



AMA Motocross Lites

INDIVIDUAL TIMES - QUALIFYING GROUP A PRACTICE #2

**1** Ryan D. Villopoto  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	31.723	34.962	1:09.983	2:16.668
3	30.075	34.001	1:07.589	2:11.665
4	30.191	33.933	2:51.151	3:55.275
5	30.239	33.719	1:07.174	2:11.132
6	29.943	33.048	1:07.274	2:10.265
7	30.578	34.840	1:06.481	2:11.899
8	30.033	32.915	1:06.434	2:09.382
9	30.097	33.237	1:06.618	2:09.952
AVG	30.360	33.832	1:07.365	2:11.566
IDEAL	29.943	32.915	1:06.434	2:09.292

**3** Mike Brown  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	33.023	40.151	1:14.148	2:27.322
3	32.511	38.663	1:22.726	2:33.900
4	31.847	34.800	1:10.314	2:16.961
5	31.128	34.314	1:16.486	2:21.928
6	30.794	34.075	1:08.647	2:13.516
7	36.855	41.358	1:27.534	2:45.747
8	30.675	37.701	1:19.153	2:27.529
9	30.731	35.647	1:11.407	2:17.785
AVG	31.530	36.479	1:13.359	2:22.706
IDEAL	30.675	34.075	1:08.647	2:13.397

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	35.533	38.889	1:13.468	2:27.890
3	30.849	34.647	1:10.181	2:15.677
4	30.641	34.192	1:10.179	2:15.012
5	31.728	43.308	1:24.557	2:39.593
6	30.165	32.883	1:11.104	2:14.152
7	30.395	32.611	1:07.034	2:10.040
8	30.009	32.967	1:07.084	2:10.060
9	29.989	33.184	1:06.706	2:09.879
10	29.935	32.589	1:06.416	2:08.940
AVG	31.027	33.995	1:09.022	2:13.956
IDEAL	29.935	32.589	1:06.416	2:08.940

**30** Jake T. Weimer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	32.529	36.247	1:12.763	2:21.539
3	31.644	35.323	1:09.960	2:16.927
4	30.832	34.682	1:09.605	2:15.119
5	30.875	34.142	1:08.684	2:13.701
6	31.003	33.474	1:09.401	2:13.878
7	31.071	33.508	1:08.782	2:13.361

**32** Thomas K. Hahn  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	31.612	33.980	1:08.279	2:13.871
9	30.921	34.049	1:09.367	2:14.337
10	41.413	51.007	1:23.259	2:55.679
AVG	31.344	34.376	1:09.458	2:15.178
IDEAL	30.832	33.474	1:08.279	2:12.585

**35** Broc Tickle  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	34.868	40.232	1:14.189	2:29.289
3	31.821	35.340	1:09.991	2:17.152
4	31.040	35.252	1:18.816	2:25.108
5	30.939	34.113	1:08.822	2:13.874
6	30.456	33.649	1:07.715	2:11.820
7	31.046	33.575	1:07.920	2:12.541
8	37.628	43.934	1:18.453	2:40.015
9	1:23.747	51.550	1:35.604	3:50.901
AVG	31.695	35.360	1:12.272	2:18.297
IDEAL	30.456	33.575	1:07.715	2:11.746

**36** Kyle P. Chisholm  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	34.626	36.728	1:13.109	2:24.463
3	31.722	34.343	1:10.538	2:16.603
4	30.755	35.055	1:11.531	2:17.341
5	30.930	34.336	1:11.449	2:16.715
6	30.629	34.266	1:50.373	2:55.268
7	31.109	33.806	1:09.228	2:14.143
8	30.943	33.741	1:08.690	2:13.374
9	30.775	33.854	1:10.008	2:14.637
AVG	31.436	34.516	1:10.650	2:16.754
IDEAL	30.629	33.741	1:08.690	2:13.060

**38** Andrew McFarlane  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	38.496	46.204	1:18.813	2:43.513
3	31.905	35.932	1:10.052	2:17.889
4	31.163	34.944	1:19.676	2:25.783
5	31.066	34.737	1:09.235	2:15.038
6	31.254	34.659	1:08.819	2:14.732
7	31.211	34.515	1:07.723	2:13.449
8	31.075	34.205	1:08.389	2:13.669
9	31.245	34.426	1:08.407	2:14.078
AVG	31.274	34.774	1:11.389	2:16.377
IDEAL	31.066	34.205	1:07.723	2:12.994

**38** Andrew McFarlane  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	46.245	51.572	1:42.181	3:19.998
3	31.312	35.551	1:09.646	2:16.509

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	31.656	35.178	1:10.705	2:17.539
5	58.786	1:06.152	1:38.991	3:43.929
6	38.980	38.117	1:26.472	2:43.569
7	31.578	34.607	1:09.699	2:15.884
8	30.726	34.684	1:09.068	2:14.478
AVG	31.386	35.553	1:09.965	2:16.390
IDEAL	30.726	34.607	1:09.068	2:14.401

**45** Robert S. Kiniry  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	39.449	55.233	1:28.985	3:03.667
3	31.583	34.725	1:08.407	2:14.715
4	30.363	34.314	1:24.890	2:29.567
5	30.806	34.877	1:09.824	2:15.507
6	30.943	34.245	1:09.525	2:14.713
7	31.238	56.945	1:24.900	2:53.083
8	31.214	34.297	1:08.582	2:14.093
9	30.650	34.200	1:08.743	2:13.593
AVG	30.971	34.443	1:09.016	2:17.031
IDEAL	30.363	34.200	1:08.407	2:12.970

**48** Trey G. Canard  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	36.304	40.522	1:16.919	2:33.745
3	31.763	35.459	1:11.722	2:18.944
4	31.313	35.993	1:14.765	2:22.071
5	31.156	34.304	1:08.974	2:14.434
6	30.978	34.060	1:08.872	2:13.910
7	31.275	33.819	1:09.241	2:14.335
8	44.292	44.173	1:23.403	2:51.868
9	30.448	33.895	1:07.784	2:12.127
10	39.208	40.224	1:23.302	2:42.734
AVG	31.891	36.035	1:11.182	2:18.509
IDEAL	30.448	33.819	1:07.784	2:12.051

**52** Matthew J. Lemoine  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	37.750	41.981	1:24.779	2:44.510
3	31.236	35.089	1:14.998	2:21.323
4	30.330	33.942	1:07.103	2:11.375
5	30.381	33.632	1:07.510	2:11.523
6	30.483	33.146	1:07.288	2:10.917
7	38.892	37.457	1:19.359	2:35.708
8	30.202	33.697	1:07.256	2:11.155
9	30.090	33.206	1:07.148	2:10.444
AVG	30.454	34.310	1:10.095	2:16.064
IDEAL	30.090	33.146	1:07.103	2:10.339



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**52** Matthew J. Lemoine  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	35.462	40.609	1:14.361	2:30.432
3	31.370	35.583	1:10.374	2:17.327
4	30.685	35.889	1:20.259	2:26.833
5	31.424	34.992	1:10.465	2:16.881
6	31.490	34.455	1:08.741	2:14.686
7	30.949	34.645	1:08.658	2:14.252
8	37.669	40.768	1:20.576	2:39.013
9	30.732	34.123	1:08.710	2:13.565
AVG	31.730	36.383	1:12.768	2:21.624
IDEAL	30.685	34.123	1:08.658	2:13.466

**57** Ryan Sipes  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	34.505	38.094	1:14.016	2:26.615
3	31.468	35.284	1:09.380	2:16.132
4	38.288	45.712	1:10.069	2:34.069
5	30.944	34.933	1:08.169	2:14.046
6	30.480	33.574	1:17.776	2:21.830
7	40.821	46.590	1:29.028	2:56.439
8	30.470	33.959	1:07.390	2:11.819
9	30.037	33.382	1:07.193	2:10.612
AVG	31.317	34.871	1:10.570	2:19.303
IDEAL	30.037	33.382	1:07.193	2:10.612

**58** Kyle B. Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	32.677	1:29.245	1:13.940	3:15.862
3	31.348	34.595	1:09.248	2:15.191
4	30.538	34.493	1:16.027	2:21.058
5	31.133	35.021	1:08.622	2:14.776
6	30.872	34.257	1:30.708	2:35.837
7	32.920	33.588	1:08.487	2:14.995
8	30.612	39.220	1:24.286	2:34.118
9	30.137	34.078	1:07.621	2:11.836
AVG	31.280	35.036	1:10.658	2:21.116
IDEAL	30.137	33.588	1:07.621	2:11.346

**82** Jake Moss  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	35.150	43.220	1:21.315	2:39.685
3	31.035	34.112	1:10.855	2:16.002
4	32.981	39.653	1:13.960	2:26.594
5	30.945	33.835	1:08.815	2:13.595
6	36.249	36.502	1:51.605	3:04.356
7	30.838	34.079	1:08.860	2:13.777
8	36.664	1:22.371	1:13.353	3:12.388

**99** Wil A. Hahn  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	33.396	36.479	1:13.344	2:23.219
3	31.894	36.083	1:12.296	2:20.273
4	31.237	34.618	1:10.010	2:15.865
5	31.452	34.974	2:52.233	3:58.659
6	32.376	34.338	1:10.817	2:17.531
7	31.172	34.313	1:09.751	2:15.236
8	49.518	34.149	1:09.209	2:32.876
9	30.908	34.648	1:09.205	2:14.761
AVG	31.776	34.950	1:10.662	2:19.966
IDEAL	30.908	34.149	1:09.205	2:14.262

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	36.491	38.550	1:16.634	2:31.675
3	32.005	35.670	1:10.392	2:18.067
4	31.925	38.876	1:21.672	2:32.473
5	31.689	35.215	1:10.065	2:16.969
6	31.280	34.589	1:08.963	2:14.832
7	31.608	34.772	1:13.550	2:19.930
8	31.848	34.499	1:09.521	2:15.868
9	31.438	34.746	1:09.727	2:15.911
10	42.364	43.560	1:30.111	2:56.035
AVG	32.286	35.865	1:12.566	2:20.716
IDEAL	31.280	34.499	1:08.963	2:14.742

**116** Ryan Morais  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	33.238	42.401	1:21.206	2:36.845
3	32.837	36.486	1:13.166	2:22.489
4	32.631	39.786	1:27.677	2:40.094
5	31.470	36.420	1:11.535	2:19.425
6	39.127	39.735	2:17.953	3:36.815
7	31.546	35.358	1:10.469	2:17.373
8	31.612	35.420	1:09.741	2:16.773
AVG	32.222	37.944	1:13.223	2:25.500
IDEAL	31.470	35.358	1:09.741	2:16.569

**123** Brett Metcalfe  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	35.173	38.931	1:16.619	2:30.723
3	30.949	35.282	1:09.723	2:15.954
4	30.584	34.064	1:09.217	2:13.865
5	30.927	33.794	1:08.620	2:13.341

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	35.661	40.814	1:15.284	2:31.759
3	32.600	37.319	1:12.639	2:22.558
4	32.305	36.340	1:10.941	2:19.586
5	32.500	36.136	1:11.674	2:20.310
6	32.099	36.175	1:11.528	2:19.802
7	32.502	35.906	1:11.672	2:20.080
8	32.123	36.287	1:10.343	2:18.753
9	32.042	37.579	1:12.699	2:22.320
AVG	32.729	37.070	1:12.098	2:21.896
IDEAL	32.042	35.906	1:10.343	2:18.291

**157** Sean L. Hackley  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	34.992	38.213	1:14.360	2:27.565
3	32.322	36.559	1:13.035	2:21.916
4	32.563	36.148	1:11.335	2:20.046
5	32.058	36.420	1:13.594	2:22.072
6	38.028	42.633	1:13.552	2:34.213
7	31.760	35.284	1:09.687	2:16.731
8	39.423	38.482	1:17.440	2:35.345
9	32.174	36.491	1:17.293	2:25.958
AVG	33.414	36.800	1:13.787	2:25.481
IDEAL	31.760	35.284	1:09.687	2:16.731

**178** Phillip J. Nicoletti  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	37.001	45.857	1:17.225	2:40.083
3	31.949	36.388	1:10.556	2:18.893
4	31.320	35.202	1:10.473	2:16.995
5	31.299	34.862	1:09.405	2:15.566
6	31.174	34.547	1:09.407	2:15.128
7	31.134	34.448	1:09.062	2:14.644
8	30.636	34.210	1:09.265	2:14.111
9	45.731	46.476	1:31.124	3:03.331
AVG	31.252	34.943	1:10.770	2:19.346
IDEAL	30.636	34.210	1:09.062	2:13.908

**187** Sean D. Borkenhagen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	38.238	41.675	1:22.088	2:42.001
3	32.138	34.903	1:11.930	2:18.971



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**187** Sean D. Borkenhagen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	31.516	35.020	1:11.870	2:18.406
5	32.028	34.986	1:11.882	2:18.896
6	31.767	34.446	1:10.806	2:17.019
7	32.554	35.174	1:30.023	2:37.751
8	31.665	35.172	1:10.397	2:17.234
9	31.850	35.104	1:10.176	2:17.130
AVG	31.897	34.984	1:11.026	2:21.073
IDEAL	31.516	34.446	1:10.176	2:16.138

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	32.745	36.122	1:12.403	2:21.270
3	31.714	34.778	1:09.558	2:16.050
4	31.202	34.361	1:10.004	2:15.567
5	30.868	33.588	1:08.380	2:12.836
6	31.102	34.211	1:08.231	2:13.544
7	30.496	34.110	1:07.996	2:12.602
8	30.511	34.354	1:08.309	2:13.174
9	30.304	34.500	1:08.172	2:12.976
10	30.490	34.070	1:07.600	2:12.160
AVG	31.048	34.455	1:08.961	2:14.464
IDEAL	30.304	33.588	1:07.600	2:11.492

**351** Shane M. Sewell  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	44.606	40.377	1:27.527	2:52.510
3	32.592	35.500	1:11.691	2:19.783
4	35.855	39.279	1:17.141	2:32.275
5	31.968	35.715	1:11.536	2:19.219
6	31.810	35.973	1:10.942	2:18.725
7	31.583	35.484	1:10.905	2:17.972
8	39.401	51.640	1:13.464	2:44.505
9	31.775	42.550	1:27.725	2:42.050
AVG	32.597	37.840	1:12.613	2:27.790
IDEAL	31.583	35.484	1:10.905	2:17.972

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	34.461	42.004	1:17.024	2:33.489
3	32.091	37.197	1:11.640	2:20.928
4	32.158	35.801	1:12.503	2:20.462
5	31.575	34.891	1:12.058	2:18.524
6	32.544	35.376	1:10.023	2:17.943
7	42.665	44.972	2:03.961	3:31.598
8	31.090	34.534	1:17.946	2:23.570
9	31.213	34.492	1:09.555	2:15.260

**412** Levi W. Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	38.314	37.277	1:29.641	2:45.232
3	35.767	43.000	1:27.090	2:45.857
4	32.587	36.064	1:13.230	2:21.881
5	35.992	45.439	1:23.741	2:45.172
6	33.073	35.535	1:12.585	2:21.193
7	31.953	35.282	1:10.731	2:17.966
8	31.413	35.770	1:11.057	2:18.240
9	41.079	45.564	1:29.382	2:56.025
AVG	33.464	35.986	1:14.269	2:28.281
IDEAL	31.413	35.282	1:10.731	2:17.426

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	35.908	38.050	1:14.754	2:28.712
3	32.460	36.820	1:11.796	2:21.076
4	32.314	35.339	2:34.284	3:41.937
5	32.657	35.401	1:11.371	2:19.429
6	32.522	36.114	1:09.876	2:18.512
7	31.864	35.198	1:10.344	2:17.406
8	31.431	35.778	1:09.654	2:16.863
9	32.398	35.181	1:13.343	2:20.922
AVG	32.694	35.985	1:11.591	2:20.417
IDEAL	31.431	35.181	1:09.654	2:16.266

**521** Kyle M. Gills  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	41.481	49.782	1:28.196	2:59.459
3	31.577	35.721	1:10.727	2:18.025
4	31.615	35.765	1:10.613	2:17.993
5	40.652	49.016	1:40.305	3:09.973
6	31.461	35.722	1:22.261	2:29.444
7	33.059	35.181	1:10.783	2:19.023
8	38.752	47.839	1:27.627	2:54.218
AVG	31.928	35.597	1:13.596	2:21.121
IDEAL	31.461	35.181	1:10.613	2:17.255

**577** Martin Davalos  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	36.328	42.508	1:21.921	2:40.757
3	31.113	35.051	1:09.160	2:15.324
4	30.521	34.650	1:08.673	2:13.844
5	39.773	55.523	1:19.825	2:55.121
6	30.762	34.190	1:08.681	2:13.633
7	44.650	49.405	1:38.430	3:12.485

**831** Ryan N. Smith  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	39.481	44.301	1:26.975	2:50.757
3	33.233	42.717	1:11.405	2:27.355
4	32.927	35.915	1:11.652	2:20.494
5	32.062	35.109	1:12.424	2:19.595
6	46.438	53.525	1:43.654	3:23.617
7	31.817	35.136	1:22.900	2:29.853
8	31.701	35.653	1:11.724	2:19.078
9	31.875	35.153	1:09.688	2:16.716
AVG	32.269	35.393	1:13.299	2:22.182
IDEAL	31.701	35.109	1:09.688	2:16.498

**862** Ozzy S. Barbaree  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	37.684	44.631	1:17.176	2:39.491
3	32.623	36.486	1:11.994	2:21.103
4	32.014	36.211	1:12.192	2:20.417
5	32.507	36.004	1:12.926	2:21.437
6	37.582	38.109	2:41.304	3:56.995
7	31.127	36.147	1:10.605	2:17.879
8	31.461	36.637	1:10.716	2:18.814
9	45.593	41.834	1:21.450	2:48.877
AVG	31.946	37.347	1:13.866	2:23.190
IDEAL	31.127	36.004	1:10.605	2:17.736