



AMA Motocross Lites

INDIVIDUAL TIMES - QUALIFYING FOR GATE PICK SESSION #1

1 Ryan D. Villopoto
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	51.638	30.331	51.139	2:13.108
3	51.416	30.481	52.169	2:14.066
4	1:53.162	54.217	1:18.776	4:06.155
5	50.225	30.605	50.831	2:11.661
AVG	51.093	30.472	51.380	2:12.945
IDEAL	50.225	30.331	50.831	2:11.387

35 Broc Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	52.926	-
2	52.689	31.604	52.401	2:16.694
3	52.978	31.335	52.870	2:17.183
4	1:27.580	34.683	53.807	2:56.070
5	52.980	31.783	52.411	2:17.174
AVG	52.882	32.351	52.883	2:17.017
IDEAL	52.689	31.335	52.401	2:16.425

48 Trey G. Canard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	52.027	-
2	51.397	30.843	51.720	2:13.960
3	51.467	30.970	51.242	2:13.679
4	51.682	30.818	50.795	2:13.295
5	51.574	31.178	51.568	2:14.320
AVG	51.530	30.952	51.470	2:13.814
IDEAL	51.397	30.818	50.795	2:13.010

3 Mike Brown
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.153	32.185	1:01.968	-
2	52.092	31.034	52.821	2:15.947
3	56.559	38.863	1:05.648	2:41.070
4	52.326	31.369	52.501	2:16.196
5	1:40.147	37.000	52.751	3:09.898
AVG	53.659	32.897	55.010	2:24.404
IDEAL	52.092	31.034	52.501	2:15.627

36 Kyle P. Chisholm
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	52.522	31.715	52.279	2:16.516
3	57.697	32.755	1:03.385	2:33.837
4	52.508	30.773	52.256	2:15.537
5	52.213	31.385	58.809	2:22.407
6	1:05.711	52.758	1:30.625	3:29.094
AVG	53.735	31.657	54.448	2:22.074
IDEAL	52.213	30.773	52.256	2:15.242

51 Austin L. Stroupe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	51.258	30.996	51.607	2:13.861
3	51.334	31.562	53.031	2:15.927
4	50.870	31.766	51.600	2:14.236
5	51.521	30.310	51.811	2:13.642
6	51.084	31.340	51.415	2:13.839
AVG	51.213	31.195	51.893	2:14.301
IDEAL	50.870	30.310	51.415	2:12.595

20 Joshua M. Grant
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	52.129	30.968	51.805	2:14.902
3	52.709	31.523	53.247	2:17.479
4	51.557	31.372	51.792	2:14.721
5	1:17.239	32.660	53.567	2:43.466
6	51.972	30.843	51.407	2:14.222
AVG	52.092	31.473	52.364	2:15.331
IDEAL	51.557	30.843	51.407	2:13.807

38 Andrew McFarlane
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	52.538	30.814	51.995	2:15.347
3	52.444	30.993	52.874	2:16.311
4	53.010	30.856	52.571	2:16.437
5	53.283	31.155	52.392	2:16.830
6	52.788	31.087	52.105	2:15.980
AVG	52.813	30.981	52.387	2:16.181
IDEAL	52.444	30.814	51.995	2:15.253

52 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	52.963	31.078	52.840	2:16.881
3	52.732	30.861	52.452	2:16.045
4	59.612	43.085	56.621	2:39.318
5	52.985	31.358	52.184	2:16.527
AVG	54.573	31.099	53.524	2:22.193
IDEAL	52.732	30.861	52.184	2:15.777

28 Ryan M. Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	51.638	30.744	52.061	2:14.443
3	50.896	30.513	51.782	2:13.191
4	51.138	30.880	51.973	2:13.991
5	1:00.990	39.017	59.941	2:39.948
AVG	53.666	30.712	53.939	2:13.875
IDEAL	50.896	30.513	51.782	2:13.191

41 Matthew C. Goerke
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:03.937	-
2	53.055	31.166	52.422	2:16.643
3	52.365	30.939	51.745	2:15.049
4	52.487	31.218	52.700	2:16.405
5	53.077	31.716	53.606	2:18.399
AVG	52.746	31.260	52.618	2:16.624
IDEAL	52.365	30.939	51.745	2:15.049

57 Ryan Sipes
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	52.185	-
2	54.980	46.399	1:32.255	3:13.634
3	53.305	35.612	55.324	2:24.241
4	51.917	31.127	52.109	2:15.153
5	52.632	31.543	52.577	2:16.752
AVG	53.209	32.761	53.049	2:18.715
IDEAL	51.917	31.127	52.109	2:15.153

30 Jake T. Weimer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	52.191	31.170	52.548	2:15.909
3	54.802	31.402	52.468	2:18.672
4	53.037	31.617	53.906	2:18.560
5	52.083	30.925	52.322	2:15.330
6	1:00.821	35.168	1:08.143	2:44.132
AVG	54.587	32.056	52.811	2:17.118
IDEAL	52.083	30.925	52.322	2:15.330

45 Robert S. Kiniry
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	54.587	-
2	53.029	31.559	52.936	2:17.524
3	52.871	31.560	53.937	2:18.368
4	1:15.898	35.816	59.974	2:51.688
5	52.722	31.911	53.293	2:17.926
AVG	52.874	32.712	54.945	2:17.939
IDEAL	52.722	31.559	52.936	2:17.217

58 Kyle B. Cunningham
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	51.948	31.476	57.994	2:21.418
3	51.791	31.369	52.429	2:15.589
4	52.708	31.188	52.773	2:16.669
5	51.848	31.179	51.890	2:14.917
AVG	52.074	31.303	53.772	2:17.148
IDEAL	51.791	31.179	51.890	2:14.860



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341 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	52.567	44.308	1:04.105	2:40.980
4	51.898	30.760	51.756	2:14.414
5	51.987	31.406	51.548	2:14.941
AVG	52.151	31.083	51.652	2:23.445
IDEAL	51.603	30.760	51.548	2:13.911

395 Benjamin R. Ritter
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:48.455	42.291	1:06.164	-
2	53.679	31.464	53.380	2:18.523
3	1:03.976	35.876	1:03.067	2:42.919
4	53.316	32.156	54.027	2:19.499
AVG	56.990	33.165	56.825	2:26.980
IDEAL	53.316	31.464	53.380	2:18.160

412 Levi W. Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	53.417	31.855	53.355	2:18.627
3	54.112	32.273	53.543	2:19.928
4	54.275	31.978	54.211	2:20.464
5	1:10.265	36.420	58.062	2:44.747
AVG	53.935	33.132	54.793	2:25.942
IDEAL	53.417	31.855	53.355	2:18.627

424 Charles Castloo
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	56.352	-
2	54.133	32.269	55.445	2:21.847
3	54.756	32.772	54.873	2:22.401
4	1:38.261	35.793	1:55.421	4:09.475
AVG	54.445	33.611	55.557	2:22.124
IDEAL	54.133	32.269	54.873	2:21.275

509 Adam E. Miller
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	59.578	-
2	52.202	31.470	52.933	2:16.605
3	52.115	31.841	52.620	2:16.576
4	53.120	31.769	52.714	2:17.603
5	2:32.092	34.549	53.518	4:00.159
AVG	52.479	32.407	54.273	2:16.928
IDEAL	52.115	31.470	52.620	2:16.205

577 Martin Davalos
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:22.454	31.110	51.344	-
2	51.991	30.965	52.044	2:15.000
3	1:29.743	42.541	58.868	3:11.152
4	52.678	32.402	51.611	2:16.691

AVG 52.335 31.492 53.467 2:15.846
 IDEAL 51.991 30.965 51.611 2:14.567

816 Rustin Meyer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	55.154	32.412	53.725	2:21.291
3	54.924	32.833	56.683	2:24.440
4	2:01.682	41.398	1:00.323	3:43.403
5	53.907	32.469	53.604	2:19.980
AVG	54.662	32.571	56.084	2:21.904
IDEAL	53.907	32.412	53.604	2:19.923

888 Hunter Meyer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.474	32.616	56.858	-
2	53.951	32.723	55.082	2:21.756
3	55.122	32.904	54.371	2:22.397
4	55.581	32.852	55.705	2:24.138
AVG	54.885	32.774	55.504	2:22.764
IDEAL	53.951	32.723	54.371	2:21.045

978 Brandon M. Brower
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:28.606	33.555	55.051	-
2	53.875	33.080	53.703	2:20.658
3	53.598	32.182	54.137	2:19.917
4	56.129	32.731	53.906	2:22.766
5	53.788	33.043	54.007	2:20.838
AVG	54.348	32.918	54.161	2:21.045
IDEAL	53.598	32.182	53.703	2:19.483

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