



Lites East Supercross

INDIVIDUAL TIMES - QUALIFYING SESSION #1

30 Andrew Mcfarlane
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.939	43.942	26.997	-
2	19.625	36.240	25.552	1:21.417
3	19.176	34.640	24.346	1:18.162
4	19.471	56.315	39.412	1:55.198
5	18.410	35.876	23.883	1:18.169
6	2:15.578	1:03.365	33.810	3:52.753
7	18.270	40.849	33.857	1:32.976
8	18.410	35.741	24.243	1:18.394
9	59.371	53.723	27.921	2:21.015
AVG	18.894	36.669	25.490	1:21.824
IDEAL	18.270	34.640	23.883	1:16.793

110 Thomas L Hofmaster
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.309	38.545	26.764	-
2	20.998	36.913	25.787	1:23.698
3	19.715	35.168	25.670	1:20.553
4	19.558	46.054	28.309	1:33.921
5	19.179	35.606	25.242	1:20.027
6	19.015	43.037	1:11.351	2:13.403
7	19.443	35.945	53.495	1:48.883
8	18.543	35.385	24.106	1:18.034
9	37.959	1:12.822	56.591	2:16.771
10	19.205	35.292	24.220	1:18.717
AVG	19.457	36.122	25.728	1:20.206
IDEAL	18.543	35.168	24.106	1:17.817

159 Josh Tarantino
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.952	41.571	26.381	-
2	20.485	37.133	25.445	1:23.063
3	19.701	36.145	24.846	1:20.692
4	19.385	39.056	24.368	1:22.809
5	19.350	40.890	25.152	1:25.392
6	18.797	36.846	23.762	1:19.405
7	19.463	36.234	24.594	1:20.291
8	19.404	39.266	24.322	1:22.992
9	18.411	36.734	23.231	1:18.376
10	24.670	49.377	36.750	1:50.797
10	22.995	-	-	1:23.427
AVG	19.375	38.208	24.678	1:21.628
IDEAL	18.411	36.145	23.231	1:17.787

261 Jacob Morrison
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.292	42.450	27.842	-
2	20.767	-	-	1:53.246
3	21.485	38.181	28.069	1:27.735
4	42.975	37.806	26.280	1:47.061
5	19.212	40.145	26.594	1:25.951

6 21.654 39.490 26.316 1:27.460
 7 19.564 40.623 25.273 1:25.460
 8 1:10.084 - - 2:34.812
 9 19.877 38.404 25.093 1:23.374
 10 19.569 39.457 25.827 1:24.853
 AVG 20.473 39.561 26.401 1:26.042
 IDEAL 19.212 37.806 25.093 1:22.111

270 Nathan H Skaggs
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.577	44.587	29.990	-
2	19.457	41.798	27.534	1:28.789
3	20.247	35.267	27.150	1:22.664
4	19.461	35.276	24.359	1:19.096
5	2:32.407	1:00.796	1:00.681	4:33.884
6	19.180	36.243	25.313	1:20.736
7	1:24.284	42.056	31.964	2:38.304
8	19.536	37.220	24.994	1:21.750
AVG	19.576	37.977	25.870	1:22.607
IDEAL	19.180	35.267	24.359	1:18.806

288 Kyle T Preston
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.163	44.733	29.430	-
2	22.800	40.679	26.491	1:29.970
3	20.334	38.391	30.752	1:29.477
4	52.863	38.008	26.335	1:57.206
4	19.717	-	-	1:16.501
5	1:21.885	-	-	2:50.914
AVG	21.567	40.453	28.252	1:29.724
IDEAL	20.334	38.008	26.335	1:24.677

333 Geddy L Karrie
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:11.816	42.848	28.968	-
2	21.020	38.230	24.895	1:24.145
3	19.368	38.004	24.950	1:22.322
4	19.632	39.335	24.635	1:23.602
5	19.042	40.009	24.607	1:23.658
6	19.456	39.403	24.440	1:23.299
7	20.558	36.904	24.672	1:22.134
8	19.469	36.590	27.903	1:23.962
9	58.201	50.763	25.441	2:14.405
10	19.010	37.559	25.010	1:21.579
11	22.851	38.118	25.401	1:26.370
AVG	19.694	38.700	25.538	1:23.452
IDEAL	19.010	36.590	24.440	1:20.040

354 Aaron L Stancil
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.566	43.227	29.339	-
2	23.803	40.737	26.498	1:31.038
3	5:24.275	5:45.787	5:30.921	6:32.279

3 20.533 37.946 25.165 1:23.644
 AVG 23.803 41.982 27.919 1:31.038
 IDEAL 23.803 40.737 26.498 1:31.038

372 Justin E Rando
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:37.327	43.908	53.419	-
2	20.198	39.334	27.546	1:27.078
3	20.349	39.568	27.112	1:27.029
4	19.941	39.146	24.620	1:23.707
5	19.907	37.236	24.514	1:21.657
6	19.412	38.401	26.669	1:24.482
7	23.049	46.570	26.725	1:36.344
8	19.381	44.634	26.311	1:30.326
9	19.406	51.856	28.774	1:40.036
10	19.401	43.579	30.069	1:33.049
AVG	20.116	40.726	26.534	1:27.959
IDEAL	19.381	37.236	24.514	1:21.131

514 Eric Nye
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.372	45.177	29.195	-
2	21.255	41.319	25.925	1:28.499
3	19.394	42.087	30.223	1:31.704
4	19.445	36.339	25.627	1:21.411
5	20.217	35.764	24.773	1:20.754
6	18.933	36.316	24.412	1:19.661
7	18.688	35.573	24.802	1:19.063
8	18.753	35.365	24.938	1:19.056
9	-	-	26.146	3:21.889
10	19.074	34.805	1:29.787	2:23.666
AVG	19.470	36.497	25.727	1:22.878
IDEAL	18.688	34.805	24.412	1:17.905

515 Riley R Kurosky
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.377	45.023	29.354	-
2	20.729	36.767	24.947	1:22.443
3	20.082	36.048	24.806	1:20.936
4	19.141	38.155	24.736	1:22.032
5	19.259	36.509	24.590	1:20.358
6	19.077	37.090	24.814	1:20.981
7	33.163	43.480	30.749	1:47.392
8	20.013	37.768	49.943	1:47.724
9	19.761	48.758	25.927	1:34.446
10	53.546	36.282	24.646	1:54.474
AVG	19.723	36.946	25.478	1:23.533
IDEAL	19.077	36.048	24.590	1:19.715

521 Kyle M Gills
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.309	44.661	28.648	-
2	21.525	40.507	26.296	1:28.328

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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521 Kyle M Gills
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	19.290	36.973	25.003	1:21.266
4	19.671	35.876	24.911	1:20.458
5	1:44.674	46.828	26.998	2:58.500
6	18.689	35.956	23.825	1:18.470
7	1:16.482	40.710	26.418	2:23.610
8	18.738	40.471	29.000	1:28.209
9	18.895	36.590	1:03.538	1:59.023
AVG	19.057	37.763	25.431	1:22.101
IDEAL	18.689	35.876	23.825	1:18.390

552 Fred D Karrle
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.633	43.157	27.476	-
2	19.655	1:19.354	27.506	2:06.515
3	1:01.201	40.590	25.199	2:06.990
4	19.604	38.320	25.494	1:23.418
5	19.394	38.620	25.602	1:23.616
6	20.165	38.844	24.890	1:23.899
7	1:10.039	43.312	25.477	2:18.828
8	19.273	38.058	24.765	1:22.096
9	19.288	38.021	24.757	1:22.066
10	19.325	38.313	25.038	1:22.676
AVG	19.529	39.693	25.620	1:22.962
IDEAL	19.273	38.021	24.757	1:22.051

566 Logan B Martin
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.805	45.559	30.246	-
2	21.309	52.883	28.771	1:42.963
3	49.675	41.747	30.800	2:02.222
4	1:01.315	39.430	27.624	2:08.369
5	19.765	41.609	26.992	1:28.366
6	19.953	44.475	27.142	1:31.570
7	19.726	44.240	29.198	1:33.164
8	1:36.590	40.232	24.917	2:41.739
9	25.542	44.471	30.346	1:40.359
AVG	20.188	42.720	27.441	1:35.284
IDEAL	19.726	39.430	24.917	1:24.073

616 Kyle Phenix
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:15.673	45.900	29.773	-
2	21.164	42.091	26.750	1:30.005
3	20.544	42.007	26.219	1:28.770
4	19.969	40.507	26.356	1:26.832
5	20.465	41.760	25.927	1:28.152
6	22.373	1:16.886	31.398	2:10.657
7	19.896	41.061	26.073	1:27.030
8	1:08.427	47.488	43.091	2:39.006
9	20.102	41.426	25.888	1:27.416

AVG	20.645	42.780	26.712	1:28.034
IDEAL	19.896	40.507	25.888	1:26.291

632 Kevin J Hoge
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:11.921	43.088	28.833	-
2	20.462	37.656	56.148	1:54.266
3	23.585	37.374	26.368	1:27.327
4	19.602	35.377	24.309	1:19.288
5	26.929	40.428	30.527	1:37.884
6	19.105	46.320	25.550	1:30.975
7	1:06.655	35.932	24.338	2:06.925
8	23.446	39.914	31.109	1:34.469
9	18.640	47.597	25.667	1:31.904
AVG	19.452	37.780	25.844	1:28.793
IDEAL	18.640	35.377	24.309	1:18.326

671 Andy Bakken
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.242	41.521	27.721	-
2	19.667	37.641	26.470	1:23.778
3	19.207	37.339	25.019	1:21.565
4	19.403	36.572	25.021	1:20.996
5	19.664	38.039	25.254	1:22.957
6	18.427	38.109	25.728	1:22.264
7	19.437	37.331	44.416	1:41.184
8	18.363	36.534	24.501	1:19.398
9	56.428	39.650	36.521	2:12.599
10	18.751	39.640	26.421	1:24.812
AVG	19.115	38.238	25.767	1:22.253
IDEAL	18.363	36.534	24.501	1:19.398

706 Carlos J Gonzalez
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.455	45.518	28.937	-
2	20.810	38.179	1:09.579	2:08.568
3	19.086	36.749	25.535	1:21.370
4	19.443	37.643	24.463	1:21.549
5	19.239	37.034	24.485	1:20.758
6	21.178	38.741	26.145	1:26.064
7	19.017	37.891	27.303	1:24.211
8	1:38.143	37.424	26.213	2:41.780
9	18.704	37.298	24.253	1:20.255
10	20.103	1:07.416	30.383	1:57.902
AVG	19.698	37.620	25.917	1:22.368
IDEAL	18.704	36.749	24.253	1:19.706

726 Trevor D Monks
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.607	44.706	29.901	-
2	33.449	1:01.278	28.997	2:03.724
3	21.451	39.219	25.978	1:26.648
4	18.417	36.502	24.520	1:19.439

5	18.986	36.692	24.266	1:19.944
6	26.782	58.375	46.123	2:11.280
7	18.838	35.933	24.471	1:19.242
8	1:29.285	44.106	27.826	2:41.217
9	18.789	35.504	24.568	1:18.861
AVG	19.245	36.757	25.612	1:20.680
IDEAL	18.417	35.504	24.266	1:18.187

888 Hunter Meyer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.327	41.116	26.211	-
2	20.236	38.028	26.065	1:24.329
3	19.819	39.165	26.142	1:25.126
4	20.625	39.337	30.918	1:30.880
5	19.317	42.571	28.934	1:30.822
6	20.354	45.756	28.032	1:34.142
7	19.196	39.725	49.027	1:47.948
8	20.697	41.739	28.466	1:30.902
9	19.370	41.757	32.871	1:33.998
10	22.465	45.949	27.211	1:35.625
AVG	20.231	40.430	27.747	1:30.728
IDEAL	19.196	38.028	26.065	1:23.289

927 Travis L Sewell
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.820	39.508	26.312	-
2	19.542	35.326	24.829	1:19.697
3	19.553	36.076	24.358	1:19.987
4	19.034	36.011	24.617	1:19.662
5	19.183	36.236	26.601	1:22.020
6	19.053	36.530	24.874	1:20.457
7	-	-	24.332	2:26.174
8	18.608	36.249	24.058	1:18.915
9	1:07.824	1:02.316	33.180	2:43.320
10	18.267	36.762	24.105	1:19.134
AVG	19.034	36.587	24.898	1:19.982
IDEAL	18.267	35.326	24.058	1:17.651

952 Yoshihide Fukudome
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.956	44.190	28.766	-
2	21.254	1:14.313	26.886	2:02.453
3	19.832	38.028	24.597	1:22.457
4	19.526	37.677	23.527	1:20.730
5	19.661	38.569	24.035	1:22.265
6	19.323	37.788	26.851	1:23.962
7	3:29.555	39.220	24.097	4:32.872
8	19.179	36.476	23.890	1:19.545
9	18.960	37.370	25.788	1:22.118
AVG	19.676	37.875	24.959	1:21.846
IDEAL	18.960	36.476	23.527	1:18.963