDEAL | 1:03.528 | 50.252 | 39.388 | 2:33.168 |

341 Nico Izzi
Yamaha YZ 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:30.465 | 50.857 | 39.608 | - |
| 2 | 1:02.745 | 50.145 | 37.915 | 2:30.805 |
| 3 | 1:01.748 | 49.447 | 38.585 | 2:29.780 |
| 4 | 1:01.603 | 50.143 | 38.543 | 2:30.288 |
| 5 | 1:01.773 | 50.483 | 38.742 | 2:30.998 |
| 6 | 1:01.445 | 50.795 | 38.254 | 2:30.494 |
| 7 | 1:01.618 | 50.195 | 38.855 | 2:30.668 |
| 8 | 1:02.179 | 49.562 | 38.517 | 2:30.258 |
| 9 | 1:02.104 | 50.168 | 38.613 | 2:30.884 |
| 10 | 1:03.412 | 51.069 | 40.199 | 2:34.680 |
| 11 | 1:02.965 | 51.047 | 38.972 | 2:32.985 |
| 12 | 1:02.553 | 50.518 | 39.338 | 2:32.409 |
| 13 | 1:02.149 | 50.738 | 39.097 | 2:31.984 |
| 14 | 1:02.367 | 51.042 | 40.734 | 2:34.143 |
| 15 | 1:02.809 | 50.365 | 39.469 | 2:32.643 |
| AVG | 1:02.248 | 50.464 | 39.066 | 2:31.644 |
| IDEAL | 1:01.445 | 49.447 | 37.915 | 2:28.807 |

348 Jason Brooks
Kawasaki KX 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 1 | 1:39.790 | 57.338 | 42.452 | - |
| 2 | - | - | - | 2:41.366 |
| 3 | - | - | - | 2:37.355 |
| 4 | - | - | - | 2:41.406 |
| 5 | - | - | - | 2:45.304 |
| 6 | - | - | - | 2:37.165 |
| 7 | - | - | - | 2:41.011 |
| 8 | - | - | - | 2:40.553 |
| 9 | - | - | - | 2:39.969 |
| 10 | - | - | - | 2:39.172 |
| 11 | - | - | - | 2:41.078 |
| 12 | - | - | - | 2:38.656 |
| 13 | - | - | - | 2:40.625 |
| 14 | - | - | - | 2:44.204 |
| AVG | - | 57.338 | 42.452 | 2:40.605 |
| IDEAL | - | - | - | - |

354 Christopher Johnson
Suzuki RM Z250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:35.526 | 54.269 | 41.257 | - |
| 2 | 1:07.436 | 53.846 | 41.288 | 2:42.570 |
| 3 | 1:05.603 | 52.248 | 40.958 | 2:38.809 |
| 4 | 1:05.001 | 52.416 | 41.882 | 2:39.299 |
| 5 | 1:08.194 | 56.777 | 41.709 | 2:46.680 |
| 6 | 1:06.551 | 54.532 | 41.827 | 2:42.910 |
| 7 | 1:06.799 | 52.500 | 41.712 | 2:41.011 |
| 8 | 1:07.432 | 52.790 | 41.900 | 2:42.122 |
| 9 | 1:06.970 | 53.507 | 43.699 | 2:44.176 |
| 10 | 1:07.830 | 53.147 | 42.515 | 2:43.493 |
| 11 | 1:07.304 | 53.220 | 42.690 | 2:43.214 |
| 12 | 1:07.655 | 53.991 | 43.260 | 2:44.906 |
| 13 | 1:08.058 | 53.912 | 43.387 | 2:45.356 |
| 14 | 1:08.386 | 56.416 | 43.461 | 2:48.264 |

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

LUCAS OIL AMA PRO MOTOCROSS CHAMPIONSHIP
 STEEL CITY NATIONAL
 STEEL CITY RACEWAY - DELMONT, PA
 ROUND 11 OF 12 - SEPTEMBER 4, 2010
250 Motocross



INDIVIDUAL TIMES - MOTO #1

AVG 1:07.171 53.827 42.253 2:43.293
 IDEAL 1:05.001 52.248 40.958 2:38.207

370 Drew Yenerich
 Yamaha YZ 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|----------|--------|----------|
| 1 | 1:39.334 | 56.335 | 42.999 | - |
| 2 | 1:05.668 | 53.371 | 41.092 | 2:40.131 |
| 3 | 1:04.989 | 52.211 | 41.868 | 2:39.068 |
| 4 | 1:06.111 | 58.481 | 44.959 | 2:49.551 |
| 5 | 1:12.275 | 55.555 | 43.051 | 2:50.880 |
| 6 | 1:09.256 | 55.576 | 43.094 | 2:47.927 |
| 7 | 1:10.317 | 58.646 | 43.792 | 2:52.755 |
| 8 | 1:13.824 | 57.487 | 46.853 | 2:58.163 |
| 9 | 1:21.168 | 1:03.457 | 48.269 | 3:12.895 |
| 10 | 1:19.926 | 1:02.303 | 48.289 | 3:10.518 |
| 11 | 1:19.746 | 1:02.978 | 50.603 | 3:13.327 |
| 12 | 1:21.201 | 1:00.394 | 44.885 | 3:06.480 |
| 13 | 1:22.149 | 1:03.580 | 45.376 | 3:11.104 |

AVG 1:08.920 57.036 44.544 2:52.830
 IDEAL 1:04.989 52.211 41.092 2:38.292

377 Christophe Pourcel
 Kawasaki KX 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:27.901 | 48.361 | 39.540 | - |
| 2 | 1:02.934 | 49.066 | 39.311 | 2:31.311 |
| 3 | 1:01.788 | 48.998 | 39.345 | 2:30.132 |
| 4 | 1:01.247 | 49.574 | 39.276 | 2:30.097 |
| 5 | 1:02.861 | 50.111 | 38.964 | 2:31.936 |
| 6 | 1:01.621 | 49.429 | 38.851 | 2:29.901 |
| 7 | 1:02.313 | 49.299 | 38.780 | 2:30.392 |
| 8 | 1:01.958 | 48.388 | 38.702 | 2:29.048 |
| 9 | 1:02.330 | 49.034 | 39.048 | 2:30.411 |
| 10 | 1:02.785 | 48.929 | 38.960 | 2:30.674 |
| 11 | 1:01.575 | 48.599 | 38.497 | 2:28.671 |
| 12 | 1:00.879 | 49.283 | 38.084 | 2:28.246 |
| 13 | 1:01.379 | 50.149 | 38.577 | 2:30.105 |
| 14 | 1:01.700 | 49.129 | 38.732 | 2:29.561 |
| 15 | 1:01.330 | 48.364 | 38.136 | 2:27.829 |

AVG 1:01.907 49.114 38.853 2:29.880
 IDEAL 1:00.879 48.364 38.084 2:27.327

498 Cody Robbins
 Kawasaki KX 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:33.092 | 51.927 | 41.165 | - |
| 2 | 1:05.977 | 53.784 | 42.627 | 2:42.388 |
| 3 | 1:05.112 | 52.677 | 41.318 | 2:39.107 |
| 4 | 1:05.320 | 52.233 | 40.543 | 2:38.096 |
| 5 | 1:05.428 | 52.034 | 41.589 | 2:39.051 |
| 6 | 1:03.778 | 52.131 | 40.434 | 2:36.343 |
| 7 | 1:05.035 | 51.404 | 39.796 | 2:36.235 |
| 8 | 1:05.517 | 52.182 | 41.058 | 2:38.757 |
| 9 | 1:05.109 | 52.232 | 41.583 | 2:38.924 |
| 10 | 1:05.275 | 53.775 | 40.244 | 2:39.294 |
| 11 | 1:05.344 | 51.999 | 40.977 | 2:38.320 |

12 1:04.855 52.719 41.319 2:38.894
 13 1:06.905 52.548 40.963 2:40.416

14 1:06.283 52.376 41.215 2:39.874
 15 1:07.203 54.238 42.368 2:43.809

AVG 1:05.467 52.561 41.157 2:39.227
 IDEAL 1:03.778 51.404 39.796 2:34.978

505 Sean Lipanovich
 Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:38.713 | 55.418 | 43.295 | - |
| 2 | 1:06.619 | 54.808 | 42.572 | 2:43.998 |
| 3 | 1:06.184 | 54.656 | 41.741 | 2:42.581 |
| 4 | 1:05.913 | 53.802 | 41.316 | 2:41.032 |
| 5 | 1:05.783 | 53.067 | 41.743 | 2:40.593 |
| 6 | 1:07.837 | 53.922 | 42.068 | 2:43.826 |
| 7 | 1:05.504 | 55.374 | 45.729 | 2:46.607 |

AVG 1:06.307 54.435 42.638 2:43.106
 IDEAL 1:05.504 53.067 41.316 2:39.887

521 Kyle Gills
 Yamaha YZ 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:38.063 | 55.672 | 42.411 | - |
| 2 | 1:07.071 | 54.444 | 42.373 | 2:43.887 |
| 3 | 1:06.434 | 53.771 | 40.754 | 2:40.959 |
| 4 | 1:06.051 | 54.857 | 42.013 | 2:42.920 |
| 5 | 1:05.623 | 54.106 | 41.368 | 2:41.098 |
| 6 | 1:05.930 | 53.923 | 41.016 | 2:40.869 |
| 7 | 1:06.585 | 53.497 | 40.510 | 2:40.592 |
| 8 | 1:05.779 | 52.950 | 41.291 | 2:40.020 |
| 9 | 1:06.632 | 53.004 | 43.026 | 2:42.661 |
| 10 | 1:06.141 | 53.773 | 41.357 | 2:41.270 |
| 11 | 1:06.530 | 52.949 | 41.132 | 2:40.610 |
| 12 | 1:06.544 | 54.201 | 42.439 | 2:43.183 |
| 13 | 1:09.153 | 53.900 | 41.365 | 2:44.418 |
| 14 | 1:07.067 | 54.072 | 40.814 | 2:41.952 |

AVG 1:06.580 53.937 41.562 2:41.880
 IDEAL 1:05.623 52.949 40.510 2:39.083

558 Dylan Slusser
 Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:38.132 | 55.475 | 42.657 | - |
| 2 | 1:05.684 | 53.192 | 40.717 | 2:39.593 |
| 3 | 1:05.623 | 52.370 | 40.902 | 2:38.896 |
| 4 | 1:05.800 | 54.252 | 41.134 | 2:41.186 |
| 5 | 1:05.304 | 51.940 | 40.502 | 2:37.745 |
| 6 | 1:05.393 | 52.362 | 40.880 | 2:38.635 |
| 7 | 1:05.154 | 52.342 | 41.163 | 2:38.659 |
| 8 | 1:05.881 | 52.414 | 41.280 | 2:39.575 |
| 9 | 1:05.557 | 52.873 | 43.744 | 2:42.174 |
| 10 | 1:08.273 | 54.099 | 42.070 | 2:44.442 |
| 11 | 1:06.331 | 53.426 | 43.309 | 2:43.065 |
| 12 | 1:08.795 | 53.881 | 43.325 | 2:46.001 |
| 13 | 1:11.176 | 59.204 | 44.055 | 2:54.435 |
| 14 | 1:10.068 | 57.687 | 46.996 | 2:54.751 |

AVG 1:06.849 53.966 42.338 2:43.012
 IDEAL 1:05.154 51.940 40.502 2:37.595

565 Preston Mull
 Honda CR250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|----------|--------|----------|
| 1 | 1:40.383 | 56.841 | 43.542 | - |
| 2 | 1:06.646 | 55.371 | 44.206 | 2:46.223 |
| 3 | 1:05.957 | 53.128 | 41.601 | 2:40.686 |
| 4 | 1:05.289 | 53.048 | 40.995 | 2:39.332 |
| 5 | 1:05.692 | 53.101 | 41.373 | 2:40.166 |
| 6 | 1:06.006 | 52.867 | 41.451 | 2:40.324 |
| 7 | 1:05.810 | 55.322 | 41.528 | 2:42.660 |
| 8 | 1:05.952 | 53.415 | 42.661 | 2:42.027 |
| 9 | 1:04.966 | 53.251 | 41.940 | 2:40.157 |
| 10 | 1:06.621 | 53.134 | 42.839 | 2:42.594 |
| 11 | 1:06.568 | 53.091 | 41.474 | 2:41.133 |
| 12 | 1:06.158 | 52.219 | 41.756 | 2:40.133 |
| 13 | 1:07.184 | 1:09.226 | 45.540 | 3:01.950 |
| 14 | 1:11.750 | 55.925 | 42.582 | 2:50.256 |

AVG 1:06.507 53.901 42.392 2:43.665
 IDEAL 1:04.966 52.219 40.995 2:38.179

577 Martin Davalos
 Yamaha YZ 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:34.286 | 52.316 | 41.970 | - |
| 2 | 1:03.423 | 50.708 | 40.233 | 2:34.364 |
| 3 | 1:04.095 | 50.727 | 40.027 | 2:34.849 |
| 4 | 1:03.432 | 50.998 | 39.962 | 2:34.391 |
| 5 | 1:03.098 | 50.665 | 39.773 | 2:33.536 |
| 6 | 1:04.771 | 50.505 | 40.408 | 2:35.684 |
| 7 | 1:04.528 | 51.488 | 40.879 | 2:36.895 |
| 8 | 1:03.643 | 50.045 | 40.775 | 2:34.463 |
| 9 | 1:04.719 | 51.452 | 40.975 | 2:37.146 |
| 10 | 1:05.674 | 51.513 | 40.903 | 2:38.090 |
| 11 | 1:04.789 | 51.127 | 41.521 | 2:37.437 |
| 12 | 1:05.151 | 51.965 | 41.262 | 2:38.378 |
| 13 | 1:04.715 | 51.533 | 40.885 | 2:37.133 |
| 14 | 1:04.919 | 51.662 | 41.231 | 2:37.812 |
| 15 | 1:05.393 | 52.268 | 41.525 | 2:39.185 |

AVG 1:04.453 51.265 40.822 2:36.383
 IDEAL 1:03.098 50.045 39.773 2:32.916

603 Tommy Weeck
 Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|----------|--------|--------|----------|
| 1 | 1:34.808 | 53.111 | 41.697 | - |
| 2 | 1:04.490 | 51.553 | 41.064 | 2:37.107 |
| 3 | 1:03.121 | 51.063 | 40.517 | 2:34.701 |
| 4 | 1:02.870 | 50.799 | 40.825 | 2:34.494 |
| 5 | 1:02.984 | 50.071 | 40.213 | 2:33.268 |
| 6 | 1:03.779 | 50.579 | 40.020 | 2:34.378 |
| 7 | 1:03.936 | 50.483 | 40.285 | 2:34.704 |
| 8 | 1:05.114 | 50.051 | 40.112 | 2:35.277 |
| 9 | 1:03.604 | 52.198 | 40.277 | 2:36.080 |
| 10 | 1:04.625 | 50.477 | 40.718 | 2:35.820 |

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

LUCAS OIL AMA PRO MOTOCROSS CHAMPIONSHIP
 STEEL CITY NATIONAL
 STEEL CITY RACEWAY - DELMONT, PA
 ROUND 11 OF 12 - SEPTEMBER 4, 2010
 250 Motocross



INDIVIDUAL TIMES - MOTO #1

603 Tommy Weeck
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|----------|--------|--------|----------|
| 11 | 1:04.355 | 50.674 | 40.896 | 2:35.924 |
| 12 | 1:04.011 | 50.362 | 41.289 | 2:35.661 |
| 13 | 1:03.398 | 50.574 | 40.438 | 2:34.410 |
| 14 | 1:03.859 | 50.910 | 41.890 | 2:36.659 |
| 15 | 1:05.931 | 55.447 | 44.481 | 2:45.859 |
| AVG | 1:04.311 | 51.593 | 41.799 | 2:37.703 |
| IDEAL | 1:02.870 | 50.051 | 40.020 | 2:32.941 |

613 James DeCotis
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:34.258 | 51.376 | 42.882 | - |
| 2 | 1:04.974 | 51.040 | 40.439 | 2:36.452 |
| 3 | 1:07.672 | 51.657 | 41.351 | 2:40.679 |
| 4 | 1:05.155 | 52.244 | 40.195 | 2:37.594 |
| 5 | 1:05.552 | 50.700 | 41.436 | 2:37.688 |
| 6 | 1:05.653 | 52.159 | 42.345 | 2:40.157 |
| 7 | 1:06.118 | 51.456 | 40.883 | 2:38.457 |
| 8 | 1:05.407 | 51.827 | 41.022 | 2:38.256 |
| 9 | 1:07.609 | 52.233 | 41.312 | 2:41.154 |
| 10 | 1:06.017 | 51.790 | 41.243 | 2:39.050 |
| 11 | 1:06.776 | 52.845 | 41.947 | 2:41.568 |
| 12 | 1:05.030 | 52.009 | 41.152 | 2:38.191 |
| 13 | 1:05.072 | 52.827 | 41.210 | 2:39.109 |
| 14 | 1:06.649 | 56.369 | 41.692 | 2:44.710 |
| AVG | 1:05.976 | 52.181 | 41.365 | 2:39.467 |
| IDEAL | 1:04.974 | 50.700 | 40.195 | 2:35.868 |

678 Nicolas Myers
Honda CRF250R

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:41.146 | 58.897 | 42.249 | - |
| 2 | 1:05.513 | 54.368 | 40.176 | 2:40.057 |
| 3 | 1:05.088 | 53.102 | 41.266 | 2:39.456 |
| 4 | 1:05.404 | 52.939 | 40.894 | 2:39.237 |
| 5 | 1:05.397 | 52.413 | 40.915 | 2:38.724 |
| 6 | 1:06.814 | 54.706 | 43.908 | 2:45.428 |
| 7 | 1:19.191 | 52.550 | 41.225 | 2:52.966 |
| 8 | 1:06.693 | 55.567 | 41.143 | 2:43.403 |
| 9 | 1:07.184 | 52.432 | 42.366 | 2:41.983 |
| 10 | 1:05.926 | 52.708 | 41.787 | 2:40.421 |
| 11 | 1:05.790 | 53.171 | 41.808 | 2:40.769 |
| 12 | 1:10.798 | 53.900 | 46.357 | 2:51.055 |
| 13 | 1:04.062 | 52.544 | 41.016 | 2:37.622 |
| 14 | 1:07.895 | 53.926 | 42.321 | 2:44.142 |
| AVG | 1:06.380 | 53.802 | 41.959 | 2:42.712 |
| IDEAL | 1:04.062 | 52.413 | 40.176 | 2:36.651 |

714 Shawn Rife
Kawasaki KX 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|---------------------|--------|--------|----------|
| 1 | 1:34.377 | 52.171 | 42.206 | - |
| 2 | 1:03.051 | 51.076 | 40.465 | 2:34.592 |

| | | | | |
|-------|----------|--------|--------|----------|
| 3 | 1:05.708 | 50.739 | 42.471 | 2:38.917 |
| 4 | 1:04.100 | 49.918 | 39.865 | 2:33.883 |
| 5 | 1:03.729 | 50.140 | 39.446 | 2:33.316 |
| 6 | 1:02.630 | 50.235 | 40.535 | 2:33.400 |
| 7 | 1:04.330 | 51.415 | 42.112 | 2:37.856 |
| 8 | 1:23.298 | 50.268 | 40.392 | 2:53.959 |
| 9 | 1:03.674 | 50.269 | 41.818 | 2:35.760 |
| 10 | 1:04.121 | 50.397 | 41.340 | 2:35.858 |
| 11 | 1:04.713 | 51.236 | 41.276 | 2:37.225 |
| 12 | 1:05.312 | 51.464 | 41.248 | 2:38.024 |
| 13 | 1:04.171 | 53.314 | 41.895 | 2:39.380 |
| 14 | 1:05.560 | 51.870 | 41.138 | 2:38.568 |
| 15 | 1:05.819 | 50.465 | 41.187 | 2:37.471 |
| AVG | 1:04.473 | 50.982 | 41.242 | 2:37.808 |
| IDEAL | 1:02.630 | 49.918 | 39.446 | 2:31.994 |

731 Steve Roman
Yamaha YZ 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:34.299 | 53.384 | 40.915 | - |
| 2 | 1:04.676 | 51.099 | 40.525 | 2:36.300 |
| 3 | 1:04.258 | 50.292 | 40.090 | 2:34.641 |
| 4 | 1:03.979 | 50.895 | 40.829 | 2:35.703 |
| 5 | 1:05.412 | 50.131 | 40.132 | 2:35.674 |
| 6 | 1:04.521 | 51.445 | 40.895 | 2:36.862 |
| 7 | 1:05.200 | 51.330 | 40.357 | 2:36.886 |
| 8 | 1:05.773 | 52.756 | 41.806 | 2:40.334 |
| 9 | 1:05.019 | 54.344 | 41.138 | 2:40.501 |
| 10 | 1:06.736 | 52.891 | 40.898 | 2:40.525 |
| 11 | 1:07.728 | 52.553 | 42.042 | 2:42.323 |
| 12 | 1:05.485 | 52.128 | 41.117 | 2:38.730 |
| 13 | 1:05.256 | 52.495 | 40.760 | 2:38.512 |
| 14 | 1:06.681 | 52.106 | 40.844 | 2:39.630 |
| 15 | 1:06.916 | 51.544 | 40.326 | 2:38.785 |
| AVG | 1:05.546 | 51.960 | 40.845 | 2:38.243 |
| IDEAL | 1:03.979 | 50.131 | 40.090 | 2:34.200 |

942 Gareth Swanepoel
Yamaha YZ 250F

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-----|---------------------|--------|--------|----------|
| 1 | 1:33.194 | 52.014 | 41.180 | - |
| 2 | 1:03.116 | 50.632 | 40.408 | 2:34.156 |
| 3 | 1:03.134 | 50.323 | 40.224 | 2:33.680 |
| 4 | 1:04.501 | 50.368 | 39.950 | 2:34.819 |
| 5 | 1:02.669 | 49.805 | 40.090 | 2:32.564 |
| 6 | 1:04.033 | 51.235 | 39.729 | 2:34.996 |
| 7 | 1:03.466 | 51.300 | 41.031 | 2:35.797 |
| 8 | 1:04.707 | 50.852 | 40.086 | 2:35.645 |
| 9 | 1:04.911 | 50.094 | 40.278 | 2:35.284 |
| 10 | 1:04.283 | 49.511 | 40.038 | 2:33.832 |
| 11 | 1:03.339 | 52.147 | 41.208 | 2:36.694 |
| 12 | 1:03.943 | 50.648 | 39.785 | 2:34.376 |
| 13 | 1:04.369 | 49.528 | 39.996 | 2:33.893 |
| 14 | 1:03.820 | 50.542 | 40.066 | 2:34.428 |
| 15 | 1:04.412 | 50.660 | 40.680 | 2:35.752 |

| | | | | |
|-------|----------|--------|--------|----------|
| AVG | 1:03.907 | 50.644 | 40.317 | 2:34.708 |
| IDEAL | 1:02.669 | 49.511 | 39.729 | 2:31.909 |

990 Ian Joseph Trettel
Suzuki RM Z250

| LAP | SEG 1 | SEG 2 | SEG 3 | LAPTIME |
|-------|---------------------|--------|--------|----------|
| 1 | 1:32.000 | 50.731 | 41.269 | - |
| 2 | 1:05.520 | 52.933 | 40.888 | 2:39.340 |
| 3 | 1:05.099 | 51.004 | 40.742 | 2:36.845 |
| 4 | 1:04.471 | 51.616 | 39.622 | 2:35.709 |
| 5 | 1:04.838 | 50.946 | 39.587 | 2:35.371 |
| 6 | 1:04.328 | 51.667 | 41.067 | 2:37.062 |
| 7 | 1:05.792 | 51.971 | 40.096 | 2:37.859 |
| 8 | 1:04.960 | 52.809 | 40.192 | 2:37.961 |
| AVG | 1:05.001 | 51.710 | 40.433 | 2:37.164 |
| IDEAL | 1:04.328 | 50.946 | 39.587 | 2:34.861 |

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