



INDIVIDUAL TIMES - QUALIFYING GROUP A PRACTICE #1

1 Ryan D. Villopoto
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.260	-
2	45.288	1:38.385	44.291	3:07.964
3	45.620	1:06.178	40.865	2:32.663
4	46.160	1:07.129	39.358	2:32.647
5	45.882	1:06.651	41.066	2:33.599
AVG	45.738	1:06.653	41.168	2:32.970
IDEAL	45.288	1:06.178	39.358	2:30.824

3 Mike Brown
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:51.918	1:10.471	41.447	-
2	1:14.649	1:18.088	48.645	3:21.382
AVG	1:14.649	1:14.280	45.046	3:21.382
IDEAL	1:14.649	1:18.088	48.645	3:21.382

20 Joshua M. Grant
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:50.183	1:09.431	40.752	-
2	45.448	1:08.364	41.420	2:35.232
3	45.475	1:13.573	44.236	2:43.284
4	45.676	1:07.779	40.832	2:34.287
AVG	45.533	1:09.787	41.810	2:37.601
IDEAL	45.448	1:07.779	40.832	2:34.059

28 Ryan M. Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.319	-
2	45.893	1:05.981	40.106	2:31.980
3	45.697	1:06.893	40.567	2:33.157
4	48.342	1:09.450	45.049	2:42.841
5	45.350	1:06.621	40.382	2:32.353
AVG	46.321	1:07.236	41.285	2:35.083
IDEAL	45.350	1:05.981	40.106	2:31.437

30 Jake T. Weimer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:16.437	1:29.133	47.304	-
2	2:03.259	1:08.081	41.401	3:52.741
3	46.497	1:07.387	39.677	2:33.561
4	46.735	1:08.100	43.905	2:38.740
AVG	46.616	1:07.856	43.072	2:36.151
IDEAL	46.497	1:07.387	39.677	2:33.561

32 Thomas K. Hahn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:05.567	1:21.570	43.997	-
2	46.366	1:09.377	40.787	2:36.530
3	46.291	1:08.323	1:05.878	3:00.492

AVG 46.329 1:13.090 42.392 2:48.511
 IDEAL 46.291 1:08.323 40.787 2:35.401

35 Broc Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:54.887	1:08.832	1:46.055	-
2	46.595	1:09.991	59.306	2:55.892
3	47.082	1:09.949	42.720	2:39.751
4	47.257	1:09.144	42.228	2:38.629
AVG	46.978	1:09.479	42.474	2:44.757
IDEAL	46.595	1:09.144	42.228	2:37.967

36 Kyle P. Chisholm
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	46.635	1:08.082	40.321	2:35.038
3	49.950	1:12.941	40.265	2:43.156
4	46.176	1:07.417	40.134	2:33.727
5	45.751	1:07.187	40.364	2:33.302
AVG	47.128	1:08.907	40.271	2:36.306
IDEAL	45.751	1:07.187	40.134	2:33.072

38 Andrew McFarlane
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	42.102	-
2	46.819	1:08.798	46.243	2:41.860
3	47.077	1:09.082	41.595	2:37.754
4	47.336	1:08.069	41.807	2:37.212
5	58.293	1:24.755	1:08.907	3:31.955
AVG	47.077	1:08.650	42.937	2:38.942
IDEAL	46.819	1:08.069	41.595	2:36.483

41 Matthew C. Goerke
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:52.259	1:10.815	41.444	-
2	46.107	1:08.787	41.921	2:36.815
3	46.292	1:07.540	41.321	2:35.153
4	46.801	1:09.124	39.935	2:35.860
5	1:24.773	1:41.130	1:10.690	4:16.593
AVG	46.400	1:09.067	41.155	2:35.943
IDEAL	46.107	1:07.540	39.935	2:33.582

45 Robert S. Kiniry
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	41.546	-
2	46.688	1:10.912	41.151	2:38.751
3	46.694	1:08.802	41.278	2:36.774
4	1:02.705	1:18.394	41.368	3:02.467
5	46.395	1:08.220	40.627	2:35.242
AVG	46.592	1:11.582	41.194	2:43.309
IDEAL	46.395	1:08.220	40.627	2:35.242

48 Trey G. Canard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:03.858	-
2	45.989	1:06.720	41.115	2:33.824
3	45.923	3:15.025	45.031	4:45.979
4	48.788	1:17.354	42.761	2:48.903
AVG	46.900	1:12.037	42.969	2:41.364
IDEAL	45.923	1:06.720	41.115	2:33.758

52 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:50.752	1:09.816	40.936	-
2	46.826	1:07.775	42.396	2:36.997
3	46.032	1:07.608	41.573	2:35.213
4	46.536	1:08.525	40.149	2:35.210
5	1:39.704	1:18.166	46.889	3:44.759
AVG	46.465	1:10.378	42.389	2:35.807
IDEAL	46.032	1:07.608	40.149	2:33.789

57 Ryan Sipes
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	43.632	-
2	45.605	1:07.044	39.770	2:32.419
3	56.844	1:34.180	46.128	3:17.152
4	47.907	1:17.606	1:09.188	3:14.701
AVG	46.756	1:12.325	43.177	2:32.419
IDEAL	45.605	1:07.044	39.770	2:32.419

58 Kyle B. Cunningham
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	46.699	1:07.756	40.975	2:35.430
3	46.673	1:07.610	41.524	2:35.807
4	46.569	1:11.123	51.302	2:48.994
5	45.910	-	-	2:38.842
AVG	46.463	1:08.830	41.250	2:39.768
IDEAL	46.569	1:07.610	40.975	2:35.154

82 Jake Moss
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	46.274	1:08.063	1:05.826	3:00.163
3	46.148	1:08.023	41.724	2:35.895
4	1:31.611	1:09.067	46.318	3:26.996
5	46.692	1:07.866	40.095	2:34.653
AVG	46.371	1:08.255	42.712	2:43.570
IDEAL	46.148	1:07.866	40.095	2:34.109

86 Michael L. Willard
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:16.22T	1:11.782	1:04.439	-



AMA Motocross Lites

INDIVIDUAL TIMES - QUALIFYING GROUP A PRACTICE #1

86 Michael L. Willard
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	47.495	1:08.782	40.844	2:37.121
3	1:56.541	1:22.494	50.399	4:09.434
4	47.138	1:08.752	41.376	2:37.266
AVG	47.317	1:13.343	41.110	2:37.194
IDEAL	47.138	1:08.752	40.844	2:36.734

87 Tucker J. Hibbert
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:53.467	1:10.084	43.383	-
2	47.584	1:09.801	44.493	2:41.878
3	47.738	1:09.541	41.845	2:39.124
4	47.399	1:09.314	42.150	2:38.863
5	47.227	1:08.948	40.669	2:36.844
AVG	47.487	1:09.538	42.508	2:39.177
IDEAL	47.227	1:08.948	40.669	2:36.844

99 Wil A. Hahn
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:35.157	1:14.093	1:21.064	-
2	48.101	1:08.870	40.517	2:37.488
3	47.307	1:08.693	40.678	2:36.678
4	47.732	1:08.536	40.872	2:37.140
AVG	47.713	1:10.048	40.689	2:37.102
IDEAL	47.307	1:08.536	40.517	2:36.360

114 Justin D. Brayton
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	47.896	-
2	46.006	1:08.157	41.904	2:36.067
3	46.314	1:08.509	40.523	2:35.346
4	1:27.372	1:10.790	43.836	3:21.998
5	46.116	1:07.466	40.923	2:34.505
AVG	46.145	1:08.731	43.016	2:35.306
IDEAL	46.006	1:07.466	40.523	2:33.995

122 Dan Reardon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:50.552	1:07.452	43.100	-
2	46.503	1:07.849	42.061	2:36.413
3	46.676	1:08.700	1:10.733	3:06.109
4	46.942	1:08.296	41.273	2:36.511
AVG	46.707	1:08.074	42.145	2:46.344
IDEAL	46.503	1:07.849	41.273	2:35.625

156 William A. Browning
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	41.889	-
2	47.848	1:11.462	41.797	2:41.107
3	49.054	1:13.326	42.573	2:44.953

4 48.816 1:10.091 41.760 2:40.667
 5 48.625 1:11.694 41.643 2:41.962

AVG	SEG 1	SEG 2	SEG 3	LAPTIME
48.632	1:11.333	41.904	2:41.871	
IDEAL	47.848	1:10.091	41.643	2:39.582

157 Sean L. Hackley
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	50.912	-
2	47.358	1:09.882	42.699	2:39.939
3	47.739	1:14.774	44.009	2:46.522
4	47.340	1:09.272	41.346	2:37.958
5	48.015	1:14.513	48.168	2:50.696
AVG	47.613	1:12.110	44.056	2:43.779
IDEAL	47.340	1:09.272	41.346	2:37.958

178 Phillip J. Nicoletti
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:13.798	1:23.478	50.320	-
2	46.659	1:07.777	40.818	2:35.254
3	46.695	1:08.472	40.735	2:35.902
4	47.129	1:09.432	42.348	2:38.909
AVG	46.828	1:08.560	41.300	2:36.688
IDEAL	46.659	1:07.777	40.735	2:35.171

187 Sean D. Borkenhagen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:54.742	1:12.159	42.583	-
2	48.286	1:10.150	42.226	2:40.662
3	55.377	1:17.295	43.873	2:56.545
4	47.136	1:09.928	41.513	2:38.577
AVG	50.266	1:12.383	42.549	2:45.261
IDEAL	47.136	1:09.928	41.513	2:38.577

302 Scott J. Jendro
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:59.858	1:17.012	42.846	-
2	52.421	1:12.562	42.558	2:47.541
3	49.810	1:11.769	42.961	2:44.540
4	49.574	1:11.064	42.771	2:43.409
AVG	50.602	1:13.102	42.784	2:45.163
IDEAL	49.574	1:11.064	42.558	2:43.196

341 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.204	-
2	45.929	1:38.104	42.336	3:06.369
3	46.619	1:09.394	42.111	2:38.124
4	46.505	1:07.101	40.742	2:34.348
5	46.644	1:07.299	40.768	2:34.711
AVG	46.424	1:07.931	41.232	2:35.728
IDEAL	45.929	1:07.101	40.742	2:33.772

374 Justin A. Workman
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:18.992	1:30.723	48.269	-
2	48.072	1:49.764	44.921	3:22.757
3	48.961	1:10.718	41.216	2:40.895
4	2:46.051	1:24.532	50.602	5:01.185
AVG	48.517	1:17.625	44.802	2:40.895
IDEAL	48.072	1:10.718	41.216	2:40.006

391 Tyler T. Bowers
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	1:04.074	1:28.569	49.808	3:22.451
2	48.307	1:10.329	44.465	2:43.101
3	48.334	1:11.720	43.400	2:43.454
AVG	48.321	1:11.025	45.891	2:43.278
IDEAL	48.307	1:10.329	43.400	2:42.036

412 Levi W. Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:56.562	1:13.207	43.355	-
2	47.661	1:10.816	42.086	2:40.563
3	47.846	1:09.610	41.674	2:39.130
4	59.836	1:19.674	45.691	3:05.201
AVG	47.754	1:13.327	43.202	2:48.298
IDEAL	47.661	1:09.610	41.674	2:38.945

509 Adam E. Miller
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	44.471	-
2	47.899	1:09.361	1:07.454	3:04.714
3	47.061	1:09.001	41.680	2:37.742
4	47.807	1:21.508	44.070	2:53.385
AVG	47.589	1:13.290	43.407	2:51.947
IDEAL	47.061	1:09.001	41.680	2:37.742

521 Kyle M. Gills
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:56.134	1:09.756	46.378	-
2	47.993	1:09.474	42.972	2:40.439
3	47.423	1:11.087	42.709	2:41.219
4	48.650	1:10.948	43.014	2:42.612
5	1:02.683	1:27.195	52.380	3:22.258
AVG	48.022	1:10.316	43.768	2:41.423
IDEAL	47.423	1:09.474	42.709	2:39.606

577 Martin Davalos
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:57.126	1:08.721	48.405	-
2	46.367	1:06.467	40.172	2:33.006
3	1:49.434	1:33.042	58.439	4:20.915

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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577 Martin Davalos
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	47.200	1:07.851	41.140	2:36.191
AVG	47.200	1:07.851	41.140	2:36.191
IDEAL	46.367	1:06.467	40.172	2:33.006

726 Trevor D. Monks
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:14.057	1:21.982	52.075	-
2	52.199	1:19.142	1:01.713	3:13.054
3	48.247	1:11.038	41.912	2:41.197
4	49.181	1:10.629	42.973	2:42.783
AVG	49.876	1:15.698	42.443	2:52.345
IDEAL	48.247	1:10.629	41.912	2:40.788

831 Ryan N. Smith
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.557	-	-	-
AVG	-	-	-	-
IDEAL	-	-	-	-

881 Jerry E. Lorenz
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	42.522	-
2	48.641	1:13.906	41.020	2:43.567
3	48.071	1:11.164	43.629	2:42.864
4	49.109	1:11.625	42.649	2:43.383
5	48.887	1:12.026	43.700	2:44.613
AVG	48.677	1:12.180	42.704	2:43.607
IDEAL	48.071	1:11.164	41.020	2:40.255



- 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