



INDIVIDUAL TIMES - LITES GROUP A SESSION 2

10 Ryan M. Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.090	17.485	17.605	-
2	23.552	15.274	14.944	53.769
3	21.387	14.814	18.027	54.227
4	21.018	13.744	14.171	48.933
5	21.107	13.958	14.521	49.586
6	28.557	18.518	24.993	1:12.068
7	20.575	14.165	15.222	49.962
8	20.821	28.344	26.095	1:15.260
9	1:07.712	19.062	17.674	1:44.448
10	21.010	14.481	19.450	54.941
11	20.833	13.756	14.893	49.482
12	21.182	13.903	14.235	49.321
13	21.876	13.973	22.920	58.769
14	20.707	13.714	15.286	49.706
15	20.936	13.589	14.391	48.915
16	20.850	13.612	14.269	48.732
AVG	21.220	14.082	14.659	50.689
IDEAL	20.575	13.589	14.171	48.335

19 Jake T. Weimer
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.309	16.698	16.611	-
2	24.525	14.643	14.627	53.795
3	21.635	14.161	26.402	1:02.197
4	21.394	13.922	14.572	49.888
5	21.283	14.474	14.779	50.536
6	21.259	13.995	14.262	49.516
7	21.217	13.664	14.179	49.060
8	40.941	20.153	19.635	1:20.729
9	21.153	13.936	14.652	49.741
10	21.118	13.933	14.021	49.072
11	34.875	14.590	14.578	1:04.043
12	21.217	13.402	14.581	49.200
13	59.442	19.471	25.252	1:44.166
14	23.328	14.864	15.194	53.385
15	27.928	19.420	15.033	1:02.381
16	21.944	14.087	14.497	50.528
AVG	21.825	14.139	14.737	50.472
IDEAL	21.118	13.402	14.021	48.541

31 Ryan Sipes
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.751	17.486	16.265	-
2	22.780	14.506	15.467	52.753
3	21.242	14.416	14.915	50.574
4	21.865	13.981	14.801	50.646
5	21.380	13.888	23.897	59.165
6	1:04.520	14.769	17.638	1:36.927
7	21.409	14.014	14.500	49.923
8	21.308	14.028	14.869	50.205
9	21.790	14.053	14.152	49.994

10 47.926 23.886 18.634 1:30.447

11 24.301 14.118 19.424 57.843

12 24.845 15.561 26.163 1:06.569

13 21.504 13.928 14.425 ~~49.857~~

14 21.502 14.321 19.343 55.166

15 21.881 18.699 21.616 1:02.197

16 21.317 14.022 14.538 49.877

AVG 22.086 14.277 14.881 52.364

IDEAL 21.242 13.888 14.152 49.282

36 Kyle B. Cunningham
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.722	17.497	19.225	-
2	23.696	22.691	16.884	1:03.272
3	22.270	18.824	15.422	56.516
4	21.991	14.707	15.497	52.195
5	26.350	14.840	15.542	56.732
6	22.486	14.404	15.414	52.304
7	21.537	14.460	15.103	51.100
8	21.831	17.587	18.699	58.117
9	21.857	14.127	15.104	51.087
10	21.425	14.427	18.355	54.207
11	21.565	14.118	14.532	50.215
12	21.569	14.234	15.038	50.841
13	21.454	14.289	14.947	50.689
14	43.821	20.265	20.510	1:24.596
15	21.670	14.505	15.157	51.332
16	22.058	14.800	14.743	51.601
17	21.801	14.186	14.771	50.758
AVG	21.944	14.425	15.243	52.692
IDEAL	21.425	14.118	14.532	50.075

39 Trey G. Canard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.806	20.532	24.274	-
2	25.869	15.875	15.431	57.175
3	22.249	17.060	15.003	54.312
4	21.668	14.655	14.687	51.010
5	21.511	14.691	16.311	52.513
6	23.247	14.486	14.938	52.670
7	21.560	14.762	14.668	50.990
8	21.749	15.299	17.034	54.082
9	1:01.119	14.314	14.285	1:29.717
10	20.928	14.539	14.691	50.158
11	21.228	14.533	14.325	50.086
12	25.160	15.816	16.210	57.186
13	21.286	14.595	15.034	50.914
14	21.463	15.727	16.327	53.517
15	25.302	15.057	15.623	55.981
16	21.374	14.382	14.640	50.397
AVG	21.660	15.053	15.280	52.928
IDEAL	20.928	14.314	14.285	49.527

55 Ryan D. Clark
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.791	18.417	23.374	-
2	31.653	16.347	22.549	1:10.549
3	22.881	20.386	27.112	1:10.379
4	22.810	15.094	15.498	53.402
5	22.856	15.010	15.019	52.884
6	22.456	14.970	15.401	52.827
7	22.388	14.937	15.316	52.641
8	22.238	14.510	14.970	51.718
9	22.093	14.564	15.148	51.805
10	1:19.297	22.515	25.438	2:07.250
11	21.669	15.016	15.232	51.917
12	29.210	18.410	29.680	1:17.300
13	21.651	14.607	14.991	51.249
14	21.829	14.703	14.738	51.270
15	21.837	15.258	25.449	1:02.544
AVG	22.246	15.002	15.146	52.190
IDEAL	21.651	14.510	14.738	50.899

63 Chris Blose
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.258	18.001	18.257	-
2	24.285	14.969	14.888	54.142
3	22.786	14.403	14.907	52.096
4	21.633	14.441	14.368	50.442
5	26.379	14.990	18.786	1:00.155
6	21.692	14.205	14.628	50.525
7	1:33.110	17.830	23.092	2:14.032
8	24.090	16.213	20.444	1:00.747
9	21.764	15.247	17.519	54.530
10	24.122	16.578	15.535	56.235
11	21.373	14.226	14.576	50.175
12	21.745	16.922	19.816	58.483
13	21.246	14.429	14.931	50.606
14	27.775	15.787	16.257	59.819
15	26.290	16.885	20.415	1:03.590
AVG	22.474	15.330	15.011	54.292
IDEAL	21.246	14.205	14.368	49.819

85 Sean D. Borkenhagen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	37.664	18.246	19.418	-
2	24.768	15.949	16.916	57.633
3	22.449	17.176	15.834	55.458
4	21.862	14.856	15.577	52.295
5	22.044	15.165	15.816	53.026
6	30.056	15.031	15.489	1:00.576
7	22.301	15.007	15.455	52.763
8	21.870	15.592	17.052	54.514
9	31.939	16.907	15.070	1:03.916
10	21.946	15.054	20.014	57.014
11	22.037	14.981	15.691	52.709

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



INDIVIDUAL TIMES - LITES GROUP A SESSION 2

85 Sean D. Borkenhagen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	1:03.025	19.167	24.396	1:46.588
13	23.216	16.185	15.550	54.951
14	21.996	14.754	15.633	52.382
15	22.031	15.139	15.868	53.038
16	32.233	20.009	19.528	1:11.771
AVG	22.414	15.359	15.684	53.457
IDEAL	21.862	14.754	15.070	51.687

87 P. J. Larsen
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.531	17.861	17.670	-
2	23.654	14.452	15.468	53.573
3	22.256	13.931	15.504	51.692
4	22.644	14.575	15.916	53.135
5	26.978	14.872	15.599	57.449
6	22.532	14.520	15.651	52.702
7	22.111	14.475	15.737	52.323
8	24.188	15.911	22.926	1:03.024
9	21.856	14.372	14.663	50.891
10	22.411	14.743	14.856	52.011
11	22.169	14.796	15.031	51.995
12	22.343	14.686	14.978	52.007
13	30.616	19.514	21.216	1:11.346
14	22.262	14.446	15.071	51.779
15	27.510	19.332	15.129	1:01.971
16	21.596	14.429	15.025	51.050
17	21.899	14.208	15.399	51.506
AVG	22.455	14.601	15.288	52.470
IDEAL	21.596	13.931	14.663	50.190

111 Michael J. Sleeter
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	36.855	18.286	18.569	-
2	23.792	17.666	16.761	58.219
3	2:19.033	2:14.049	16.601	2:53.001
4	27.877	15.440	16.815	1:00.132
5	23.119	15.166	16.573	54.858
6	35.286	24.069	42.628	1:41.983
7	22.006	15.046	15.945	52.997
8	24.049	15.631	25.314	1:04.994
9	22.155	15.043	16.054	53.252
10	26.443	19.064	21.360	1:06.867
11	22.108	15.432	15.818	53.358
12	32.432	19.302	20.990	1:12.724
AVG	22.871	15.632	16.642	55.469
IDEAL	22.006	15.043	15.818	52.867

114 Justin D. Brayton
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.224	15.856	17.368	-

2	22.870	14.313	15.119	52.302
3	21.779	13.681	14.511	49.971
4	21.771	13.796	14.470	50.037
5	25.389	20.218	15.712	1:01.318
6	25.529	13.725	18.005	57.260
7	21.501	14.862	25.982	1:02.345
8	22.394	16.400	16.758	55.552
9	21.486	14.277	25.760	1:01.523
10	21.408	13.783	14.267	49.458
11	27.499	14.110	15.055	56.664
12	22.331	17.839	15.476	55.645
13	56.012	15.710	14.514	1:26.236
14	21.471	13.454	14.747	49.672
15	29.361	14.414	19.496	1:03.271
16	21.498	13.528	18.407	53.433
AVG	22.484	14.273	15.068	52.936
IDEAL	21.408	13.454	14.267	49.129

116 Ryan Morais
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	39.831	19.781	20.050	-
2	22.998	14.848	15.101	52.947
3	22.120	17.193	15.450	54.763
4	21.638	14.227	15.076	50.941
5	31.313	15.544	22.158	1:09.015
6	22.106	14.010	14.989	51.105
7	21.583	14.179	15.022	50.784
8	1:00.658	14.140	15.448	1:30.246
9	31.787	23.593	18.647	1:14.027
10	21.425	14.210	14.566	50.200
11	21.720	14.289	14.588	50.598
12	25.622	13.955	19.984	59.561
13	48.573	14.784	22.137	1:25.494
14	23.898	15.208	15.189	54.295
15	21.676	14.073	14.864	50.613
AVG	22.478	14.456	15.029	52.581
IDEAL	21.425	13.955	14.566	49.945

122 Dan Reardon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.534	23.180	21.354	-
2	25.583	15.509	15.956	57.048
3	21.685	17.482	15.020	54.187
4	21.558	14.290	15.130	50.978
5	21.157	14.643	15.356	51.155
6	1:16.045	14.831	15.568	1:46.443
7	21.092	14.861	17.098	53.051
8	21.290	14.232	14.488	50.010
9	21.389	14.346	14.508	50.243
10	30.760	14.826	15.097	1:00.683
11	21.896	16.333	15.935	54.164
12	2:29.537	23.113	18.993	3:11.642
13	21.399	14.483	14.672	50.555

AVG	21.433	14.835	15.348	52.377
IDEAL	21.092	14.232	14.488	49.812

220 Cole Seely
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	33.146	16.868	16.278	-
2	24.448	14.507	14.795	53.750
3	21.752	14.455	14.831	51.038
4	21.873	14.321	15.365	51.559
5	26.046	15.490	18.498	1:00.034
6	21.904	14.179	14.598	50.681
7	22.162	14.358	14.963	51.483
8	26.584	19.214	19.915	1:05.713
9	21.805	14.404	15.516	51.725
10	21.806	14.599	15.315	51.720
11	1:00.428	14.563	15.801	1:30.792
12	23.013	14.821	19.106	56.939
13	21.824	14.505	15.421	51.750
14	26.254	14.676	15.503	56.433
15	22.208	14.807	20.087	57.102
16	25.791	15.599	15.453	56.844
16	22.167	15.190	15.357	52.714
AVG	22.886	14.810	15.320	53.928
IDEAL	21.752	14.179	14.598	50.529

350 Ben D. Evans
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	35.398	17.841	17.557	-
2	23.608	15.403	16.322	55.333
3	22.378	17.892	16.294	56.564
4	22.043	15.177	15.200	52.420
5	21.914	14.557	15.625	52.096
6	21.962	14.801	15.352	52.115
7	22.085	14.868	16.265	53.218
8	24.740	22.038	19.001	1:05.779
9	21.984	14.402	15.261	51.647
10	21.812	14.783	15.676	52.271
11	1:08.361	16.710	16.818	1:41.888
12	22.277	14.687	15.347	52.311
13	26.647	15.868	17.534	1:00.049
14	21.881	15.193	29.203	1:06.277
15	27.512	15.112	14.773	57.397
16	21.699	15.036	37.957	1:14.692
AVG	22.365	15.123	16.002	54.129
IDEAL	21.699	14.402	14.773	50.874

407 Adam B. Chatfield
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	48.261	20.116	28.145	-
2	26.920	16.027	16.293	59.240
3	22.384	16.691	15.799	54.874
4	22.469	14.861	15.589	52.919
5	21.745	15.130	15.545	52.420
6	38.919	23.751	27.976	1:30.647



INDIVIDUAL TIMES - LITES GROUP A SESSION 2

407

Adam B. Chatfield
Honda CRF250R

AVG	22.103	14.817	15.461	51.981
IDEAL	21.722	14.215	14.584	50.521

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	22.187	15.304	19.664	57.155
8	21.830	15.178	15.533	52.541
9	57.832	26.947	27.279	1:52.058
10	21.889	15.181	15.313	52.383
11	22.151	15.612	15.348	53.111
12	37.005	21.245	23.041	1:21.291
13	22.097	15.026	15.057	52.180
14	21.990	15.197	15.194	52.380
15	34.527	20.237	19.088	1:13.852
AVG	22.024	15.250	15.289	53.292
IDEAL	21.745	14.861	15.057	51.664

410

Eric J. McCrummen
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	42.947	19.780	23.167	-
2	26.929	16.540	16.204	59.673
3	25.612	18.069	15.492	59.173
4	23.046	15.180	15.383	53.609
5	21.560	14.644	15.031	51.235
6	22.238	14.842	14.978	52.058
7	21.826	15.281	14.904	52.011
8	21.687	14.889	16.298	52.874
9	46.933	19.813	17.743	1:24.489
10	22.007	15.160	14.766	51.933
11	21.751	14.934	14.715	51.400
12	26.246	21.184	22.566	1:09.997
13	25.288	15.143	21.478	1:01.909
14	27.763	17.026	20.616	1:05.404
15	22.230	17.275	16.683	56.188
16	28.335	17.252	20.454	1:06.041
AVG	22.725	15.681	15.445	54.015
IDEAL	21.560	14.644	14.715	50.919

801

Jeff Alessi
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	31.793	15.730	16.063	-
2	23.262	14.494	15.396	53.152
3	21.877	14.215	14.761	50.854
4	21.994	16.179	23.830	1:02.003
5	22.256	15.761	17.370	55.387
6	22.223	14.362	14.584	51.169
7	21.722	14.287	14.915	50.924
8	40.815	31.206	20.839	1:32.859
9	26.839	20.717	15.898	1:03.454
10	21.897	14.389	15.171	51.457
11	39.216	27.244	27.999	1:34.459
12	29.860	21.625	18.623	1:10.108
13	28.235	22.036	22.599	1:12.870
14	21.814	14.253	15.206	51.273
15	21.886	14.499	15.247	51.632