



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	<del>1:34.255</del>	1:01.004	33.251	-
2	44.898	58.521	31.225	2:14.644
3	43.613	57.599	31.139	2:12.351
4	43.223	57.761	31.031	2:12.015
5	1:55.368	1:05.540	32.994	3:33.902
6	43.330	<del>56.539</del>	30.672	2:10.541
7	<del>43.028</del>	57.596	31.290	2:11.914
8	43.047	56.762	30.949	2:10.758
9	1:11.119	57.200	32.778	2:41.097
AVG	43.523	58.725	31.703	2:12.037
IDEAL	43.028	56.539	30.672	2:10.239

**20** Joshua M. Grant  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:41.498</del>	1:06.599	34.899	-
2	45.172	59.953	35.642	2:20.767
3	44.447	59.035	31.970	2:15.452
4	1:51.870	1:01.392	33.919	3:27.181
5	44.905	58.384	31.495	2:14.784
6	1:50.257	1:02.151	32.305	3:24.713
7	<del>43.933</del>	<del>56.964</del>	<del>30.899</del>	<del>2:11.796</del>
8	1:07.916	1:04.574	38.452	2:50.942
AVG	44.614	1:01.132	33.018	2:15.700
IDEAL	43.933	56.964	30.899	2:11.796

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:33.796</del>	59.777	34.019	-
2	43.652	57.601	31.637	2:12.890
3	43.249	56.768	31.709	2:11.726
4	43.901	57.367	32.420	2:13.688
5	1:10.565	1:03.001	40.355	2:53.921
6	<del>42.820</del>	57.255	31.472	2:11.547
7	43.448	57.591	31.633	2:12.672
8	1:27.313	1:06.169	45.287	3:18.769
9	42.965	<del>56.761</del>	<del>31.236</del>	<del>2:10.962</del>
AVG	43.339	59.143	32.018	2:12.248
IDEAL	42.820	56.761	31.236	2:10.817

**30** Jake T. Weimer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:33.996</del>	1:00.683	33.313	-
2	45.147	1:00.289	32.250	2:17.686
3	46.887	59.882	32.834	2:19.603
4	<del>44.763</del>	1:00.259	31.891	2:16.913
5	45.208	1:38.448	46.501	3:10.157
6	54.765	1:02.398	32.957	2:30.120
7	45.924	59.111	32.145	2:17.180
8	46.155	<del>58.377</del>	<del>31.641</del>	<del>2:16.173</del>

**32** Thomas K. Hahn  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:36.783</del>	1:02.859	33.924	-
2	45.079	<del>58.195</del>	33.501	2:16.775
3	49.828	58.981	32.173	2:20.982
4	44.558	59.214	31.852	2:15.624
5	45.193	1:07.013	42.937	2:35.143
6	47.183	1:15.516	40.253	2:42.952
7	1:49.491	58.807	31.854	3:20.152
8	<del>44.306</del>	58.880	<del>31.247</del>	<del>2:14.433</del>
9	44.688	58.631	33.530	2:16.849
AVG	45.834	1:00.323	32.583	2:19.968
IDEAL	44.306	58.195	31.247	2:13.748

**35** Broc Tickle  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>3:01.340</del>	1:05.900	1:55.440	-
2	46.283	1:01.742	33.071	2:21.096
3	45.251	59.995	32.532	2:17.778
4	<del>45.112</del>	59.612	<del>32.329</del>	<del>2:17.053</del>
5	45.873	59.641	2:14.079	3:59.593
6	45.325	<del>58.656</del>	32.638	2:16.619
7	45.247	58.811	32.837	2:16.895
8	1:34.540	1:10.003	39.455	3:23.998
AVG	45.515	1:01.795	32.681	2:17.888
IDEAL	45.112	58.656	32.329	2:16.097

**36** Kyle P. Chisholm  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:56.109</del>	1:09.226	46.883	-
2	46.135	1:00.528	44.772	2:31.435
3	45.321	58.773	31.704	2:15.798
4	45.086	59.100	<del>31.120</del>	2:15.306
5	56.620	1:04.145	44.015	2:44.780
6	<del>44.916</del>	57.764	31.240	<del>2:13.920</del>
7	45.055	<del>57.547</del>	31.782	2:14.384
8	54.980	1:09.395	37.870	2:42.245
9	44.923	1:07.035	37.874	2:29.832
AVG	45.239	1:00.699	31.462	2:20.113
IDEAL	44.916	57.547	31.120	2:13.583

**38** Andrew McFarlane  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:31.064</del>	1:20.773	1:10.291	-
2	46.217	59.829	33.083	2:19.129
3	46.126	59.698	32.961	2:18.785
4	46.672	59.645	32.911	2:19.228
5	1:21.140	1:14.656	46.252	3:22.048
6	<del>45.759</del>	59.597	<del>32.401</del>	<del>2:17.757</del>
7	46.961	<del>58.788</del>	32.576	2:18.325

**45** Robert S. Kiniry  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:42.895</del>	1:06.413	36.482	-
2	47.396	1:00.381	33.334	2:21.111
3	46.661	1:00.239	32.909	2:19.809
4	<del>45.211</del>	59.833	32.444	2:17.488
5	47.023	1:15.015	44.283	2:46.321
6	45.354	1:00.039	32.763	2:18.156
7	45.801	59.253	32.294	2:17.348
8	1:07.727	1:15.328	39.485	3:02.540
9	46.025	<del>58.628</del>	<del>31.786</del>	<del>2:16.439</del>
AVG	46.210	1:00.684	33.145	2:18.392
IDEAL	45.211	58.628	31.786	2:15.625

**52** Matthew J. Lemoine  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:48.322</del>	1:12.008	36.314	-
2	47.586	1:00.086	35.682	2:23.354
3	47.144	1:00.808	33.521	2:21.473
4	45.397	59.913	<del>32.076</del>	2:17.386
5	<del>45.058</del>	<del>58.983</del>	32.786	<del>2:16.827</del>
6	45.779	1:17.132	36.723	2:39.634
7	2:03.029	1:24.966	37.566	4:05.561
AVG	46.193	59.948	34.953	2:23.735
IDEAL	45.058	58.983	32.076	2:16.117

**57** Ryan Sipes  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:47.614</del>	1:11.641	35.973	-
2	49.210	1:02.881	33.004	2:25.095
3	44.985	59.551	<del>31.672</del>	2:16.208
4	54.241	1:17.063	33.046	2:44.350
5	1:21.329	58.877	31.801	2:52.007
6	<del>44.677</del>	58.893	32.509	2:16.079
7	44.807	<del>58.248</del>	32.611	<del>2:15.666</del>
8	1:05.285	1:19.366	43.640	3:08.291
AVG	45.920	59.690	32.945	2:18.262
IDEAL	44.677	58.248	31.672	2:14.597

**58** Kyle B. Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:39.139</del>	1:04.716	34.423	-
2	46.132	59.114	32.331	2:17.577
3	46.023	1:03.301	32.512	2:21.836
4	45.171	59.815	35.535	2:20.521
5	52.423	1:04.183	40.041	2:36.647
6	44.988	58.373	32.079	2:15.440
7	56.728	1:08.472	32.476	2:37.676
8	45.004	<del>57.725</del>	31.839	2:14.568

**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



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**58** Kyle B. Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	44.912	58.068	31.436	2:14.416
AVG	44.912	58.068	31.436	2:14.416
IDEAL	44.912	57.725	31.436	2:14.073

**71** Kyle D. Keyton  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.330	1:07.599	35.731	-
2	54.050	1:01.546	46.161	2:41.757
3	46.243	1:00.383	32.766	2:19.392
4	47.115	1:00.886	38.302	2:26.303
5	1:48.151	1:08.805	49.035	3:45.991
6	46.432	1:02.427	35.548	2:24.407
7	1:14.865	1:21.465	43.183	3:19.513
AVG	48.460	1:03.608	35.587	2:27.965
IDEAL	46.243	1:00.383	32.766	2:19.392

**82** Jake Moss  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:23.009	1:17.388	1:05.621	-
2	45.594	59.962	32.443	2:17.999
3	57.437	1:36.392	44.822	3:18.651
4	45.716	59.662	32.498	2:17.876
5	45.307	1:00.054	32.460	2:17.821
6	45.074	58.867	32.620	2:16.561
7	1:50.985	1:05.159	48.216	3:44.360
AVG	45.423	1:00.741	32.505	2:17.564
IDEAL	45.074	58.867	32.443	2:16.384

**87** Tucker J. Hibbert  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.614	1:07.152	35.462	-
2	47.787	1:01.436	32.504	2:21.727
3	47.276	1:02.117	33.617	2:23.010
4	45.859	1:00.442	33.818	2:20.119
5	46.599	1:01.954	33.186	2:21.739
AVG	46.880	1:02.620	33.717	2:21.649
IDEAL	45.859	1:00.442	32.504	2:18.805

**99** Wil A. Hahn  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:37.591	1:03.712	33.879	-
2	45.787	58.636	32.170	2:16.593
3	45.709	58.952	32.241	2:16.902
4	45.667	59.284	31.714	2:16.665
5	50.488	1:02.732	33.581	2:26.801
6	45.279	1:23.411	32.853	2:41.543
7	45.863	59.001	32.310	2:17.174
8	1:36.890	1:12.614	36.058	3:25.562
9	45.142	1:00.304	32.392	2:17.838

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.145	1:04.930	34.215	-
2	46.166	59.660	32.085	2:17.911
3	45.643	59.522	32.178	2:17.343
4	45.835	1:01.625	34.561	2:22.021
5	45.129	59.775	32.027	2:16.931
6	45.654	59.840	32.824	2:18.318
7	45.716	59.247	33.828	2:18.791
8	1:37.948	1:42.968	32.557	3:53.473
AVG	45.691	1:00.657	33.034	2:18.553
IDEAL	45.129	59.247	32.027	2:16.403

**122** Dan Reardon  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:00.766	1:13.479	47.287	-
2	45.507	59.951	32.977	2:18.435
3	46.546	1:00.267	32.257	2:19.070
4	45.702	59.266	32.214	2:17.182
5	1:48.487	1:15.692	1:11.994	4:16.173
6	44.645	58.886	31.749	2:15.280
7	57.680	1:02.910	34.059	2:34.649
8	45.273	1:09.676	34.006	2:28.955
AVG	45.535	1:01.826	32.877	2:22.262
IDEAL	44.645	58.886	31.749	2:15.280

**123** Brett Metcalfe  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	38.183	1:03.406	34.777	-
2	45.384	58.200	32.538	2:16.122
3	54.914	1:16.624	34.953	2:46.491
4	45.383	58.478	32.319	2:16.180
5	45.226	58.672	31.717	2:15.615
6	44.480	57.329	32.301	2:14.110
7	44.685	58.809	31.769	2:15.263
8	44.651	58.045	31.962	2:14.658
9	45.085	57.598	33.210	2:15.893
AVG	44.985	58.817	32.838	2:15.406
IDEAL	44.480	57.329	31.717	2:13.526

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.370	1:05.185	36.185	-
2	47.369	1:01.548	33.281	2:22.198
3	47.535	1:01.321	33.205	2:22.061
4	48.320	1:00.968	34.328	2:23.616
5	48.193	1:01.102	34.292	2:23.587
6	1:20.190	1:08.379	41.082	3:09.651
7	47.709	1:00.609	33.394	2:21.712
8	2:59.259	1:07.007	33.335	4:39.601

**171** Brad D. Kelly  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.506	1:13.231	38.275	-
2	48.914	1:03.447	51.166	2:43.527
3	2:16.261	1:06.012	49.501	4:11.774
4	48.102	1:02.091	35.043	2:25.236
5	48.077	1:02.575	34.702	2:25.354
6	3:50.536	1:14.296	52.390	5:57.222
AVG	48.364	1:06.942	36.007	2:31.372
IDEAL	48.077	1:02.091	34.702	2:24.870

**178** Phillip J. Nicoletti  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:01.296	1:15.842	45.454	-
2	46.582	1:01.330	33.055	2:20.967
3	45.788	1:00.574	32.693	2:19.055
4	55.738	1:14.051	42.431	2:52.220
5	45.563	1:01.783	32.425	2:19.771
6	46.138	1:00.419	33.088	2:19.645
7	1:30.192	1:03.131	32.693	3:06.016
8	45.922	59.954	31.774	2:17.650
AVG	45.999	1:01.199	32.621	2:19.418
IDEAL	45.563	59.954	31.774	2:17.291

**187** Sean D. Borkenhagen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.156	1:07.421	35.737	-
2	46.922	1:01.454	33.882	2:22.258
3	47.783	1:12.471	34.707	2:34.961
4	47.763	1:00.713	35.194	2:23.670
5	47.400	1:02.705	50.451	2:40.556
6	47.330	1:02.097	36.747	2:26.174
7	46.985	1:02.202	34.307	2:23.494
8	1:10.587	1:17.979	36.635	3:05.201
AVG	47.364	1:04.152	35.316	2:28.519
IDEAL	46.922	1:00.713	33.882	2:21.517

**247** Teddy P. Parks  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:00.079	1:17.415	42.664	-
2	47.543	1:04.034	48.309	2:39.886
3	47.888	1:02.892	33.472	2:24.252
4	1:03.189	1:06.863	35.864	2:45.916
5	47.422	1:01.516	35.714	2:24.652
6	47.059	1:01.351	35.289	2:23.699
7	1:25.048	1:15.252	36.366	3:16.666
8	47.279	1:01.724	33.669	2:22.672
AVG	47.438	1:03.063	35.062	2:30.180
IDEAL	47.059	1:01.351	33.472	2:21.882



AMA Motocross Lites

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**256** Bryan K. Johnson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:48.911</del>	1:10.982	37.929	-
2	54.605	1:09.503	36.752	2:40.860
3	<del>45.989</del>	<del>1:00.395</del>	<del>33.055</del>	<del>2:19.439</del>
4	2:05.824	1:16.426	51.615	4:13.865
5	2:16.341	1:06.455	37.507	4:00.303
6	1:32.953	1:06.380	38.983	3:18.316
7	46.094	1:05.508	36.465	2:28.067
AVG	48.896	1:06.537	36.782	2:29.455
IDEAL	45.989	1:00.395	33.055	2:19.439

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:45.097</del>	1:07.387	37.710	-
2	<del>46.960</del>	<del>1:00.947</del>	<del>35.460</del>	<del>2:23.367</del>
3	48.194	1:02.250	34.298	2:24.742
4	1:00.340	1:07.582	41.665	2:49.587
5	47.346	1:01.606	34.430	2:23.382
6	48.350	1:01.574	34.942	2:24.866
7	1:31.427	1:23.343	41.320	3:36.090
8	47.728	1:07.744	37.299	2:32.771
AVG	47.716	1:04.156	35.690	2:29.786
IDEAL	46.960	1:00.947	34.298	2:22.205

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:04.925</del>	1:18.369	46.556	-
2	54.870	1:10.676	36.079	2:41.625
3	53.968	1:07.278	34.418	2:35.664
4	48.510	<del>1:02.539</del>	<del>33.848</del>	<del>2:24.897</del>
5	<del>48.489</del>	1:03.750	43.756	2:35.995
6	1:34.892	1:22.460	49.077	3:46.429
7	48.620	1:02.563	34.176	2:25.359
8	48.853	1:05.786	35.766	2:30.405
AVG	50.552	1:05.432	34.857	2:32.324
IDEAL	48.489	1:02.539	33.848	2:24.876

**302** Scott J. Jendro  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:39.874</del>	1:05.155	34.719	-
2	2:06.000	1:04.810	34.149	3:44.959
3	48.711	1:02.025	<del>33.809</del>	2:24.545
4	<del>47.221</del>	1:03.988	34.212	2:25.421
5	48.685	1:02.559	34.197	2:25.441
6	1:11.968	1:04.752	35.202	2:51.922
7	47.978	<del>1:01.901</del>	34.133	<del>2:24.012</del>
8	1:17.744	1:10.006	39.623	3:07.373
AVG	48.149	1:04.400	35.006	2:30.268
IDEAL	47.221	1:01.901	33.809	2:22.931

**412** Levi W. Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:51.008</del>	1:12.801	38.207	-
2	47.954	1:02.579	33.741	2:24.274
3	48.565	1:01.760	33.376	2:23.701
4	1:09.951	1:18.370	41.518	3:09.839
5	<del>47.401</del>	<del>1:00.758</del>	<del>33.086</del>	<del>2:21.245</del>
6	1:09.284	1:09.354	36.829	2:55.467
7	48.235	1:01.077	33.561	2:22.873
8	1:16.829	1:22.055	41.121	3:20.005
AVG	48.039	1:04.722	34.800	2:23.023
IDEAL	47.401	1:00.758	33.086	2:21.245

**577** Martin Davalos  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:48.504</del>	1:10.363	38.141	-
2	55.992	1:08.150	37.075	2:41.217
3	44.697	59.916	<del>32.544</del>	2:17.157
4	1:37.030	1:05.425	36.745	3:19.200
5	46.819	1:13.191	41.641	2:41.651
6	<del>44.014</del>	1:12.790	41.211	2:38.015
7	1:06.232	1:14.964	34.515	2:55.711
8	44.809	<del>58.955</del>	<del>32.830</del>	<del>2:16.594</del>
AVG	45.085	1:04.562	35.308	2:30.927
IDEAL	44.014	58.955	32.544	2:15.513

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:35.371</del>	1:02.486	32.885	-
2	44.757	58.953	32.012	2:15.722
3	<del>44.434</del>	58.915	31.810	2:15.159
4	58.744	1:16.250	37.835	2:52.829
5	54.897	1:10.395	43.847	2:49.139
6	45.015	<del>58.111</del>	<del>31.567</del>	<del>2:14.693</del>
7	54.319	1:10.053	45.277	2:49.649
8	46.036	58.569	31.978	2:16.583
9	47.532	1:10.742	35.433	2:33.707
AVG	45.555	59.407	33.360	2:19.173
IDEAL	44.434	58.111	31.567	2:14.112

**502** Brett Wagner  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:50.982</del>	1:12.610	38.372	-
2	50.091	1:03.434	34.398	2:27.923
3	<del>48.751</del>	1:03.801	34.226	2:26.778
4	52.222	1:03.107	35.614	2:30.943
5	49.049	1:16.122	36.677	2:41.848
6	49.354	1:04.222	34.728	2:28.304
7	57.351	1:11.412	40.665	2:49.428
8	48.799	<del>1:02.533</del>	<del>34.030</del>	<del>2:25.362</del>
AVG	50.802	1:05.874	36.089	2:32.941
IDEAL	48.751	1:02.533	34.030	2:25.314

**732** Tye M. Hames  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:54.970</del>	1:15.927	39.043	-
2	47.995	1:02.593	33.638	2:24.226
3	46.673	1:01.759	33.198	2:21.630
4	46.928	<del>1:00.084</del>	<del>33.023</del>	<del>2:20.035</del>
5	1:00.245	1:11.166	45.662	2:57.073
6	<del>46.467</del>	1:00.548	<del>32.804</del>	<del>2:19.819</del>
7	46.519	1:00.232	33.174	2:19.925
8	2:14.366	1:13.485	34.561	4:02.412
AVG	46.916	1:02.730	34.206	2:21.127
IDEAL	46.467	1:00.084	32.804	2:19.355

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:45.012</del>	1:06.535	38.477	-
2	47.776	1:00.696	33.151	2:21.623
3	47.084	59.648	32.804	2:19.536
4	48.150	1:00.505	32.537	2:21.192
5	1:10.907	1:10.119	41.702	3:02.728
6	48.209	1:00.185	33.441	2:21.835
7	1:31.428	1:16.052	34.129	3:21.609
8	<del>47.071</del>	<del>59.624</del>	<del>32.225</del>	<del>2:18.920</del>
AVG	47.658	1:02.473	33.823	2:20.621
IDEAL	47.071	59.624	32.225	2:18.920

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:40.754</del>	1:04.928	35.826	-
2	47.272	1:02.193	<del>33.160</del>	2:22.625
3	48.082	1:01.559	34.201	2:23.842
4	47.819	1:01.371	33.683	2:22.873
5	48.607	1:00.525	33.591	2:22.723
6	47.385	1:00.781	34.121	2:22.287
7	1:23.569	1:18.671	35.736	3:17.976
8	<del>46.848</del>	<del>59.584</del>	<del>33.475</del>	<del>2:19.907</del>
9	46.910	1:00.623	33.566	2:21.099
AVG	47.560	1:01.446	34.151	2:22.194
IDEAL	46.848	59.584	33.160	2:19.592

**831** Ryan N. Smith  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:21.061</del>	1:13.744	1:07.317	-
2	<del>45.958</del>	<del>1:02.924</del>	<del>32.382</del>	<del>2:21.264</del>
AVG	45.958	1:08.334	32.382	2:21.264
IDEAL	45.958	1:02.924	32.382	2:21.264

**881** Jerry E. Lorenz  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:49.921</del>	1:10.580	39.341	-
2	1:11.791	1:08.699	36.115	2:56.605
3	46.562	1:01.930	34.521	2:23.013
4	53.816	1:05.306	36.658	2:35.780

**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



AMA Motocross Lites

INDIVIDUAL TIMES - QUALIFYING GROUP A PRACTICE #2

**881** Jerry E. Lorenz  
 Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	46.481	1:02.671	34.347	2:23.499
6	47.256	1:01.375	34.146	2:22.777
7	1:01.920	1:15.913	36.892	2:54.725
8	46.747	1:03.162	34.824	2:24.733
AVG	46.828	1:02.403	35.052	2:23.670
IDEAL	46.481	1:01.375	34.146	2:22.002

**888** Hunter Meyer  
 Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:11.287</del>	1:25.562	45.725	-
2	49.376	5:15.616	42.552	6:47.544
3	48.434	1:03.675	36.523	2:28.632
4	50.350	1:04.582	34.811	2:29.743
5	1:05.363	1:11.168	43.646	3:00.177
6	48.787	1:05.060	34.823	2:28.670
AVG	49.237	1:06.121	35.386	2:29.015
IDEAL	48.434	1:03.675	34.811	2:26.920