



AMA Supercross Lites - East

INDIVIDUAL TIMES - LITES GROUP C SESSION 1 (5 MINUTES FREE)

43 Broc Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	18.953	28.706	32.883	1:20.542
3	18.597	27.856	29.037	1:15.490
4	19.941	30.939	30.350	1:21.230
5	19.166	28.444	29.207	1:16.817
6	1:10.854	30.824	32.586	2:14.264
7	18.494	51.683	14.197	1:24.374
8	18.894	33.474	30.778	1:23.146
9	18.746	28.124	29.883	1:16.753
10	1:32.904	39.212	32.892	2:45.008
11	18.363	27.880	29.416	1:15.658
AVG	18.894	28.968	14.197	1:19.251
IDEAL	18.363	27.856	14.197	1:00.416

45 Jason W. Thomas
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.836	29.387	39.449	-
2	19.502	28.749	30.982	1:19.234
3	20.917	46.179	40.689	1:47.785
4	18.475	1:02.604	52.478	2:13.557
5	18.485	51.237	8.028	1:17.750
6	46.896	42.925	39.987	2:09.808
7	18.608	28.325	30.207	1:17.140
8	55.287	38.337	33.803	2:07.427
9	19.054	45.073	47.355	1:51.482
AVG	19.174	28.820	8.028	1:18.041
IDEAL	18.475	28.325	8.028	54.829

58 Phillip J. Nicoletti
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	19.397	30.161	30.609	1:20.167
3	19.362	27.878	29.882	1:17.122
4	19.462	28.316	29.611	1:17.389
5	38.367	50.726	45.304	2:14.397
6	18.767	27.013	29.108	1:14.888
7	1:21.286	48.181	57.049	3:06.516
8	22.714	34.994	42.364	1:40.073
9	19.651	35.428	40.567	1:35.646
10	18.825	27.685	28.609	1:15.119
AVG	19.244	28.211	29.564	1:16.937
IDEAL	18.767	27.013	28.609	1:14.389

82 Jack Carpenter
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	19.881	31.104	34.487	1:25.472
3	19.797	30.317	31.911	1:22.025
4	1:06.578	35.467	48.826	2:30.872
5	19.122	29.264	31.304	1:19.690

210 Dane R. Marsack
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	29.584	1:07.294	26.004	2:02.882
7	20.470	30.817	33.013	1:24.300
8	20.321	29.590	32.369	1:22.280
9	32.767	35.299	44.908	1:52.974
10	20.037	30.859	31.655	1:22.551
AVG	19.938	30.325	26.004	1:22.719
IDEAL	19.122	29.264	26.004	1:14.390

231 Jake Lowry
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	34.650	-
2	21.923	33.654	33.991	1:29.568
3	1:21.631	35.540	34.384	2:31.555
4	22.179	35.937	37.756	1:35.872
5	21.393	1:01.113	11.280	1:33.785
6	24.024	41.930	36.625	1:42.578
7	21.299	34.441	38.813	1:34.553
8	22.022	38.699	33.800	1:34.521
9	1:15.281	31.745	41.634	2:28.659
AVG	22.140	34.263	11.280	1:35.146
IDEAL	21.299	31.745	11.280	1:04.324

289 David J. Sterritt
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.401	34.571	34.830	-
2	21.006	31.115	36.878	1:28.999
3	31.119	34.602	38.037	1:43.759
4	21.363	31.526	33.729	1:26.617
5	1:32.640	59.947	20.198	2:52.785
6	21.430	33.665	33.087	1:28.183
7	20.746	31.414	35.659	1:27.819
8	29.234	36.132	34.936	1:40.301
9	21.630	31.167	32.700	1:25.497
AVG	21.235	33.024	20.198	1:29.569
IDEAL	20.746	31.115	20.198	1:12.059

308 Nicholas T. Jackson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.770	-
2	3:05.481	39.404	36.275	4:21.159
3	21.243	34.320	36.499	1:32.062
4	21.589	54.702	10.249	1:26.540
5	2:20.315	33.083	35.883	3:29.281
6	24.496	34.820	33.294	1:32.610
7	1:29.270	31.572	37.573	2:38.415
AVG	22.442	33.449	10.249	1:30.404
IDEAL	21.243	31.572	10.249	1:03.064

314 Tyson D. Hadsell
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	34.650	-
2	21.923	33.654	33.991	1:29.568
3	1:21.631	35.540	34.384	2:31.555
4	22.179	35.937	37.756	1:35.872
5	21.393	1:01.113	11.280	1:33.785
6	24.024	41.930	36.625	1:42.578
7	21.299	34.441	38.813	1:34.553
8	22.022	38.699	33.800	1:34.521
9	1:15.281	31.745	41.634	2:28.659
AVG	22.140	34.263	11.280	1:35.146
IDEAL	21.299	31.745	11.280	1:04.324

314 Tyson D. Hadsell
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	22.054	31.813	36.685	1:30.552
5	22.400	32.518	33.652	1:28.571
6	21.261	55.478	12.183	1:28.922
7	21.796	31.133	34.957	1:27.886
8	1:10.333	31.880	34.586	2:16.799
9	21.253	32.133	37.766	1:31.151
AVG	22.040	32.001	12.183	1:29.513
IDEAL	21.253	31.133	12.183	1:04.569

321 Chad E. Ward
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.399	32.733	32.666	-
2	20.544	29.687	31.435	1:21.665
3	1:17.227	46.312	39.005	2:42.543
4	19.718	29.106	30.607	1:19.431
5	35.814	1:11.591	21.559	2:08.964
6	20.022	42.616	36.173	1:38.811
7	20.265	30.186	31.258	1:21.710
8	36.581	47.779	52.215	2:16.575
9	1:02.841	51.893	39.597	2:34.331
AVG	20.137	30.428	21.559	1:20.935
IDEAL	19.718	29.106	21.559	1:10.382

321 Chad E. Ward
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	19.378	29.783	31.331	1:20.491
3	18.684	53.864	44.586	1:57.134
4	19.507	37.905	47.590	1:45.002
5	20.300	36.600	44.903	1:41.803
6	19.088	52.167	48.058	1:59.313
7	1:19.970	42.138	43.689	2:45.797
8	19.648	29.587	30.863	1:20.098
9	20.406	38.984	39.078	1:38.468
10	19.875	33.705	51.398	1:44.978
AVG	19.611	31.025	31.097	1:20.295
IDEAL	18.684	29.587	30.863	1:19.134

336 Dennis G. Jonon
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.770	31.291	32.479	-
2	21.392	31.101	33.103	1:25.596
3	1:37.145	44.483	43.580	3:05.208
4	21.875	36.586	33.340	1:31.801
5	20.473	52.455	8.102	1:21.030
6	28.579	46.749	46.949	2:02.277
7	20.416	29.373	31.457	1:21.246
8	1:19.062	38.360	39.016	2:36.438
9	20.027	29.137	29.722	1:18.886
AVG	20.837	30.226	8.102	1:23.712
IDEAL	20.027	29.137	8.102	57.266



INDIVIDUAL TIMES - LITES GROUP C SESSION 1 (5 MINUTES FREE)

374 Cody L. Gilmore
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:18.067	37.271	40.796	-
2	20.102	29.634	30.882	1:20.618
3	26.041	39.774	34.078	1:39.893
4	20.268	29.330	30.553	1:20.152
5	20.039	29.659	31.452	1:21.149
6	1:28.425	43.864	44.680	2:56.969
7	19.823	29.551	30.490	1:19.865
8	36.203	35.723	35.795	1:47.721
9	19.962	29.032	30.197	1:19.191
AVG	20.039	29.441	31.921	1:20.195
IDEAL	19.823	29.032	30.197	1:19.052

387 Austin H. Miller
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	21.918	43.949	39.071	1:44.938
3	2:28.784	36.349	42.472	3:47.605
4	21.873	36.709	36.948	1:35.530
5	21.552	1:10.362	21.548	1:53.463
6	21.418	46.279	43.201	1:50.897
7	3:05.654	36.741	40.543	4:22.939
AVG	21.690	36.600	21.548	1:46.207
IDEAL	21.418	36.349	21.548	1:19.315

398 Robert J. Kraft
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	25.281	36.973	56.844	1:59.097
3	23.691	33.397	38.094	1:35.182
4	24.568	42.249	43.882	1:50.699
5	28.939	39.289	41.054	1:49.282
6	25.681	1:02.061	16.852	1:44.594
7	26.624	37.630	40.018	1:44.272
8	26.636	44.640	42.520	1:53.797
9	1:44.953	35.412	40.731	3:01.095
AVG	25.414	36.540	16.852	1:46.304
IDEAL	23.691	33.397	16.852	1:13.940

404 Tyler D. Medaglia
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	35.495	-
2	19.447	33.877	32.849	1:26.172
3	18.951	28.502	28.988	1:16.441
4	2:30.005	34.316	33.859	3:38.180
5	19.942	51.943	9.601	1:21.486
6	22.221	34.070	1:03.772	2:00.063
7	2:32.579	33.998	36.255	3:42.832
8	19.206	28.664	41.547	1:29.417
AVG	19.953	31.822	9.601	1:23.379
IDEAL	18.951	28.502	9.601	57.054

496 Hunter Shryock
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	20.508	31.213	37.034	1:28.755
3	20.470	36.105	44.767	1:41.342
4	29.625	44.268	51.546	2:05.440
5	22.489	34.890	34.244	1:31.622
6	20.671	1:02.551	15.295	1:38.517
7	20.468	34.861	37.526	1:32.855
8	19.449	29.863	32.109	1:21.421
9	1:27.813	36.479	39.476	2:43.768
10	20.048	37.363	44.775	1:42.186
AVG	20.586	32.707	15.295	1:28.663
IDEAL	19.449	29.863	15.295	1:04.607

511 Nathan L. Whitlow
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.867	32.291	31.576	-
2	20.860	29.801	30.970	1:21.631
3	20.942	29.821	30.117	1:20.880
4	19.483	29.151	30.012	1:18.646
5	2:35.385	1:01.671	17.016	3:54.072
6	23.361	31.077	48.302	1:42.741
7	20.026	46.631	42.983	1:49.640
8	19.478	28.914	31.187	1:19.578
9	1:30.973	40.497	53.354	3:04.824
AVG	20.692	30.176	17.016	1:20.184
IDEAL	19.478	28.914	17.016	1:05.407

566 Logan B. Martin
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	21.443	30.324	32.207	1:23.974
3	1:01.099	34.692	39.153	2:14.945
4	21.244	29.873	33.184	1:24.301
5	28.468	38.724	40.370	1:47.562
6	1:38.392	35.819	34.839	2:49.050
7	21.324	34.499	41.143	1:36.965
AVG	21.337	33.041	33.410	1:28.414
IDEAL	21.244	29.873	32.207	1:23.324

710 Christopher Haack
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	34.855	-
2	2:50.615	33.756	33.411	3:57.782
3	20.686	35.959	44.930	1:41.576
AVG	20.686	34.858	34.133	1:41.576
IDEAL	20.686	33.756	33.411	1:27.853

779 Augie L. Lieber
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-

2	19.462	48.417	39.598	1:47.476
3	20.392	40.709	54.399	1:55.499
4	19.514	28.297	33.171	1:20.982
5	1:41.577	1:24.050	33.013	3:38.640
6	19.114	27.716	31.405	1:18.235
7	1:48.264	46.925	52.624	3:27.813
8	20.496	40.594	38.619	1:39.709
AVG	19.740	28.007	32.530	1:19.608
IDEAL	19.114	27.716	31.405	1:18.235

802 Kenny J. Day
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	34.437	-
2	21.174	42.054	32.965	1:36.193
3	21.948	32.403	33.987	1:28.337
4	21.431	31.751	35.701	1:28.883
5	23.890	32.907	33.523	1:30.320
6	21.898	57.186	10.717	1:29.800
7	21.961	32.313	33.117	1:27.392
8	21.858	33.901	35.028	1:30.787
9	1:04.796	32.849	33.127	2:10.772
10	21.784	31.770	34.333	1:27.887
AVG	21.993	32.556	10.717	1:29.950
IDEAL	21.174	31.751	10.717	1:03.641

811 Josh M. Lichtle
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	19.592	28.436	31.170	1:19.199
3	18.871	28.764	31.816	1:19.450
4	18.791	28.681	29.910	1:17.382
5	19.119	28.072	30.849	1:18.040
6	23.096	35.397	31.575	1:30.068
7	58.427	53.497	18.705	2:10.629
8	18.318	28.346	30.745	1:17.409
9	19.103	28.674	32.488	1:20.266
AVG	18.966	28.496	18.705	1:20.259
IDEAL	18.318	28.072	18.705	1:05.095

831 Ryan N. Smith
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	20.387	38.168	44.263	1:42.817
3	19.848	30.965	59.757	1:50.569
4	20.043	33.834	33.019	1:26.896
5	19.297	30.171	31.420	1:20.888
6	20.342	1:08.862	10.463	1:39.667
7	25.026	41.948	46.526	1:53.500
8	19.696	29.132	30.189	1:19.017
9	19.722	43.626	42.593	1:45.941
10	19.684	29.002	29.871	1:18.557
AVG	19.877	30.621	10.463	1:21.339
IDEAL	19.297	29.002	10.463	58.762



INDIVIDUAL TIMES - LITES GROUP C SESSION 1 (5 MINUTES FREE)

918 Michael Akaydin
 Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.382	34.802	33.580	-
2	25.983	33.414	45.959	1:45.356
3	22.115	37.364	33.452	1:32.931
4	21.383	30.252	30.891	1:22.526
5	2:23.715	1:49.154	51.745	5:04.613
6	1:48.678	45.494	37.576	3:11.747
7	21.603	34.165	47.646	1:43.413
AVG	21.700	33.158	32.641	1:27.728
IDEAL	21.383	30.252	30.891	1:22.526