



AMA Motocross Lites

INDIVIDUAL TIMES - QUALIFYING GROUP A PRACTICE #1

1 Ryan D. Villopoto Kawasaki KX250F				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:33.846	42.606	1:51.240	-
2	29.405	32.790	1:05.411	2:07.606
3	28.815	32.486	1:04.681	2:05.982
4	28.999	32.741	1:05.176	2:06.916
5	1:45.374	55.224	1:26.833	4:07.431
AVG	29.073	32.672	1:05.089	2:06.835
IDEAL	28.815	32.486	1:04.681	2:05.982

3 Mike Brown Yamaha YZ250F				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.405	34.242	1:07.576	2:12.223
3	35.177	37.334	1:16.679	2:29.190
4	30.719	33.578	1:07.204	2:11.501
5	29.833	40.450	1:18.599	2:28.882
6	29.559	33.441	1:06.813	2:09.813
AVG	31.139	34.649	1:11.374	2:18.322
IDEAL	29.559	33.441	1:06.813	2:09.813

20 Joshua M. Grant Honda CRF250R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	29.386	33.009	1:06.448	2:08.843
3	1:22.780	35.541	1:11.939	3:10.260
4	34.620	37.277	1:11.159	2:23.056
5	29.906	33.486	1:06.115	2:09.507
AVG	31.304	34.828	1:08.915	2:13.802
IDEAL	29.386	33.009	1:06.115	2:08.510

28 Ryan M. Dungey Suzuki RM-Z250				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:12.871	-
2	28.998	33.521	1:06.313	2:08.832
3	29.494	33.233	1:14.453	2:17.180
4	29.029	32.748	1:05.581	2:07.358
5	29.183	33.240	1:05.988	2:08.411
AVG	29.176	33.186	1:09.041	2:10.445
IDEAL	28.998	32.748	1:05.581	2:07.327

30 Jake T. Weimer Honda CRF250R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:41.126	34.222	1:06.904	-
2	28.863	33.263	1:06.980	2:09.106
3	29.460	36.480	1:33.112	2:39.052
4	30.473	33.842	1:43.623	2:47.938
5	30.160	33.724	1:06.103	2:09.987
AVG	29.739	34.306	1:06.662	2:09.547
IDEAL	28.863	33.263	1:06.103	2:08.229

32 Thomas K. Hahn Kawasaki KX250F				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:07.698	-
2	29.609	33.162	1:06.179	2:08.950
3	40.924	45.690	1:38.334	3:04.948
4	29.697	32.654	1:05.804	2:08.155
5	29.471	32.879	1:05.680	2:08.030
AVG	29.592	32.898	1:06.340	2:08.378
IDEAL	29.471	32.654	1:05.680	2:07.805

35 Broc Tickle Yamaha YZ250F				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:03.811	36.009	1:27.802	-
2	29.504	32.937	1:07.486	2:09.927
3	32.014	41.363	1:07.185	2:20.562
4	29.580	33.087	1:07.100	2:09.767
5	29.913	33.985	1:07.027	2:10.925
AVG	30.253	34.005	1:07.200	2:12.795
IDEAL	29.504	32.937	1:07.027	2:09.468

36 Kyle P. Chisholm Kawasaki KX250F				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:45.307	34.771	1:10.536	-
2	29.386	34.397	1:07.499	2:11.282
3	29.988	33.618	1:06.669	2:10.275
4	30.063	34.303	1:25.672	2:30.038
5	28.974	33.070	1:06.080	2:08.124
AVG	29.603	34.032	1:07.696	2:14.930
IDEAL	28.974	33.070	1:06.080	2:08.124

38 Andrew McFarlane Kawasaki KX250F				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	33.278	53.537	1:24.026	2:50.841
3	29.960	33.725	1:07.287	2:10.972
4	46.446	41.619	1:12.260	2:40.325
5	29.027	33.413	1:06.250	2:08.690
AVG	30.755	33.569	1:08.599	2:09.831
IDEAL	29.027	33.413	1:06.250	2:08.690

41 Matthew C. Goerke KTM 250SXF				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:14.600	41.634	1:32.966	-
2	29.625	33.347	1:07.265	2:10.237
3	29.542	32.840	1:06.497	2:08.879
4	29.558	33.134	1:06.989	2:09.681
5	42.749	58.791	1:47.317	3:28.857
AVG	29.575	33.107	1:06.917	2:09.599
IDEAL	29.542	32.840	1:06.497	2:08.879

45 Robert S. Kiniry Honda CRF250R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME

1	-	-	-	-
2	30.287	33.759	1:07.250	2:11.296
3	29.543	33.349	1:07.072	2:09.964
4	38.675	37.989	1:11.552	2:28.216
5	29.041	33.105	1:06.425	2:08.571
6	42.737	43.119	1:25.592	2:51.448
AVG	29.624	34.551	1:08.075	2:14.512
IDEAL	29.041	33.105	1:06.425	2:08.571

48 Trey G. Canard Honda CRF250R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:06.147	-
2	29.205	33.275	1:05.622	2:08.102
3	30.177	32.956	1:05.894	2:09.027
4	42.140	42.010	1:12.561	2:36.711
5	29.137	32.692	1:04.973	2:06.802
AVG	29.506	32.974	1:07.039	2:07.977
IDEAL	29.137	32.692	1:04.973	2:06.802

52 Matthew J. Lemoine Yamaha YZ250F				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.428	35.244	1:07.086	2:12.758
3	29.372	34.318	1:07.236	2:10.926
4	29.896	33.892	1:11.525	2:15.313
5	29.075	32.952	1:06.378	2:08.405
6	29.700	33.425	1:50.719	2:53.844
AVG	29.694	33.966	1:08.056	2:11.851
IDEAL	29.075	32.952	1:06.378	2:08.405

57 Ryan Sipes KTM 250SXF				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	29.367	32.903	1:05.442	2:07.712
3	36.022	35.414	1:05.651	2:17.087
4	29.358	32.921	1:29.710	2:31.989
5	28.889	32.588	1:05.714	2:07.191
6	29.540	33.666	1:09.062	2:12.268
AVG	29.289	33.498	1:06.467	2:15.249
IDEAL	28.889	32.588	1:05.442	2:06.919

58 Kyle B. Cunningham Honda CRF250R				
LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	29.088	33.562	1:07.491	2:10.141
3	29.547	34.345	1:06.222	2:10.114
4	29.521	33.193	1:33.897	2:36.611
5	28.814	32.687	1:05.395	2:06.896
6	41.309	41.371	1:37.637	3:00.317
AVG	29.243	33.447	1:06.369	2:09.050
IDEAL	28.814	32.687	1:05.395	2:06.896



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82 Jake Moss
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.459	34.159	1:49.939	2:54.557
3	29.440	32.636	1:06.358	2:08.434
4	3:08.147	3:11.754	4:22.680	5:33.491
AVG	29.950	33.398	1:06.358	2:08.434
IDEAL	29.440	32.636	1:06.358	2:08.434

99 Wil A. Hahn
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:42.622	34.138	1:08.484	-
2	29.952	34.283	1:06.801	2:11.036
3	30.217	34.027	1:07.369	2:11.613
4	30.379	34.336	1:06.865	2:11.580
5	49.529	41.608	1:43.118	3:14.255
AVG	30.183	34.196	1:07.380	2:11.410
IDEAL	29.952	34.027	1:06.801	2:10.780

114 Justin D. Brayton
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:13.944	-
2	29.795	33.056	1:06.399	2:09.250
3	32.242	33.801	1:08.177	2:14.220
4	30.417	33.445	1:07.144	2:11.006
5	33.784	38.470	1:11.057	2:23.311
AVG	31.560	34.693	1:09.344	2:14.447
IDEAL	29.795	33.056	1:06.399	2:09.250

116 Ryan Morais
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:42.305	34.659	1:07.646	-
2	30.130	34.395	1:07.788	2:12.313
3	36.619	40.512	1:14.489	2:31.620
4	29.993	34.099	1:06.771	2:10.863
5	30.019	33.595	1:07.152	2:10.766
AVG	30.047	34.187	1:08.769	2:16.391
IDEAL	29.993	33.595	1:06.771	2:10.359

123 Brett Metcalfe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.411	33.635	1:08.421	2:12.467
3	30.378	33.401	1:07.802	2:11.581
4	37.401	38.675	1:07.388	2:23.464
5	35.350	36.756	1:14.166	2:26.272
6	30.069	33.382	1:06.725	2:10.176
AVG	31.552	35.170	1:08.900	2:16.792
IDEAL	30.069	33.382	1:06.725	2:10.176

156 William A. Browning
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.411	33.635	1:08.421	2:12.467
3	30.378	33.401	1:07.802	2:11.581
4	37.401	38.675	1:07.388	2:23.464
5	35.350	36.756	1:14.166	2:26.272
6	30.069	33.382	1:06.725	2:10.176
AVG	31.552	35.170	1:08.900	2:16.792
IDEAL	30.069	33.382	1:06.725	2:10.176

157 Sean L. Hackley
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.746	34.848	1:09.134	2:14.728
3	31.464	34.705	1:09.833	2:16.002
4	30.994	35.117	1:08.811	2:14.922
5	34.237	42.853	1:25.924	2:43.014
AVG	31.860	34.890	1:09.259	2:15.217
IDEAL	30.746	34.705	1:08.811	2:14.262

178 Phillip J. Nicoletti
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	29.820	34.222	1:08.931	2:12.973
3	30.387	34.514	1:08.674	2:13.575
4	31.165	34.761	1:08.498	2:14.424
5	30.536	34.514	1:07.758	2:12.808
6	43.051	39.496	1:17.186	2:39.733
AVG	30.477	35.501	1:10.209	2:13.445
IDEAL	29.820	34.222	1:07.758	2:11.800

187 Sean D. Borkenhagen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:18.093	-
2	29.630	33.908	1:07.151	2:10.689
3	30.145	33.476	1:07.276	2:10.897
4	30.273	34.051	1:06.531	2:10.855
5	32.870	43.494	1:16.655	2:33.019
AVG	30.730	33.812	1:11.141	2:16.365
IDEAL	29.630	33.476	1:06.531	2:09.637

341 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:26.211	-
2	30.454	34.753	1:09.791	2:14.998
3	30.465	34.189	1:08.505	2:13.159
4	30.879	34.434	1:07.068	2:12.381
5	30.469	34.273	1:07.811	2:12.553
AVG	30.567	34.412	1:08.294	2:13.273
IDEAL	30.454	34.189	1:07.068	2:11.711

351 Shane M. Sewell
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:34.062	42.530	1:51.532	-
2	29.418	34.126	1:07.728	2:11.272
3	30.090	33.156	1:06.688	2:09.934
4	29.367	32.609	1:05.198	2:07.174
5	30.032	33.511	1:08.007	2:11.550
AVG	29.727	33.351	1:06.905	2:09.983
IDEAL	29.367	32.609	1:05.198	2:07.174

395 Benjamin R. Ritter
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:43.559	-
2	30.264	34.795	1:39.350	2:44.409
3	30.881	34.262	1:09.016	2:14.159
4	34.763	34.988	1:45.839	2:55.590
5	30.578	34.059	1:08.587	2:13.224
AVG	31.622	34.526	1:08.802	2:13.692
IDEAL	30.264	34.059	1:08.587	2:12.910

412 Levi W. Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.509	34.032	1:08.734	2:13.275
3	38.300	37.722	1:10.565	2:26.587
4	30.930	34.401	1:07.985	2:13.316
5	30.869	34.315	1:08.294	2:13.478
6	41.240	46.316	1:23.505	2:51.061
AVG	30.769	35.118	1:08.895	2:16.664
IDEAL	30.509	34.032	1:07.985	2:12.526

509 Adam E. Miller
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.152	34.458	1:08.740	2:13.350
3	30.867	35.171	1:09.144	2:15.182
4	31.025	34.575	1:08.131	2:13.731
5	30.587	34.553	1:07.925	2:13.065
6	36.171	38.006	1:17.149	2:31.326
AVG	31.760	35.353	1:10.218	2:17.331
IDEAL	30.152	34.458	1:07.925	2:12.535

521 Kyle M. Gills
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:24.650	-
2	30.462	34.625	1:09.471	2:14.558
3	30.772	34.344	1:59.063	3:04.179
4	30.195	34.616	1:09.321	2:14.132
5	31.161	35.546	1:09.197	2:15.904
AVG	30.648	34.783	1:09.330	2:14.865
IDEAL	30.195	34.344	1:09.197	2:13.736

577 Martin Davalos
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:57.508	41.202	1:16.306	-
2	29.732	33.447	1:06.410	2:09.589
3	29.492	43.260	1:17.032	2:29.784



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577 Martin Davalos
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	29.173	33.005	1:06.158	2:08.336
5	44.804	44.769	2:09.143	3:38.716
AVG	29.173	33.005	1:06.158	2:08.336
IDEAL	29.173	33.005	1:06.158	2:08.336

831 Ryan N. Smith
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	31.526	36.700	1:16.833	2:25.059
3	31.182	34.560	1:08.173	2:13.915
4	31.323	34.684	1:08.656	2:14.663
5	30.918	34.541	1:07.510	2:12.969
AVG	31.237	35.121	1:10.293	2:16.652
IDEAL	30.918	34.541	1:07.510	2:12.969

862 Ozzy S. Barbaree
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	30.235	34.524	1:08.863	2:13.622
3	30.357	34.564	1:09.744	2:14.665
4	31.130	34.415	1:18.065	2:23.610
5	30.103	34.584	1:08.523	2:13.210
AVG	30.456	34.522	1:11.299	2:16.277
IDEAL	30.103	34.415	1:08.523	2:13.041