



**INDIVIDUAL TIMES - LITES GROUP C SESSION 2**

**43** Broc Tickle  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>57.510</del>	28.179	29.331	-
2	18.157	26.825	28.355	1:13.337
3	18.043	27.229	28.200	1:13.472
4	17.797	26.830	32.049	1:16.676
5	19.365	35.638	1:01.975	1:56.978
6	1:47.290	27.791	28.703	2:43.784
7	<del>17.619</del>	<del>26.509</del>	28.682	<del>1:12.810</del>
8	1:55.885	26.849	31.473	2:54.207
9	1:30.785	1:50.914	1:56.857	2:41.514
AVG	18.196	27.173	29.542	1:14.074
IDEAL	17.619	26.509	28.200	1:12.329

**45** Jason W. Thomas  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.874</del>	24.480	30.394	-
2	19.459	27.655	28.815	1:15.928
3	18.614	27.018	28.839	1:14.471
4	19.824	33.161	31.477	1:24.462
5	18.811	29.930	33.022	1:21.762
6	<del>18.370</del>	26.954	28.733	1:14.057
7	55.599	37.670	31.549	2:04.818
8	18.544	<del>26.747</del>	<del>27.814</del>	<del>1:13.105</del>
9	54.519	34.963	36.294	2:05.776
10	19.088	38.001	35.754	1:32.842
11	18.382	30.475	42.543	1:31.401
AVG	18.886	27.608	30.080	1:17.298
IDEAL	18.370	26.747	27.814	1:12.931

**58** Phillip J. Nicoletti  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:32.988</del>	43.596	49.392	-
2	27.077	31.835	36.272	1:35.184
3	<del>17.976</del>	<del>25.925</del>	29.442	<del>1:13.344</del>
4	18.543	28.148	<del>28.717</del>	1:15.408
AVG	18.260	27.037	29.080	1:14.376
IDEAL	17.976	25.925	28.717	1:12.618

**82** Jack Carpenter  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:27.077</del>	43.679	43.398	-
2	20.070	28.055	31.161	1:19.286
3	28.503	34.214	36.619	1:39.336
4	<del>18.624</del>	<del>26.645</del>	29.378	1:14.648
5	18.955	27.079	28.877	1:14.910
6	1:10.411	32.849	30.487	2:13.748
7	18.815	27.222	29.009	1:15.046
8	48.727	31.344	38.157	1:58.227
9	18.766	27.702	<del>28.142</del>	1:14.610
10	1:13.467	40.433	40.338	2:34.238

AVG	19.046	28.008	29.509	1:15.700
IDEAL	18.624	26.645	28.142	1:13.411

**210** Dane R. Marsack  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.919</del>	33.319	33.600	-
2	20.723	30.752	32.110	1:23.585
3	20.527	31.735	31.726	1:23.988
4	<del>20.231</del>	<del>29.660</del>	<del>31.313</del>	<del>1:21.204</del>
5	1:16.518	29.754	31.451	2:17.723
6	20.316	35.672	36.620	1:32.608
7	1:07.503	<del>28.889</del>	32.047	2:08.439
8	24.707	38.415	32.755	1:35.877
9	22.724	33.675	33.378	1:29.776
10	20.264	30.100	31.886	1:22.250
AVG	20.797	30.986	32.689	1:27.041
IDEAL	20.231	28.889	31.313	1:20.433

**231** Jake Lowry  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:11.385</del>	34.222	37.161	-
2	20.429	43.715	37.189	1:41.333
3	19.394	30.019	35.454	1:24.867
4	19.467	28.218	30.126	1:17.811
5	19.755	28.178	31.072	1:19.005
6	22.131	31.224	31.546	1:24.901
7	20.000	28.364	30.005	1:18.370
8	20.330	32.606	40.136	1:33.071
9	19.606	29.562	<del>29.655</del>	1:18.822
10	27.673	31.841	30.001	1:29.516
11	<del>19.316</del>	<del>28.170</del>	30.087	<del>1:17.572</del>
AVG	20.048	29.798	30.993	1:22.659
IDEAL	19.316	28.170	29.655	1:17.141

**289** David J. Sterritt  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.256</del>	32.217	34.039	-
2	20.152	30.646	32.483	1:23.281
3	20.955	31.837	35.685	1:28.477
4	19.933	29.561	<del>33.020</del>	<del>1:22.513</del>
5	1:51.031	32.527	32.097	2:55.655
6	21.310	35.019	<del>30.087</del>	1:26.416
7	<del>19.409</del>	33.263	37.843	1:30.515
8	1:20.678	<del>29.245</del>	39.899	2:29.823
9	20.291	33.683	33.277	1:27.251
AVG	20.342	32.000	32.955	1:26.409
IDEAL	19.409	29.245	30.087	1:18.741

**308** Nicholas T. Jackson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:01.568</del>	29.808	31.760	-
2	21.029	28.465	30.539	1:20.033
3	19.839	28.802	31.106	1:19.748

4	19.549	28.528	30.342	1:18.418
5	19.571	<del>27.690</del>	30.871	1:18.132
6	19.795	28.352	29.585	1:17.732
7	20.227	43.319	31.021	1:34.567
8	<del>19.381</del>	<del>28.574</del>	<del>29.095</del>	<del>1:17.050</del>
9	21.670	36.139	32.135	1:29.944
10	19.559	28.505	30.099	1:18.164
11	20.841	46.832	39.615	1:47.288
AVG	20.092	28.584	30.627	1:19.738
IDEAL	19.381	27.690	29.095	1:16.166

**314** Tyson D. Hadsell  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:27.211</del>	40.320	46.891	-
2	18.995	27.502	30.054	1:16.551
3	19.417	28.340	38.873	1:26.630
4	19.091	27.393	<del>28.802</del>	1:15.287
5	33.828	37.609	36.698	1:48.135
6	19.416	27.722	49.561	1:36.699
7	<del>18.517</del>	<del>27.278</del>	29.158	<del>1:14.953</del>
8	1:36.866	33.001	40.304	2:50.171
9	19.397	39.041	32.430	1:30.868
10	18.918	27.446	29.432	1:15.796
AVG	19.108	27.614	29.975	1:17.843
IDEAL	18.517	27.278	28.802	1:14.597

**321** Chad E. Ward  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>59.410</del>	29.170	30.240	-
2	19.028	27.643	<del>29.052</del>	1:15.723
3	25.404	37.061	32.896	1:35.361
4	19.052	27.329	29.660	1:16.041
5	27.986	35.167	30.217	1:33.370
6	19.052	27.639	39.330	1:26.021
7	1:17.693	35.156	34.711	2:27.560
8	<del>18.339</del>	<del>27.015</del>	29.110	<del>1:14.464</del>
9	27.975	34.365	33.813	1:36.153
10	18.465	27.400	37.714	1:23.580
11	28.224	35.317	38.449	1:41.989
AVG	18.787	27.699	31.212	1:19.166
IDEAL	18.339	27.015	29.052	1:14.406

**336** Dennis G. Jonon  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:15.700</del>	38.490	37.210	-
2	19.610	28.651	33.245	1:21.505
3	18.525	27.795	29.808	1:16.128
4	18.978	28.611	29.624	1:17.213
5	18.912	27.093	<del>29.141</del>	1:15.147
6	1:54.885	40.521	44.461	3:19.867
7	18.584	27.066	1:06.044	1:51.694
8	1:08.253	47.902	45.315	2:41.470
9	<del>18.181</del>	<del>26.971</del>	29.722	<del>1:14.874</del>



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AVG	18.799	27.698	30.308	1:16.973
IDEAL	18.181	26.971	29.141	1:14.293

**374** Cody L. Gilmore  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:22.509</del>	40.423	42.086	-
2	19.136	27.791	29.601	1:16.527
3	20.029	31.537	35.416	1:26.982
4	18.815	27.250	28.711	1:14.776
5	56.181	31.554	39.982	2:07.717
6	18.804	27.119	30.239	1:16.162
7	25.657	33.822	32.489	1:31.968
8	18.864	27.220	28.747	1:14.831
9	18.772	28.567	29.454	1:16.793
10	20.601	45.315	36.005	1:41.921
AVG	19.289	28.720	29.873	1:17.679
IDEAL	18.772	27.119	28.711	1:14.601

**387** Austin H. Miller  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:12.411</del>	36.226	36.185	-
2	19.972	29.123	30.754	1:19.849
AVG	19.972	29.123	33.470	1:19.849
IDEAL	19.972	29.123	30.754	1:19.849

**398** Robert J. Kraft  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:10.564</del>	34.398	36.166	-
2	21.738	31.277	32.455	1:25.470
3	21.560	30.254	31.274	1:27.084
4	21.780	30.409	35.726	1:27.915
5	22.552	30.686	37.085	1:30.323
6	22.771	31.850	34.424	1:29.044
7	21.376	30.545	32.900	1:24.821
8	1:30.870	31.497	37.690	2:40.057
9	22.537	32.320	39.691	1:34.547
AVG	22.045	31.471	35.207	1:28.687
IDEAL	21.376	30.254	32.455	1:24.085

**404** Tyler D. Medaglia  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:55.879</del>	44.219	1:11.660	-
2	18.677	30.220	32.554	1:21.451
3	18.619	26.737	31.635	1:16.991
4	18.260	26.758	27.938	1:12.956
5	18.429	27.067	28.125	1:13.621
6	28.667	29.974	32.224	1:30.865
7	2:41.704	3:04.394	3:16.022	4:01.420
8	18.223	26.970	29.318	1:14.511
9	19.297	43.454	38.923	1:41.674
AVG	18.584	27.954	30.299	1:15.906
IDEAL	18.223	26.737	27.938	1:12.898

**496** Hunter Shryock  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:19.161</del>	33.871	45.290	-
2	19.474	28.338	29.928	1:17.740
3	24.834	33.054	47.505	1:45.393
4	19.102	27.322	29.557	1:15.981
5	29.182	30.305	38.341	1:37.828
6	19.522	27.187	30.431	1:17.141
7	52.096	36.330	38.818	2:07.244
8	18.778	27.624	30.380	1:16.782
9	22.313	30.954	37.028	1:30.295
10	19.089	27.853	30.653	1:17.595
11	28.800	38.304	37.952	1:45.056
AVG	19.713	28.512	30.190	1:19.256
IDEAL	18.778	27.187	29.557	1:15.522

**511** Nathan L. Whitlow  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:01.906</del>	30.072	31.834	-
2	19.426	27.391	29.233	1:16.050
3	18.878	27.271	28.673	1:14.822
4	22.595	37.913	38.695	1:39.203
5	18.580	27.169	28.550	1:14.298
6	55.625	26.511	30.594	1:52.731
7	1:55.984	33.382	36.425	3:05.790
8	57.346	30.566	32.014	1:59.926
9	20.149	34.320	32.887	1:27.357
AVG	19.258	28.163	30.541	1:18.132
IDEAL	18.580	26.511	28.550	1:13.640

**566** Logan B. Martin  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:17.604</del>	38.280	39.324	-
2	19.895	29.265	30.539	1:19.699
3	19.301	28.121	33.331	1:20.753
4	19.119	28.194	30.430	1:17.743
5	19.253	27.918	30.404	1:17.575
6	1:33.890	38.736	38.334	2:50.960
7	18.952	27.081	29.058	1:15.092
8	27.543	35.323	36.630	1:39.495
9	18.998	31.836	36.338	1:27.172
10	18.538	27.076	30.056	1:15.670
AVG	19.151	28.499	30.636	1:19.100
IDEAL	18.538	27.076	29.058	1:14.672

**710** Christopher Haack  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:02.969</del>	31.233	31.756	-
2	19.674	28.432	30.082	1:18.189
3	53.770	28.371	38.968	2:01.108
4	19.629	36.110	40.325	1:36.063
5	18.882	28.657	30.309	1:17.848

6	1:33.371	35.316	39.094	2:47.780
7	19.041	28.106	39.624	1:26.770
8	1:27.101	42.987	41.307	2:51.395
9	20.298	37.144	39.151	1:36.592
AVG	19.505	28.960	30.716	1:20.936
IDEAL	18.882	28.106	30.082	1:17.070

**779** Augie L. Lieber  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:39.991</del>	54.280	45.711	-
2	18.767	26.630	29.453	1:14.850
3	1:40.376	42.774	37.379	3:00.528
4	18.646	27.054	28.793	1:14.493
5	32.344	46.393	43.815	2:02.552
6	18.407	27.049	28.921	1:14.377
7	2:46.112	43.987	44.366	4:14.465
AVG	18.607	26.911	29.056	1:14.573
IDEAL	18.407	26.630	28.793	1:13.830

**802** Kenny J. Day  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:02.254</del>	30.535	31.719	-
2	21.400	29.042	30.533	1:20.975
3	20.329	28.990	29.816	1:19.135
4	19.899	29.034	29.644	1:18.577
5	20.063	29.163	29.964	1:19.191
6	19.351	29.092	31.491	1:19.934
7	19.716	29.175	30.216	1:19.107
8	20.500	28.533	30.665	1:19.698
9	19.989	28.829	31.708	1:20.526
10	20.366	28.770	30.252	1:19.388
11	48.644	33.890	42.650	2:05.184
AVG	20.179	29.550	30.601	1:19.615
IDEAL	19.351	28.533	29.644	1:17.528

**811** Josh M. Lichtle  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:02.307</del>	31.259	31.048	-
2	20.557	27.984	29.203	1:17.744
3	18.530	28.339	28.618	1:15.487
4	18.714	27.155	29.254	1:15.123
5	18.689	27.991	28.449	1:15.129
6	18.935	26.498	32.264	1:17.697
7	1:24.618	31.416	30.736	2:26.770
8	18.182	25.655	27.555	1:11.391
9	18.180	26.917	27.062	1:12.159
10	18.223	27.373	46.676	1:32.272
11	1:17.919	26.550	34.234	2:18.703
AVG	18.751	27.162	29.354	1:14.961
IDEAL	18.180	25.655	27.062	1:10.897

**831** Ryan N. Smith  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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INDIVIDUAL TIMES - LITES GROUP C SESSION 2

**831** Ryan N. Smith

Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:28.837</del>	41.658	47.179	-
2	18.942	26.961	29.217	1:15.121
3	19.243	28.557	35.814	1:23.614
4	<del>18.648</del>	28.611	29.422	1:16.681
5	20.082	53.934	55.927	2:09.943
6	18.988	<del>26.925</del>	<del>28.531</del>	<del>1:14.444</del>
7	1:14.892	1:00.168	51.824	3:06.883
8	19.096	2:02.930	1:03.705	3:25.731
AVG	19.166	27.764	29.057	1:17.465
IDEAL	18.648	26.925	28.531	1:14.104

**918** Michael Akaydin

Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:13.247</del>	35.129	38.118	-
2	19.705	28.141	30.568	1:18.414
3	19.618	33.562	36.038	1:29.217
4	52.311	28.954	32.650	1:53.915
5	<del>19.466</del>	28.101	31.146	1:18.713
6	19.934	<del>27.669</del>	<del>29.232</del>	<del>1:16.835</del>
7	30.338	32.364	32.145	1:34.847
8	20.161	34.519	37.131	1:31.811
9	19.974	27.773	29.397	1:17.144
10	33.786	41.958	41.633	1:57.377
AVG	19.810	28.834	30.857	1:22.023
IDEAL	19.466	27.669	29.232	1:16.367