



INDIVIDUAL TIMES - LITES GROUP B SESSION 2

70 Michael L. Willard
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.026	34.077	33.949	-
2	20.758	30.029	29.420	1:20.207
3	19.030	26.362	48.158	1:33.549
4	18.578	27.104	39.006	1:24.687
5	18.851	26.883	28.037	1:13.771
6	48.436	39.154	41.564	2:09.154
7	18.716	28.464	35.853	1:23.032
8	19.812	32.912	33.414	1:26.139
9	18.937	26.573	31.512	1:17.022
AVG	19.240	27.569	30.596	1:20.810
IDEAL	18.578	26.362	28.037	1:12.977

72 Bryan K. Johnson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:29.589	44.479	45.110	-
2	18.794	26.650	28.064	1:13.509
3	1:08.523	36.447	52.934	2:37.904
4	18.103	25.990	27.690	1:11.783
5	2:28.284	41.789	51.500	4:01.572
6	18.471	30.141	30.881	1:19.493
7	1:47.473	29.201	32.233	2:48.908
AVG	18.456	27.996	29.717	1:14.928
IDEAL	18.103	25.990	27.690	1:11.783

80 Tyler Bright
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.825	32.560	32.265	-
2	19.238	26.661	29.095	1:14.994
3	21.203	32.278	31.588	1:25.069
4	1:07.584	28.025	28.257	2:03.866
5	19.064	27.206	28.649	1:14.919
6	19.205	27.598	28.575	1:15.378
7	28.035	36.188	32.037	1:36.260
8	2:13.098	36.386	32.777	3:22.261
9	1:06.415	37.948	29.415	2:13.779
AVG	19.677	27.373	30.295	1:17.590
IDEAL	19.064	26.661	28.257	1:13.982

115 Kevin W. Johnson
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.206	31.891	34.315	-
2	20.345	28.253	32.397	1:20.996
3	18.498	27.328	29.401	1:15.227
4	18.716	27.549	29.359	1:15.624
5	1:26.586	28.313	33.737	2:28.635
6	17.905	26.916	30.244	1:15.066
7	1:12.497	37.450	57.007	2:46.954
8	18.112	27.130	28.543	1:13.786
AVG	18.715	28.197	30.614	1:16.140
IDEAL	17.905	26.916	28.543	1:13.365

130 Kyle D. Keylon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.298	28.066	31.232	-
2	18.478	26.639	29.115	1:14.232
3	17.696	26.852	31.589	1:16.137
4	18.239	33.147	42.225	1:33.611
5	17.431	49.162	39.830	1:46.423
6	59.881	27.592	31.896	1:59.369
7	17.768	26.150	27.715	1:11.634
8	18.442	26.123	28.736	1:13.300
AVG	18.009	26.904	30.047	1:13.826
IDEAL	17.431	26.123	27.715	1:11.269

216 Jared A. Boothroyd
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.636	37.277	39.359	-
2	19.176	27.524	30.938	1:17.638
3	1:13.595	34.057	38.959	2:26.611
4	18.677	27.480	29.336	1:15.493
5	56.560	38.412	35.563	2:10.535
6	20.294	40.453	38.169	1:38.915
7	18.626	28.469	29.434	1:16.528
8	52.828	32.535	34.530	1:59.893
9	19.410	28.341	29.919	1:17.670
AVG	19.237	28.870	30.831	1:16.832
IDEAL	18.626	27.480	29.336	1:15.442

247 Teddy P. Parks
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:26.048	34.059	53.984	-
2	19.586	29.481	41.535	1:30.602
3	19.132	29.177	44.303	1:32.611
4	18.677	27.222	28.666	1:14.565
5	18.370	27.843	29.161	1:15.375
6	18.638	27.372	28.797	1:14.807
7	42.960	33.441	47.023	2:03.424
8	18.411	31.883	35.975	1:26.269
9	18.449	27.489	29.027	1:14.965
10	18.707	27.391	28.646	1:14.744
AVG	18.746	28.482	28.859	1:16.787
IDEAL	18.370	27.222	28.646	1:14.238

257 John G. Dehn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:18.862	38.479	40.383	-
2	18.955	27.397	29.241	1:15.593
3	1:59.830	38.132	42.922	3:20.883
4	49.133	32.045	36.319	1:57.497
5	19.812	32.505	1:23.577	2:15.894
6	22.230	34.125	37.945	1:34.300
7	18.966	27.284	29.270	1:15.520
8	53.399	33.587	33.883	2:00.869

AVG	19.991	29.808	30.798	1:15.557
IDEAL	18.955	27.284	29.241	1:15.480

269 Kristofer Miller
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:22.821	41.073	41.748	-
2	19.831	34.899	34.931	1:29.661
3	20.771	27.516	33.180	1:21.467
4	18.800	26.908	28.108	1:13.816
5	48.863	37.112	43.967	2:09.943
6	18.385	27.214	29.107	1:14.706
7	22.418	50.543	46.165	1:59.126
8	18.486	27.005	28.340	1:13.831
9	1:38.809	33.452	35.022	2:47.283
AVG	19.255	27.161	29.684	1:15.955
IDEAL	18.385	26.908	28.108	1:13.400

309 Spencer R. Dally
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.470	32.382	31.088	-
2	18.893	27.210	28.866	1:14.969
3	19.106	26.934	32.887	1:18.927
4	1:28.696	34.119	36.334	2:39.148
5	18.540	27.067	27.903	1:13.510
6	1:32.507	33.531	41.036	2:47.075
7	18.609	26.361	33.104	1:18.073
8	28.458	35.480	37.468	1:41.406
9	21.669	35.139	41.926	1:38.734
AVG	19.363	26.893	30.770	1:16.370
IDEAL	18.540	26.361	27.903	1:12.804

339 Michael Joe Thacker
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:21.340	34.842	46.498	-
2	21.332	29.667	39.301	1:30.299
3	20.195	29.813	55.960	1:45.969
4	1:14.254	34.770	37.859	2:26.883
5	20.597	29.248	33.307	1:23.152
6	20.215	29.477	31.230	1:20.921
7	1:38.568	38.049	34.418	2:51.035
8	19.789	29.552	31.757	1:21.099
9	20.701	28.993	30.666	1:20.360
AVG	20.471	30.217	32.276	1:23.166
IDEAL	19.789	28.993	30.666	1:19.449

445 Chad M. Wages
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:18.902	33.058	45.844	-
2	20.024	29.632	35.944	1:25.600
3	58.009	34.998	32.563	2:05.570
4	19.724	28.277	31.589	1:19.590
5	19.689	27.975	29.901	1:17.565
6	20.954	51.053	35.927	1:47.934

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 B SESSION 2

445 Chad M. Wages
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	19.369	28.299	29.909	1:17.578
8	2:14.690	31.965	31.959	3:18.614
9	19.692	29.015	30.633	1:19.339
AVG	19.531	29.760	30.834	1:18.458
IDEAL	19.369	27.975	29.901	1:17.245

466 Kerry N. Moore
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.806	33.555	36.251	-
2	1:09.328	28.732	33.848	2:11.908
3	20.093	28.162	32.424	1:20.679
4	1:01.769	28.654	35.519	2:05.942
5	19.972	37.470	32.365	1:29.807
6	21.415	35.428	1:00.151	1:56.993
7	20.333	29.189	30.601	1:20.123
8	19.983	29.128	31.381	1:20.492
9	57.526	37.835	37.078	2:12.439
AVG	20.359	29.570	33.198	1:22.775
IDEAL	19.972	28.162	30.601	1:18.735

520 Tony Gallo
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.655	35.962	37.693	-
2	19.666	33.772	32.210	1:25.647
3	19.287	27.690	30.604	1:17.581
4	22.179	30.646	29.074	1:21.899
5	19.281	27.803	28.668	1:15.752
6	56.154	32.585	39.730	2:08.469
7	19.636	28.143	28.892	1:16.672
8	19.259	28.529	28.379	1:16.167
9	1:16.674	35.618	41.834	2:34.126
AVG	19.884	29.233	29.638	1:18.953
IDEAL	19.259	27.690	28.379	1:15.328

552 Fred D. Karrle
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:16.471	39.677	36.794	-
2	22.078	32.887	37.657	1:32.622
3	21.256	33.708	32.665	1:27.629
4	18.574	26.591	28.786	1:13.951
5	1:33.707	40.268	36.039	2:50.015
6	18.907	27.169	31.462	1:17.538
7	1:14.134	37.334	37.267	2:28.735
8	18.408	26.625	28.767	1:13.801
AVG	19.845	26.795	30.420	1:18.230
IDEAL	18.408	26.591	28.767	1:13.767

588 Jerry E. Lumsden
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.590	33.095	34.495	-

2 21.567 30.575 37.950 1:30.092
 3 21.466 29.742 32.698 1:23.906
 4 22.639 32.112 32.108 1:26.859
 5 20.694 29.966 31.568 1:22.228
 6 20.883 29.172 31.609 1:21.664
 7 21.598 29.786 1:28.658 2:20.042
 8 1:35.543 32.458 31.391 2:39.392
 9 20.485 29.731 31.083 1:21.299
 AVG 21.362 30.721 32.136 1:25.163
 IDEAL 20.485 29.172 31.083 1:20.740

731 Steve J. Roman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.289	34.346	35.943	-
2	21.282	28.875	30.018	1:20.175
3	18.960	41.908	32.876	1:33.744
4	20.144	29.632	32.929	1:22.705
5	19.508	27.342	28.928	1:15.778
6	19.566	27.549	43.415	1:30.530
7	30.366	31.633	41.383	1:43.381
8	19.692	27.407	31.084	1:18.183
9	19.272	57.738	33.089	1:50.100
10	19.616	30.119	38.074	1:27.809
11	19.199	27.389	28.978	1:15.566
AVG	19.693	28.743	31.129	1:21.535
IDEAL	18.960	27.342	28.928	1:15.230

881 Jerry E. Lorenz
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:27.123	44.152	42.971	-
2	24.036	30.368	31.328	1:25.733
3	20.635	40.168	38.950	1:39.752
4	18.871	27.525	29.039	1:15.435
5	30.148	40.816	29.338	1:40.302
6	19.485	-	-	1:58.198
7	19.416	27.908	42.775	1:30.098
8	19.863	40.415	32.685	1:32.963
AVG	19.654	28.600	30.598	1:23.755
IDEAL	18.871	27.525	29.039	1:15.435

890 Kurtis W. McCabe
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:13.755	36.480	37.275	-
2	22.247	30.326	31.117	1:23.690
3	21.437	29.260	32.199	1:22.896
4	20.220	30.729	30.524	1:21.473
5	19.271	28.026	29.650	1:16.947
6	19.348	27.779	30.548	1:17.675
7	1:05.964	35.722	39.382	2:21.068
8	1:46.475	2:08.702	2:23.466	3:09.864
9	19.183	27.639	28.314	1:15.136
AVG	20.285	28.960	30.392	1:19.636
IDEAL	19.183	27.639	28.314	1:15.136

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