



AMA Motocross Lites

INDIVIDUAL TIMES - QUALIFYING FOR GATE PICK SESSION #2

**1** Ryan D. Villopoto  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:23.764</del>	31.594	52.170	-
2	52.049	31.360	52.023	2:15.432
3	<del>51.383</del>	<del>30.434</del>	<del>51.654</del>	<del>2:13.471</del>
4	51.614	30.883	52.150	2:14.647
5	2:37.000	36.519	1:22.781	4:36.300
AVG	51.682	32.158	51.999	2:14.517
IDEAL	51.383	30.434	51.654	2:13.471

**3** Mike Brown  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:39.245</del>	37.847	1:01.398	-
2	56.982	39.430	1:01.341	2:37.753
3	53.684	36.027	55.125	2:24.836
4	53.117	<del>31.606</del>	<del>53.649</del>	<del>2:18.372</del>
5	53.105	32.065	57.686	2:22.856
6	53.252	32.161	54.152	2:19.565
AVG	54.028	33.941	57.225	2:24.676
IDEAL	53.105	31.606	53.649	2:18.360

**20** Joshua M. Grant  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:36.099</del>	36.195	59.904	-
2	52.339	<del>31.067</del>	53.030	2:16.436
3	<del>51.964</del>	31.512	52.956	<del>2:16.432</del>
4	1:00.655	31.925	54.382	2:26.962
5	1:02.308	31.996	53.182	2:27.486
6	53.155	31.362	<del>52.602</del>	2:17.119
7	1:07.912	45.164	1:01.866	2:54.942
AVG	56.084	32.343	55.417	2:20.887
IDEAL	51.964	31.067	52.602	2:15.633

**28** Ryan M. Dungey  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:32.179</del>	33.517	58.662	-
2	55.829	-	-	2:26.790
3	-	-	-	2:15.692
4	-	-	-	2:15.447
AVG	55.829	33.517	58.662	2:19.310
IDEAL	-	-	-	-

**30** Jake T. Weimer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:59.912</del>	46.046	1:13.866	-
2	53.219	31.805	53.633	2:18.657
3	1:23.227	31.564	<del>52.219</del>	2:47.010
4	<del>52.530</del>	<del>31.328</del>	<del>53.080</del>	<del>2:16.938</del>
5	52.809	38.025	1:14.473	2:45.307
6	52.859	31.671	53.018	2:17.548
AVG	52.854	31.592	52.988	2:17.714
IDEAL	52.530	31.328	52.219	2:16.077

**35** Broc Tickle  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:40.442</del>	41.931	58.511	-
2	53.181	32.723	54.125	2:20.029
3	53.755	32.108	<del>53.092</del>	2:18.955
4	<del>53.054</del>	32.087	53.517	2:18.658
5	53.096	<del>32.066</del>	53.247	2:18.409
6	53.956	32.247	53.129	2:19.332
7	54.123	32.673	53.523	2:20.319
AVG	53.528	32.317	54.163	2:19.284
IDEAL	53.054	32.066	53.092	2:18.212

**36** Kyle P. Chisholm  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:37.899</del>	35.313	1:02.586	-
2	53.451	32.512	53.579	2:19.542
3	53.232	32.352	53.376	2:18.960
4	<del>52.888</del>	<del>31.975</del>	53.403	2:18.266
5	53.329	32.002	53.759	2:19.090
6	<del>52.583</del>	32.094	<del>53.233</del>	<del>2:17.910</del>
AVG	53.097	32.708	54.989	2:18.754
IDEAL	52.583	31.975	53.233	2:17.791

**38** Andrew McFarlane  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:31.536</del>	32.367	59.169	-
2	54.079	44.681	1:16.351	2:55.111
3	<del>53.890</del>	<del>31.255</del>	53.130	<del>2:18.275</del>
4	<del>53.214</del>	31.637	53.906	2:18.757
5	53.678	31.839	53.746	2:19.263
6	53.690	31.774	<del>53.041</del>	2:18.505
AVG	53.710	31.774	54.598	2:18.700
IDEAL	53.214	31.255	53.041	2:17.510

**41** Matthew C. Goerke  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:59.902</del>	45.281	1:14.621	-
2	<del>52.964</del>	32.542	54.862	2:20.368
3	53.080	32.006	54.151	2:19.237
4	53.289	<del>32.002</del>	<del>53.545</del>	<del>2:18.836</del>
5	1:24.877	46.847	1:08.164	3:19.888
6	53.720	32.644	54.179	2:20.543
AVG	53.263	32.299	54.184	2:19.746
IDEAL	52.964	32.002	53.545	2:18.511

**45** Robert S. Kiniry  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:53.151</del>	42.795	1:10.356	-
2	1:41.917	33.340	56.247	3:11.504
3	53.477	32.409	53.840	2:19.726
4	<del>53.004</del>	32.107	54.055	2:19.166
5	54.068	31.878	53.319	2:19.265

**6** 53.503 31.659 53.207 2:18.369

AVG	53.511	32.175	53.979	2:18.979
IDEAL	53.004	31.659	53.207	2:17.870

**48** Trey G. Canard  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:42.789</del>	38.757	1:04.032	-
2	56.086	33.474	54.147	2:23.707
3	<del>51.241</del>	31.833	51.972	2:15.046
4	51.545	<del>31.443</del>	<del>51.276</del>	<del>2:14.264</del>
5	1:26.353	34.203	1:00.552	3:01.108
AVG	52.957	32.738	54.487	2:17.672
IDEAL	51.241	31.443	51.276	2:13.960

**51** Austin L. Stroupe  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:29.501</del>	34.211	55.290	-
2	<del>51.620</del>	31.664	52.916	2:16.200
3	52.077	31.516	52.296	2:15.889
4	51.864	<del>31.073</del>	<del>51.971</del>	<del>2:14.908</del>
5	53.834	43.282	58.615	2:35.731
6	51.767	31.412	54.884	2:18.063
AVG	52.232	31.975	54.329	2:20.158
IDEAL	51.620	31.073	51.971	2:14.664

**52** Matthew J. Lemoine  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:34.876</del>	35.661	59.215	-
2	53.595	32.186	53.203	2:18.984
3	53.537	32.251	<del>52.976</del>	2:18.764
4	<del>52.617</del>	<del>31.640</del>	<del>53.227</del>	<del>2:17.484</del>
5	52.816	31.843	53.582	2:18.241
6	1:00.209	38.830	1:04.235	2:43.274
AVG	54.555	32.716	54.441	2:23.349
IDEAL	52.617	31.640	52.976	2:17.233

**57** Ryan Sipes  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:38.173</del>	38.015	1:00.158	-
2	<del>52.599</del>	<del>31.270</del>	<del>52.646</del>	<del>2:16.515</del>
3	52.829	31.498	53.388	2:17.715
4	1:16.019	39.072	1:09.574	3:04.665
5	54.075	33.575	54.762	2:22.412
6	52.618	31.359	52.721	2:16.698
AVG	53.030	31.926	54.735	2:18.335
IDEAL	52.599	31.270	52.646	2:16.515

**58** Kyle B. Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:36.176</del>	33.118	1:03.058	-
2	52.942	32.381	53.833	2:19.156
3	52.839	31.998	54.116	2:18.953
4	<del>52.666</del>	<del>31.596</del>	53.987	2:18.249



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**58** Kyle B. Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	52.204	31.662	53.617	2:17.483
6	1:02.583	38.047	58.881	2:39.511
AVG	57.394	31.662	56.249	2:28.497
IDEAL	52.204	31.596	53.617	2:17.417

**71** Kyle D. Keyton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.647	36.961	59.686	-
2	1:32.198	35.080	54.703	3:01.981
3	58.711	32.500	53.231	2:24.442
4	54.367	32.002	54.084	2:20.453
5	54.814	32.043	53.784	2:20.641
6	57.307	37.395	58.295	2:32.997
AVG	56.300	34.330	55.631	2:24.633
IDEAL	54.367	32.002	53.231	2:19.600

**82** Jake Moss  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:27.719	37.137	1:50.582	-
2	53.118	35.967	1:10.372	2:39.457
3	53.859	31.581	53.583	2:19.023
4	52.924	31.852	53.542	2:18.318
5	1:43.233	34.271	1:00.101	3:17.605
6	54.124	32.110	54.182	2:20.416
AVG	53.506	33.820	55.352	2:24.304
IDEAL	52.924	31.581	53.542	2:18.047

**86** Michael L. Willard  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:42.566	35.965	1:06.601	-
2	55.592	32.003	53.738	2:21.333
3	53.480	31.676	53.465	2:18.621
4	2:01.262	43.508	1:07.416	3:52.186
5	54.074	33.228	1:04.421	2:31.723
AVG	54.382	33.218	53.602	2:23.892
IDEAL	53.480	31.676	53.465	2:18.621

**99** Wil A. Hahn  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:35.994	35.903	1:00.091	-
2	53.945	31.927	54.093	2:19.965
3	53.366	32.151	52.905	2:18.422
4	53.680	31.874	1:16.845	2:42.399
5	53.500	32.477	1:01.919	2:27.896
6	53.260	31.985	53.186	2:18.431
7	1:11.774	39.195	1:02.514	2:53.483
AVG	53.550	32.720	57.451	2:25.423
IDEAL	53.260	31.874	52.905	2:18.039

**114** Justin D. Brayton  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.592	35.385	1:01.207	-
2	53.135	31.957	54.602	2:19.694
3	58.431	35.713	53.604	2:27.748
4	53.004	31.879	52.762	2:17.645
5	53.052	31.731	1:06.596	2:31.379
6	53.567	32.726	1:08.938	2:35.231
7	52.847	31.664	53.464	2:17.975
AVG	54.006	33.008	55.128	2:24.945
IDEAL	52.847	31.664	52.762	2:17.273

**116** Ryan Morais  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:41.696	38.698	1:03.000	-
2	54.490	32.809	55.914	2:23.213
3	54.507	32.441	53.964	2:20.912
4	53.408	32.770	54.726	2:20.904
5	53.843	32.283	54.071	2:20.197
6	54.175	32.699	54.926	2:21.800
AVG	54.085	33.617	56.100	2:21.405
IDEAL	53.408	32.283	53.964	2:19.655

**122** Dan Reardon  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.341	37.101	59.240	-
2	53.594	32.631	53.557	2:19.782
3	52.366	32.084	52.731	2:17.181
4	1:23.507	37.098	1:05.063	3:05.668
5	1:55.761	33.059	54.658	3:23.478
6	52.821	31.433	52.174	2:16.428
AVG	52.927	33.901	54.472	2:17.797
IDEAL	52.366	31.433	52.174	2:15.973

**123** Brett Metcalfe  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:51.339	41.952	1:09.387	-
2	56.897	35.679	53.503	2:26.079
3	52.741	32.016	52.797	2:17.554
4	1:00.119	37.797	1:04.380	2:42.296
5	54.737	34.623	57.714	2:27.074
6	53.308	32.291	53.798	2:19.397
AVG	55.560	34.481	54.453	2:26.480
IDEAL	52.741	32.016	52.797	2:17.554

**131** Ryan J. Beat  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:40.064	38.455	1:01.609	-
2	1:05.129	34.074	55.884	2:35.087
3	54.298	33.938	56.045	2:24.281
4	53.677	32.395	54.352	2:20.424
5	54.451	33.119	54.409	2:21.979

6	1:02.752	38.582	1:06.507	2:47.841
AVG	57.586	35.592	56.460	2:32.909
IDEAL	53.677	32.395	54.352	2:20.424

**156** William A. Browning  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:35.227	36.884	58.343	-
2	54.097	32.664	54.608	2:21.369
3	54.979	32.490	54.529	2:21.998
4	55.661	32.413	54.383	2:22.457
5	55.725	32.765	54.827	2:23.317
6	56.630	33.094	59.162	2:28.886
7	55.670	33.230	54.725	2:23.625
AVG	55.460	33.363	55.797	2:23.609
IDEAL	54.097	32.413	54.383	2:20.893

**157** Sean L. Hackley  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.365	35.798	1:00.567	-
2	53.244	33.138	54.737	2:21.119
3	54.466	32.596	54.590	2:21.652
4	54.002	32.357	54.293	2:20.652
5	59.479	40.803	1:01.142	2:41.424
6	55.300	33.310	54.261	2:22.871
AVG	55.298	33.440	56.598	2:25.544
IDEAL	53.244	32.357	54.261	2:19.862

**178** Phillip J. Nicoletti  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.106	34.607	1:01.499	-
2	53.114	32.225	54.089	2:19.428
3	53.533	32.349	54.123	2:20.005
4	53.437	32.260	54.583	2:20.280
5	54.064	32.251	54.111	2:20.426
6	1:29.107	35.205	59.255	3:03.567
AVG	53.537	33.150	56.277	2:20.035
IDEAL	53.114	32.225	54.089	2:19.428

**187** Sean D. Borkenhagen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:47.903	37.728	1:10.175	-
2	54.780	37.664	58.502	2:30.946
3	54.911	34.908	1:02.000	2:31.819
4	54.090	32.605	1:17.143	2:43.838
5	55.631	32.747	55.373	2:23.751
6	56.753	32.517	54.409	2:23.679
AVG	55.233	34.695	57.571	2:30.807
IDEAL	54.090	32.517	54.409	2:21.016

**256** Bryan K. Johnson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:48.794	40.591	1:08.203	-
2	53.850	32.869	53.813	2:20.532



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**256** Bryan K. Johnson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	54.432	32.147	53.519	2:20.098
4	53.941	32.737	54.252	2:20.930
5	2:09.846	47.570	1:05.820	4:03.236
AVG	54.187	32.442	53.886	2:20.514
IDEAL	53.850	32.147	53.519	2:19.516

**338** Jason D. Lawrence  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:35.068	35.440	1:00.248	-
2	52.964	32.071	53.433	2:18.468
3	54.033	44.518	1:04.896	2:43.447
4	52.992	31.323	56.381	2:20.696
5	52.813	31.509	53.719	2:18.041
6	52.493	31.177	53.494	2:17.164
AVG	53.059	32.304	55.455	2:23.563
IDEAL	52.493	31.177	53.433	2:17.103

**341** Nico A. Izzi  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:31.780	34.759	57.021	-
2	57.116	32.970	56.611	2:26.697
3	53.883	32.741	1:02.709	2:29.333
4	53.092	31.995	58.415	2:23.502
5	52.925	31.501	52.865	2:17.291
AVG	54.254	32.793	57.524	2:24.206
IDEAL	52.925	31.501	52.865	2:17.291

**395** Benjamin R. Ritter  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:40.202	37.913	1:02.289	-
2	54.154	32.129	54.058	2:20.341
3	54.190	32.089	54.501	2:20.780
4	1:28.741	42.303	1:03.854	3:14.898
5	56.276	36.219	1:03.876	2:36.371
6	1:11.482	40.872	59.708	2:52.062
AVG	54.873	34.588	59.714	2:25.831
IDEAL	54.154	32.089	54.058	2:20.301

**412** Levi W. Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:35.528	37.223	58.305	-
2	59.491	36.280	1:05.054	2:40.825
3	54.949	32.397	54.046	2:21.392
4	55.165	32.436	54.252	2:21.853
5	54.752	32.131	54.935	2:21.818
6	54.550	32.892	53.491	2:20.933
7	1:14.752	43.380	1:07.392	3:05.524
AVG	55.781	33.893	55.006	2:25.364
IDEAL	54.550	32.131	53.491	2:20.172

**424** Charles Castloo  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.806	33.905	55.901	-
2	54.837	33.332	55.615	2:23.784
3	54.716	32.613	54.832	2:22.161
4	55.698	32.712	54.857	2:23.267
5	55.135	32.971	55.751	2:23.857
6	1:16.385	42.846	54.996	2:54.227
7	55.522	44.160	1:05.167	2:44.849
AVG	55.182	33.107	56.731	2:27.584
IDEAL	54.716	32.613	54.832	2:22.161

**509** Adam E. Miller  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:31.382	35.779	55.603	-
2	55.231	33.802	56.279	2:25.312
3	54.144	33.245	54.068	2:21.457
4	52.997	32.231	59.024	2:24.252
5	59.465	39.737	54.106	2:33.308
6	52.639	46.911	1:04.099	2:43.649
7	53.476	32.376	54.930	2:20.782
AVG	54.659	33.487	56.873	2:28.127
IDEAL	52.639	32.231	54.068	2:18.938

**577** Martin Davalos  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:47.548	37.431	1:10.112	-
2	52.314	31.436	52.614	2:16.364
3	52.435	31.444	52.274	2:16.153
4	1:58.603	34.863	57.586	3:31.052
5	52.211	31.259	52.247	2:15.717
AVG	52.320	33.287	53.680	2:16.078
IDEAL	52.211	31.259	52.247	2:15.717

**816** Rustin Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.070	35.637	58.433	-
2	54.271	32.627	54.260	2:21.158
3	54.232	33.156	54.221	2:21.609
4	1:04.221	36.901	1:00.297	2:41.419
5	54.305	33.501	54.919	2:22.725
6	1:46.559	36.317	1:00.998	3:23.874
AVG	56.757	34.690	57.188	2:26.728
IDEAL	54.232	32.627	54.221	2:21.080

**888** Hunter Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:37.934	38.171	59.763	-
2	55.568	33.472	55.093	2:24.133
3	54.280	32.492	53.850	2:20.622
4	1:00.589	40.068	54.393	2:35.050
5	54.123	33.010	54.614	2:21.747

6	1:02.009	38.767	1:06.078	2:46.854
AVG	58.096	35.780	55.543	2:32.543
IDEAL	54.123	32.492	53.850	2:20.465

**978** Brandon M. Brower  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:35.197	35.836	59.361	-
2	57.799	33.655	57.969	2:29.423
3	55.278	32.890	55.472	2:23.640
4	55.100	34.924	57.515	2:27.539
5	54.543	33.825	54.613	2:22.981
6	54.826	33.196	54.525	2:22.547
AVG	55.509	34.054	56.576	2:25.226
IDEAL	54.543	32.890	54.525	2:21.958