



INDIVIDUAL TIMES - MOTO 1

1 Ryan D. Villopoto
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:25.417	36.178	49.239	-
2	1:00.830	32.981	48.727	2:22.538
3	1:00.266	33.208	47.841	2:21.315
4	1:00.122	32.778	47.299	2:20.199
5	59.157	33.083	46.576	2:18.816
6	59.644	33.208	47.033	2:19.885
7	1:00.198	33.117	47.320	2:20.635
8	1:05.461	36.440	58.168	2:40.069
9	2:10.543	36.446	1:08.531	3:55.520
AVG	1:00.811	34.160	47.719	2:23.351
IDEAL	59.157	32.778	46.576	2:18.511

20 Joshua M. Grant
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:20.569	32.532	48.037	-
2	1:00.976	32.420	48.138	2:21.534
3	59.650	32.716	47.617	2:19.983
4	59.198	33.365	47.413	2:19.976
5	59.493	33.117	47.427	2:20.037
6	59.852	33.352	48.305	2:21.509
7	1:01.233	33.648	47.721	2:22.602
8	1:00.026	33.322	48.066	2:21.414
9	1:00.652	33.339	48.407	2:22.398
10	1:01.165	33.676	48.230	2:23.071
11	1:01.298	34.251	48.648	2:24.197
12	1:01.360	33.736	50.134	2:25.230
AVG	1:00.446	33.290	48.179	2:21.996
IDEAL	59.198	32.420	47.413	2:19.031

28 Ryan M. Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:22.257	33.995	48.262	-
2	1:01.221	31.639	47.934	2:20.794
3	59.547	33.144	46.941	2:19.632
4	59.411	33.316	46.757	2:19.484
5	59.152	33.077	47.047	2:19.276
6	59.473	33.416	47.931	2:20.820
7	1:00.240	33.441	47.013	2:20.694
8	59.717	33.567	47.437	2:20.721
9	59.872	32.767	47.458	2:20.097
10	59.428	33.376	47.872	2:20.676
11	1:00.394	33.355	47.826	2:21.575
12	1:00.401	34.033	48.451	2:22.885
13	1:01.083	33.953	48.883	2:23.919
14	1:01.847	34.337	48.935	2:25.119
15	1:02.723	34.483	49.927	2:27.133
AVG	1:00.322	33.460	47.912	2:21.630
IDEAL	59.152	31.639	46.757	2:17.548

30 Jake T. Weimer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:25.076	34.731	50.345	-
2	1:02.233	33.295	49.845	2:25.373
3	1:00.898	33.261	48.577	2:22.736
4	1:00.711	33.840	48.224	2:22.775
5	1:00.417	34.768	48.162	2:23.347
6	59.328	34.448	47.930	2:21.706
7	59.496	34.329	48.395	2:22.220
8	1:00.114	33.919	48.878	2:22.911
9	59.944	33.804	48.512	2:22.260
10	59.839	33.824	48.269	2:21.932
11	1:00.060	34.586	48.493	2:23.139
12	1:00.134	34.253	48.648	2:23.035
13	1:00.024	34.209	47.759	2:21.992
14	59.988	33.862	48.398	2:22.248
15	1:00.325	33.989	48.121	2:22.435
AVG	1:00.251	34.075	48.570	2:22.722
IDEAL	59.328	33.261	47.759	2:20.348

35 Broc Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:27.125	35.710	51.415	-
2	1:01.576	33.414	49.450	2:24.440
3	1:01.647	34.516	49.249	2:25.412
4	1:01.006	33.742	49.003	2:23.751
5	1:01.153	34.361	48.529	2:24.043
6	1:01.467	34.017	48.019	2:23.503
7	1:00.772	34.079	48.069	2:22.920
8	1:00.920	33.741	48.328	2:22.989
9	1:00.886	33.843	48.208	2:22.937
10	1:01.130	34.101	48.063	2:23.294
11	1:00.892	33.704	48.253	2:22.849
12	1:01.412	33.718	48.279	2:23.409
13	1:02.149	33.895	48.434	2:24.478
14	1:01.313	33.766	49.245	2:24.324
15	1:01.794	34.335	49.795	2:25.924
AVG	1:01.294	34.063	48.823	2:23.877
IDEAL	1:00.772	33.414	48.019	2:22.205

36 Kyle P. Chisholm
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:30.349	38.333	52.016	-
2	1:04.324	34.801	49.454	2:28.579
3	1:02.481	34.877	48.880	2:26.238
4	1:02.718	34.943	48.227	2:25.888
5	1:01.949	34.800	49.038	2:25.787
6	1:02.628	35.459	49.336	2:27.423
7	1:01.613	34.323	49.025	2:24.961
8	1:01.509	34.661	49.115	2:25.285
9	1:01.847	35.363	49.286	2:26.496
10	1:01.126	34.223	48.613	2:23.962
11	1:02.796	34.744	49.445	2:26.985

12	1:01.871	34.383	49.504	2:25.758
13	1:01.633	34.207	50.037	2:25.877
14	1:01.277	34.148	49.036	2:24.461
15	1:01.968	34.787	52.347	2:29.102
AVG	1:02.107	34.902	49.554	2:26.171
IDEAL	1:01.126	34.148	48.227	2:23.501

38 Andrew McFarlane
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:25.709	34.662	51.047	-
2	1:03.516	34.360	50.295	2:28.171
3	1:02.865	35.059	49.064	2:26.988
4	1:01.240	34.445	48.896	2:24.581
5	1:01.303	34.473	49.384	2:25.160
6	1:02.893	35.219	48.470	2:26.582
AVG	1:02.363	34.703	49.526	2:26.296
IDEAL	1:01.240	34.360	48.470	2:24.070

45 Robert S. Kiniry
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:27.721	36.713	51.008	-
2	1:03.767	34.531	49.321	2:27.619
3	1:01.676	35.150	49.293	2:26.119
4	1:01.372	34.236	48.291	2:23.899
5	1:01.035	34.394	49.189	2:24.618
6	1:01.291	34.765	48.230	2:24.286
7	1:01.157	34.202	49.131	2:24.490
8	1:00.970	33.658	49.494	2:24.122
9	1:01.527	34.558	48.876	2:24.961
10	1:01.888	34.166	49.272	2:25.326
11	1:01.076	33.721	49.145	2:23.942
12	1:01.982	34.941	48.789	2:25.712
13	1:00.902	33.540	48.956	2:23.398
14	1:01.166	34.591	49.194	2:24.951
15	1:01.663	34.370	49.458	2:25.491
AVG	1:01.534	34.502	49.177	2:24.924
IDEAL	1:00.902	33.540	48.230	2:22.672

52 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:23.523	33.439	50.084	-
2	1:01.837	32.966	48.581	2:23.384
3	59.866	33.133	48.328	2:21.327
4	59.914	33.549	48.519	2:21.982
5	59.572	33.620	48.146	2:21.338
6	59.656	33.565	47.803	2:21.024
7	1:00.252	34.368	48.476	2:23.096
8	1:00.559	34.501	48.032	2:23.092
9	59.877	33.508	48.269	2:21.654
10	1:00.011	32.972	48.225	2:21.208
11	59.996	33.761	48.125	2:21.882
12	1:00.141	33.563	49.183	2:22.887
13	1:00.967	33.573	48.597	2:23.137
14	59.623	33.603	48.834	2:22.060



STEEL CITY RACEWAY - DELMONT, PA

ROUND 12 OF 12 - AUGUST 31, 2008

AMA Motocross Lites

INDIVIDUAL TIMES - MOTO 1

52 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
15	1:01.783	33.421	49.651	2:24.855
AVG	1:01.783	33.421	49.651	2:24.855
IDEAL	59.572	32.966	47.803	2:20.341

57 Ryan Sipes
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:24.294	34.570	49.724	-
2	1:01.040	33.569	48.397	2:23.006
3	1:00.051	34.272	47.483	2:21.806
4	1:00.679	34.637	47.610	2:22.926
5	1:00.228	34.358	47.690	2:22.276
6	1:00.095	33.950	48.163	2:22.208
7	1:00.570	33.419	47.657	2:21.646
8	1:00.612	34.025	48.028	2:22.665
9	1:00.499	33.768	48.202	2:22.469
10	1:00.509	33.878	48.076	2:22.463
11	1:00.950	34.470	48.193	2:23.613
12	1:00.515	34.128	48.098	2:22.741
13	1:00.389	33.974	48.452	2:22.815
14	1:00.095	33.755	48.314	2:22.164
15	1:00.866	34.296	48.977	2:24.139
AVG	1:00.507	34.071	48.204	2:22.638
IDEAL	1:00.051	33.419	47.483	2:20.953

58 Kyle B. Cunningham
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:30.492	38.533	51.959	-
2	1:02.360	34.110	49.585	2:26.055
3	1:03.213	34.309	49.034	2:26.556
4	1:01.490	34.346	49.528	2:25.364
5	1:01.468	34.330	48.740	2:24.538
6	1:01.662	34.876	49.150	2:25.688
7	1:00.759	34.542	49.416	2:24.717
8	1:01.284	34.357	48.835	2:24.476
9	1:00.708	34.183	48.668	2:23.559
10	1:01.184	34.507	48.356	2:24.047
11	1:00.734	34.378	48.810	2:23.922
12	1:01.198	34.247	48.974	2:24.419
13	1:01.272	34.432	48.857	2:24.561
14	1:01.138	34.334	48.625	2:24.097
15	1:01.654	34.728	49.766	2:26.148
AVG	1:01.437	34.681	49.220	2:24.868
IDEAL	1:00.708	34.110	48.356	2:23.174

71 Kyle D. Keyton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:32.485	39.209	53.276	-
2	1:03.118	34.516	49.684	2:27.318
3	1:02.760	34.144	49.447	2:26.351
4	1:02.137	35.128	49.462	2:26.727

82 Jake Moss
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	1:01.454	34.477	49.200	2:25.131
6	1:02.209	35.434	50.268	2:27.911
7	1:01.771	34.863	50.673	2:27.307
8	1:01.256	35.598	51.022	2:27.876
9	1:06.519	35.035	50.000	2:31.554
10	1:03.312	35.914	51.747	2:30.973
11	1:04.068	35.726	52.512	2:32.306
12	1:07.426	36.223	51.873	2:35.522
13	1:04.318	35.276	50.572	2:30.166
14	1:04.524	35.142	51.040	2:30.706
15	1:03.842	36.013	50.480	2:30.335
AVG	1:03.345	35.448	50.654	2:29.021
IDEAL	1:01.256	34.144	49.200	2:24.600

87 Tucker J. Hibbert
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:25.711	35.563	50.148	-
2	1:02.731	33.322	49.069	2:25.122
3	1:01.455	34.398	48.941	2:24.794
4	1:00.519	34.153	48.850	2:23.522
5	1:01.377	34.595	48.715	2:24.687
6	1:00.697	34.345	48.349	2:23.391
7	1:00.555	33.868	48.332	2:22.755
8	1:00.276	33.869	48.831	2:22.976
9	1:00.584	34.388	48.748	2:23.720
10	1:00.997	34.628	48.996	2:24.621
11	1:00.816	34.054	50.146	2:25.016
12	1:01.687	34.771	49.031	2:25.489
13	1:01.770	35.002	49.683	2:26.455
14	1:01.118	34.215	49.621	2:24.954
15	1:02.200	35.668	52.049	2:29.917
AVG	1:01.199	34.456	49.301	2:24.816
IDEAL	1:00.276	33.322	48.332	2:21.930

88 Wil A. Hahn
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:28.151	36.741	51.410	-
2	1:02.793	34.471	48.948	2:26.212
3	1:01.524	34.089	49.350	2:24.963
4	1:01.474	34.687	48.695	2:24.856
5	1:01.468	34.652	48.741	2:24.861
6	1:00.749	34.569	48.441	2:23.759
7	1:00.695	34.419	48.815	2:23.929
8	1:01.319	34.022	48.366	2:23.707
9	1:01.026	34.099	49.516	2:24.641
10	1:01.607	34.779	48.528	2:24.914
11	1:01.910	34.267	48.598	2:24.775
12	1:01.724	34.097	48.750	2:24.571
13	1:01.720	34.201	48.744	2:24.665
14	1:01.874	34.132	49.419	2:25.425
15	1:01.717	33.804	49.269	2:24.790
AVG	1:01.543	34.469	49.039	2:24.719
IDEAL	1:00.695	33.804	48.366	2:22.865

114 Justin D. Brayton
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.462	36.787	52.675	-
2	1:03.972	34.323	50.434	2:28.729
3	1:02.698	34.585	48.829	2:26.112
4	1:01.990	34.051	49.167	2:25.208
5	1:02.199	34.763	49.683	2:26.645
6	1:01.917	34.715	49.763	2:26.395
7	1:01.066	34.541	48.911	2:24.518
8	1:01.575	34.352	49.009	2:24.936
9	1:00.964	33.852	48.522	2:23.338
10	1:01.406	34.216	48.755	2:24.377
11	1:01.291	34.038	49.269	2:24.598
12	1:01.232	34.117	48.830	2:24.179
13	1:01.133	34.451	49.362	2:24.946
14	1:01.895	34.556	49.643	2:26.094
15	1:02.017	35.406	50.509	2:27.932
AVG	1:01.811	34.584	49.557	2:25.572
IDEAL	1:00.964	33.852	48.522	2:23.338

122 Dan Reardon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:27.050	35.446	51.604	-
2	1:07.108	34.261	49.428	2:30.797
3	1:00.854	34.453	49.636	2:24.943
4	1:02.608	34.677	50.156	2:27.441
5	1:01.288	34.703	48.816	2:24.807
6	1:00.962	34.736	48.777	2:24.475
7	1:00.549	35.287	49.317	2:25.153
8	1:01.132	34.471	48.934	2:24.537
9	1:01.326	34.370	48.905	2:24.601
10	1:00.693	35.099	48.695	2:24.487
11	1:00.457	34.291	48.730	2:23.478

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

AMA Motocross Lites



INDIVIDUAL TIMES - MOTO 1

122 Dan Reardon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	1:01.273	34.328	48.942	2:24.543
13	1:01.487	33.964	49.106	2:24.557
14	1:01.117	34.358	49.323	2:24.798
15	1:00.941	34.733	49.834	2:25.508
AVG	1:01.205	34.346	49.301	2:24.852
IDEAL	1:00.457	33.964	48.695	2:23.116

123 Brett Metcalfe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:24.110	34.412	49.698	-
2	1:01.934	32.771	49.130	2:23.835
3	1:00.757	33.161	48.462	2:22.380
4	1:00.133	34.244	48.795	2:23.172
5	1:00.257	33.559	48.218	2:22.034
6	59.858	33.645	47.773	2:21.276
7	59.929	33.626	47.902	2:21.457
8	59.700	34.276	48.351	2:22.327
9	59.350	34.115	47.912	2:21.377
10	1:00.032	33.515	48.337	2:21.884
11	59.686	33.497	48.664	2:21.847
12	1:01.310	33.826	48.729	2:23.865
13	59.959	34.007	48.353	2:22.319
14	59.942	33.877	48.659	2:22.478
15	1:00.291	33.779	48.827	2:22.897
AVG	1:00.224	33.754	48.521	2:22.368
IDEAL	59.350	32.771	47.773	2:19.894

144 Alex J. Martin
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:28.926	36.703	52.223	-
2	1:04.255	35.164	51.986	2:31.405
3	1:03.762	35.487	50.622	2:29.871
4	1:02.363	34.818	50.947	2:28.128
5	1:03.097	35.572	50.023	2:28.692
6	1:03.196	34.952	50.986	2:29.134
7	1:02.999	34.912	49.793	2:27.704
8	1:03.841	34.537	49.972	2:28.350
9	1:03.762	34.991	50.147	2:28.900
10	1:02.707	34.452	49.626	2:26.785
11	1:03.228	35.483	50.116	2:28.827
12	1:02.504	34.664	49.899	2:27.067
13	1:02.570	35.612	50.342	2:28.524
14	1:03.035	35.119	50.030	2:28.184
AVG	1:03.178	35.176	50.479	2:28.582
IDEAL	1:02.363	34.452	49.626	2:26.441

148 Hunter Hewitt
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:27.377	36.117	51.260	-
2	1:04.629	34.369	50.799	2:29.797

3	1:03.730	33.992	49.767	2:27.489
4	1:02.173	33.821	49.680	2:25.674
5	1:02.270	34.703	48.989	2:25.962
6	1:01.644	34.854	49.473	2:25.971
7	1:01.800	34.830	50.950	2:27.580
8	1:01.993	34.516	50.326	2:26.835
9	1:02.262	36.582	51.039	2:29.883
10	1:02.190	34.506	49.734	2:26.430
11	1:03.576	35.053	49.827	2:28.456
12	1:04.132	35.403	50.474	2:30.009
13	1:02.806	35.610	51.013	2:29.429
14	1:03.860	35.907	51.411	2:31.178
15	1:04.324	35.753	52.752	2:32.829
AVG	1:03.008	35.001	50.454	2:28.334
IDEAL	1:01.644	33.821	48.989	2:24.454

152 Scott C. Champion
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:33.359	39.712	53.647	-
2	1:06.511	34.768	51.470	2:32.749
3	1:02.352	34.635	49.835	2:26.822
4	1:02.050	35.343	49.857	2:27.250
5	1:02.511	36.095	51.588	2:30.194
6	1:02.160	35.909	50.269	2:28.338
7	1:02.307	35.483	50.037	2:27.827
8	1:02.931	35.309	50.505	2:28.745
9	1:02.631	35.366	50.279	2:28.276
10	1:02.118	44.887	51.813	2:38.818
11	1:03.510	36.360	51.023	2:30.893
12	1:02.747	35.015	51.313	2:29.075
13	1:03.676	35.378	51.156	2:30.210
14	1:02.608	35.637	50.267	2:28.512
15	1:02.067	35.151	49.981	2:27.199
AVG	1:02.870	35.726	50.869	2:29.636
IDEAL	1:02.050	34.635	49.835	2:26.520

156 William A. Browning
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:30.060	36.398	53.662	-
2	1:05.234	35.354	51.176	2:31.764
3	1:02.866	35.661	51.719	2:30.246
4	1:02.504	35.317	50.158	2:27.979
5	1:02.475	35.568	50.638	2:28.681
6	1:02.932	35.478	53.197	2:31.607
7	1:02.781	35.558	50.171	2:28.510
8	1:02.685	35.347	50.505	2:28.537
9	1:02.381	35.611	50.206	2:28.198
10	1:20.614	36.309	51.160	2:48.083
11	1:02.749	35.330	51.349	2:29.428
12	1:02.396	36.386	50.755	2:29.537
13	1:03.205	34.866	50.830	2:28.901
14	1:02.618	36.035	51.778	2:30.431
15	1:03.156	35.275	51.540	2:29.971

AVG	1:02.922	35.633	51.256	2:30.848
IDEAL	1:02.381	34.866	50.158	2:27.405

157 Sean L. Hackley
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:31.673	38.432	53.241	-
2	1:06.603	35.526	51.499	2:33.628
3	1:04.327	35.990	50.933	2:31.250
AVG	1:05.465	36.649	51.891	2:32.439
IDEAL	1:04.327	35.526	50.933	2:30.786

178 Phillip J. Nicoletti
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:25.797	36.045	49.752	-
2	1:01.717	33.181	49.803	2:24.701
3	1:00.862	34.267	48.233	2:23.362
4	1:03.142	34.282	48.205	2:25.629
5	1:01.043	34.251	48.449	2:23.743
6	1:01.141	34.744	47.930	2:23.815
7	1:00.618	34.594	48.070	2:23.282
8	1:00.186	34.176	48.369	2:22.731
9	1:00.267	34.016	48.071	2:22.354
10	1:01.031	34.037	48.072	2:23.140
11	1:00.668	34.771	47.855	2:23.294
12	1:00.856	34.230	48.282	2:23.368
13	1:01.188	34.272	48.411	2:23.871
14	1:01.564	34.549	48.478	2:24.591
15	1:02.492	34.790	50.259	2:27.541
AVG	1:01.198	34.414	48.549	2:23.959
IDEAL	1:00.186	33.181	47.855	2:21.222

211 Steven J. Clarke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.917	38.197	51.720	-
2	1:02.735	34.934	49.662	2:27.331
3	1:02.781	35.090	49.850	2:27.721
4	1:01.420	35.017	48.692	2:25.129
5	1:01.597	35.446	48.933	2:25.976
6	1:01.621	34.666	49.531	2:25.818
7	1:01.805	34.775	49.198	2:25.778
8	1:02.048	34.072	49.534	2:25.654
9	1:01.643	34.807	49.365	2:25.815
10	1:01.426	33.937	49.346	2:24.709
11	1:01.204	34.461	49.321	2:24.986
12	1:02.019	34.945	48.722	2:25.686
13	1:01.201	33.757	49.026	2:23.984
14	1:01.276	34.650	49.312	2:25.238
15	1:01.776	34.543	48.881	2:25.200
AVG	1:01.754	34.887	49.406	2:25.645
IDEAL	1:01.201	33.757	48.692	2:23.650

247 Teddy P. Parks
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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INDIVIDUAL TIMES - MOTO 1

247 Teddy P. Parks
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.858	40.488	54.370	-
2	1:07.296	35.803	52.433	2:35.532
3	1:04.175	36.537	51.654	2:32.366
4	1:05.801	36.181	51.408	2:33.390
5	1:02.326	35.747	50.627	2:28.700
6	1:03.044	35.909	50.273	2:29.226
7	1:03.498	35.674	50.901	2:30.073
8	1:03.790	35.520	50.791	2:30.101
9	1:03.544	35.818	51.651	2:31.013
10	1:04.571	35.588	51.066	2:31.225
11	1:04.338	37.090	51.888	2:33.316
12	1:05.220	36.479	51.950	2:33.649
13	1:02.267	34.898	50.106	2:27.271
14	1:04.390	34.364	51.213	2:29.967
AVG	1:04.174	36.150	51.452	2:31.218
IDEAL	1:02.267	34.364	50.106	2:26.737

281 Jeremy L. Medaglia
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:33.035	39.379	53.656	-
2	1:04.648	36.067	50.590	2:31.305
3	1:04.003	35.882	50.332	2:30.217
4	1:04.683	34.953	49.475	2:29.111
5	1:01.922	35.959	49.508	2:27.389
6	1:04.048	34.715	49.385	2:28.148
7	1:02.776	35.040	50.337	2:28.153
8	1:02.279	35.397	49.619	2:27.295
9	1:03.383	34.762	50.144	2:28.289
10	1:02.583	35.789	50.692	2:29.064
11	1:02.780	35.846	50.875	2:29.501
12	1:02.447	36.223	50.644	2:29.314
13	1:04.436	35.487	50.355	2:30.278
14	1:11.069	36.672	50.607	2:38.348
15	1:02.504	35.583	50.520	2:28.607
AVG	1:03.826	35.850	50.449	2:29.644
IDEAL	1:01.922	34.715	49.385	2:26.022

309 Spencer R. Dally
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:32.415	38.161	54.254	-
2	1:06.584	34.720	52.024	2:33.328
3	1:04.308	35.454	52.613	2:32.375
4	1:05.787	40.446	52.319	2:38.552
5	1:04.974	36.513	52.379	2:33.866
6	1:03.835	36.406	52.776	2:33.017
7	1:03.990	36.523	52.246	2:32.759
8	1:04.492	36.018	53.690	2:34.200
9	1:05.520	37.185	53.575	2:36.280
10	1:09.280	36.469	55.185	2:40.934
11	1:08.267	40.165	55.511	2:43.943
12	1:05.674	38.957	54.287	2:38.918

327 P. J. Larsen
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:26.234	35.869	50.365	-
2	1:04.059	33.917	49.324	2:27.300
3	1:01.747	35.655	49.282	2:26.684
4	1:02.861	34.545	49.993	2:27.399
5	1:00.877	34.978	48.637	2:24.492
6	1:01.413	34.945	48.709	2:25.067
7	1:02.588	35.661	49.059	2:27.308
8	1:01.577	34.772	49.206	2:25.555
9	1:01.072	34.634	48.990	2:24.696
10	1:02.477	35.965	49.629	2:28.071
11	1:01.525	35.115	49.640	2:26.280
12	1:03.375	35.285	48.749	2:27.409
13	1:01.707	35.635	49.342	2:26.684
14	1:01.810	35.046	48.806	2:25.662
15	1:01.802	35.041	50.283	2:27.126
AVG	1:02.064	35.138	49.334	2:26.410
IDEAL	1:00.877	33.917	48.637	2:23.431

341 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:22.947	33.956	48.991	-
2	1:00.820	32.499	48.155	2:21.474
3	59.942	33.244	47.757	2:20.943
4	1:00.432	32.921	47.912	2:21.265
5	1:00.194	33.216	47.564	2:20.974
6	1:00.222	34.002	48.219	2:22.443
7	1:00.910	34.258	47.892	2:23.060
8	1:01.696	33.716	47.967	2:23.379
9	1:00.640	35.078	48.391	2:24.109
10	1:01.000	33.365	48.104	2:22.469
11	1:00.957	33.682	48.796	2:23.435
12	1:01.505	34.779	49.585	2:25.869
13	1:01.363	34.094	48.470	2:23.927
14	1:01.341	34.304	48.949	2:24.594
15	1:01.718	34.033	48.819	2:24.570
AVG	1:00.910	33.810	48.371	2:23.037
IDEAL	59.942	32.499	47.564	2:20.005

343 Stephen R. Stella
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:30.364	36.452	53.912	-
2	1:04.706	34.640	50.854	2:30.200
3	1:02.528	34.379	50.659	2:27.566
4	1:03.990	36.466	50.532	2:30.988
5	1:03.343	35.539	49.937	2:28.819
6	1:02.532	35.265	51.734	2:29.531
7	1:02.545	35.425	52.543	2:30.513

351 Shane M. Sewell
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	1:04.350	38.050	52.545	2:34.945
9	1:04.753	36.978	50.965	2:32.696
10	1:04.367	36.012	50.988	2:31.367
11	1:06.538	36.873	52.726	2:36.137
12	1:03.210	36.092	51.149	2:30.451
13	1:02.683	35.213	50.784	2:28.680
14	1:02.679	35.873	51.432	2:29.984
15	1:03.193	36.257	52.266	2:31.716
AVG	1:03.718	36.098	51.598	2:31.236
IDEAL	1:02.528	34.379	49.937	2:26.844

351 Shane M. Sewell
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:40.024	36.610	1:03.414	-
2	1:03.820	34.137	51.206	2:29.163
3	1:03.524	34.603	50.789	2:28.916
4	1:03.976	35.528	49.765	2:29.269
5	1:04.656	35.455	50.984	2:31.095
6	1:04.626	36.010	51.171	2:31.807
7	1:03.249	35.356	50.686	2:29.291
8	1:02.545	35.169	50.655	2:28.369
9	1:03.245	35.504	51.373	2:30.122
10	1:02.867	35.497	50.706	2:29.070
11	1:03.454	35.348	50.892	2:29.694
12	1:04.927	35.142	50.992	2:31.061
13	1:03.294	35.105	51.022	2:29.421
14	1:02.766	34.845	50.896	2:28.507
15	1:02.463	35.495	50.382	2:28.340
AVG	1:03.529	35.320	50.823	2:29.580
IDEAL	1:02.463	34.137	49.765	2:26.365

395 Benjamin R. Ritter
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:24.316	34.851	49.465	-
2	1:01.968	33.941	51.309	2:27.218
3	1:05.727	35.052	50.576	2:31.355
4	1:04.285	34.677	50.670	2:29.632
5	1:02.866	35.618	51.299	2:29.783
6	1:03.969	35.346	1:03.573	2:42.888
7	1:04.260	35.982	51.339	2:31.581
8	1:03.355	35.392	50.916	2:29.663
9	1:03.072	34.907	50.578	2:28.557
10	1:03.476	36.417	50.996	2:30.889
11	1:02.368	37.061	51.163	2:30.592
12	1:02.656	35.475	50.550	2:28.681
13	1:02.960	34.861	50.605	2:28.426
14	1:03.234	35.738	50.676	2:29.648
15	1:03.338	35.871	51.132	2:30.341
AVG	1:03.395	35.413	50.805	2:30.661
IDEAL	1:01.968	33.941	50.550	2:26.459

412 Levi W. Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:30.075	38.014	52.059	-

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 - MOTO 1

412 Levi W. Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	1:05.839	36.749	50.736	2:33.324
3	1:03.879	36.482	50.779	2:31.140
4	1:03.618	35.868	50.268	2:29.754
5	1:02.603	35.513	50.046	2:28.162
6	1:03.198	35.509	49.907	2:28.614
7	1:04.052	35.876	50.574	2:30.502
8	1:03.185	35.651	50.573	2:29.409
9	1:03.674	38.775	50.608	2:33.057
10	1:04.037	35.438	50.756	2:30.231
11	1:03.661	35.721	50.290	2:29.672
12	1:03.689	35.042	50.338	2:29.069
13	1:03.904	35.533	49.936	2:29.373
14	1:03.891	36.008	50.090	2:29.989
15	1:03.209	35.255	50.478	2:28.942
AVG	1:03.746	35.959	50.384	2:30.088
IDEAL	1:02.603	35.042	49.907	2:27.552

502 Brett Wagner
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.205	39.462	54.743	-
2	1:05.635	35.376	51.966	2:32.977
3	1:04.021	35.878	51.482	2:31.381
4	1:04.791	37.300	50.786	2:32.877
5	1:03.065	35.558	50.570	2:29.193
6	1:02.704	35.545	50.958	2:29.207
7	1:03.461	35.996	51.274	2:30.731
8	1:03.308	35.293	51.382	2:29.983
9	1:04.074	36.275	50.798	2:31.147
10	1:03.514	35.635	51.737	2:30.886
11	1:03.027	35.592	51.885	2:30.504
12	1:03.667	36.700	52.104	2:32.471
13	1:04.247	36.078	53.492	2:33.817
14	1:03.559	36.228	51.211	2:30.998
AVG	1:03.775	36.208	51.742	2:31.244
IDEAL	1:02.704	35.293	50.570	2:28.567

509 Adam E. Miller
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.220	40.239	53.981	-
2	1:05.266	35.583	51.313	2:32.162
3	1:04.723	36.187	50.805	2:31.715
4	1:04.011	35.861	50.053	2:29.925
5	1:02.862	35.513	50.461	2:28.836
6	1:02.301	36.560	50.008	2:28.869
7	1:02.651	34.868	49.769	2:27.288
8	1:02.251	35.264	50.461	2:27.976
9	1:02.244	36.574	50.640	2:29.458
10	1:02.291	35.392	50.075	2:27.758
11	1:02.318	35.659	50.570	2:28.547
12	1:02.577	35.534	50.912	2:29.023
13	1:02.186	35.218	49.891	2:27.295

14	1:02.658	36.274	50.242	2:29.174
15	1:03.502	35.330	51.048	2:29.880
AVG	1:02.967	36.021	50.654	2:29.139
IDEAL	1:02.186	34.868	49.769	2:26.823

624 Michael L. Hall
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:32.400	39.064	53.336	-
2	1:04.645	36.979	49.642	2:31.266
3	1:01.222	34.699	49.438	2:25.359
4	1:02.106	34.479	49.488	2:26.073
5	1:00.684	34.112	48.937	2:23.733
6	1:00.546	35.371	1:01.569	2:37.486
7	1:01.798	34.354	50.187	2:26.339
8	1:00.470	34.080	48.450	2:23.000
9	1:01.664	34.422	49.417	2:25.503
10	1:00.864	34.031	48.612	2:23.507
11	1:01.062	34.550	49.619	2:25.231
12	1:01.672	34.205	49.134	2:25.011
13	1:00.867	34.946	48.676	2:24.489
14	1:00.691	34.414	49.847	2:24.952
15	1:01.603	34.422	50.125	2:26.150
AVG	1:01.421	34.942	49.636	2:26.293
IDEAL	1:00.470	34.031	48.450	2:22.951

721 Blake Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:24.449	34.479	49.970	-
2	1:04.703	33.298	49.255	2:27.256
3	1:01.526	33.688	48.055	2:23.269
4	1:00.438	33.909	48.067	2:22.414
5	1:00.679	34.254	48.331	2:23.264
6	1:00.304	33.959	48.262	2:22.525
7	1:00.589	34.355	48.814	2:23.758
8	1:00.076	34.017	48.953	2:23.046
9	1:00.654	34.039	49.304	2:23.997
10	1:00.107	33.748	48.714	2:22.569
11	1:00.185	34.353	48.557	2:23.095
12	1:00.272	34.086	48.791	2:23.149
13	1:00.718	34.623	48.727	2:24.068
14	1:00.393	34.614	48.442	2:23.449
15	1:00.882	34.181	49.900	2:24.963
AVG	1:00.823	34.107	48.810	2:23.630
IDEAL	1:00.076	33.298	48.055	2:21.429

758 Jason K. Potter
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.615	39.497	55.118	-
2	1:07.332	35.864	51.460	2:34.656
3	1:05.326	35.857	52.185	2:33.368
4	1:04.093	36.163	50.642	2:30.898
5	1:04.481	35.569	51.352	2:31.402
6	-	-	-	2:27.310
7	-	-	-	2:27.245

8	-	-	-	2:30.380
9	-	-	-	2:28.135
10	-	-	-	2:29.626
11	-	-	-	2:30.015
12	-	-	-	2:31.230
13	-	-	-	2:33.435
14	-	-	-	2:35.689
AVG	1:05.308	36.590	52.151	2:30.759
IDEAL	1:04.093	35.569	50.642	2:30.304

767 Matthew T. Sheafor
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:11.733	36.887	1:34.846	-
2	3:16.034	38.555	52.988	4:47.577
3	1:02.838	35.590	51.573	2:30.001
4	1:03.853	35.124	50.944	2:29.921
5	1:03.287	35.807	51.521	2:30.615
6	1:03.215	35.244	51.593	2:30.052
7	1:03.309	35.964	51.408	2:30.681
8	1:03.216	35.886	52.038	2:31.140
9	1:03.862	35.932	51.646	2:31.440
10	1:07.115	36.244	52.036	2:35.395
11	1:17.029	39.063	54.186	2:50.278
12	1:07.391	36.040	54.533	2:37.964
13	1:06.929	36.285	51.846	2:35.060
AVG	1:04.502	36.356	52.193	2:33.868
IDEAL	1:02.838	35.124	50.944	2:28.906

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