



INDIVIDUAL TIMES - LITES GROUP A SESSION 2

20 Nico A. Izzi
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:01.579	31.525	30.054	-
2	18.263	25.867	31.842	1:15.971
3	17.148	25.763	27.682	1:10.593
4	32.387	30.555	29.184	1:32.126
5	16.970	25.463	33.240	1:15.673
6	17.117	31.097	39.657	1:27.870
7	16.924	25.535	29.354	1:11.812
8	17.468	25.762	26.973	1:10.203
9	1:16.327	39.229	34.776	2:30.332
10	17.297	25.247	26.810	1:09.354
11	1:36.279	31.153	37.968	2:45.401
AVG	17.312	25.606	28.842	1:12.268
IDEAL	16.924	25.247	26.810	1:08.980

34 Matthew C. Goerke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.296	31.748	30.548	-
2	17.828	26.500	27.839	1:12.167
3	17.677	26.404	27.097	1:11.178
4	1:12.905	34.762	29.921	2:17.588
5	17.592	25.984	26.697	1:10.273
6	29.185	37.352	1:08.424	2:14.961
7	17.749	25.882	27.016	1:10.647
8	17.716	39.035	32.982	1:29.734
9	17.694	25.555	28.098	1:11.347
10	17.879	25.811	27.973	1:11.663
AVG	17.734	26.023	28.149	1:11.212
IDEAL	17.592	25.555	26.697	1:09.844

41 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.451	30.011	34.440	-
2	18.073	26.381	27.570	1:12.024
3	18.518	27.121	35.033	1:20.672
4	18.108	26.191	30.560	1:14.859
5	17.677	26.319	27.272	1:11.268
6	18.769	32.984	30.091	1:21.844
7	17.350	26.007	26.634	1:09.991
8	3:24.534	30.920	31.528	4:26.982
9	17.505	25.421	26.208	1:09.134
AVG	18.000	26.779	28.056	1:14.256
IDEAL	17.350	25.421	26.208	1:08.979

50 Wil A. Hahn
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:10.996	35.430	35.568	-
2	17.799	26.390	28.586	1:12.774
3	22.561	31.072	37.079	1:30.712
4	17.014	25.981	27.510	1:10.504
5	25.113	32.245	28.765	1:26.123

6 17.400 25.887 27.693 1:10.980
 7 1:01.451 31.252 36.414 2:09.117
 8 17.203 25.937 27.066 1:10.206
 9 24.751 30.108 30.332 1:25.191
 10 17.120 26.410 27.825 1:11.355
 AVG 17.323 26.657 28.184 1:11.133
 IDEAL 17.014 25.887 27.066 1:09.967

61 Blake Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.353	30.367	31.986	-
2	18.175	26.620	27.819	1:12.614
3	26.548	35.820	34.204	1:36.572
4	17.524	26.017	27.142	1:10.683
5	18.112	30.473	37.999	1:26.584
6	17.305	26.247	27.783	1:11.335
7	17.837	26.855	27.327	1:12.018
8	1:12.110	28.031	35.749	2:15.891
9	17.503	26.849	27.522	1:11.874
10	17.776	26.548	27.151	1:11.475
11	23.325	28.124	27.859	1:19.308
AVG	17.747	27.613	28.073	1:12.758
IDEAL	17.305	26.017	27.142	1:10.464

74 Branden L. Jesseman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:18.606	38.512	40.096	-
2	18.276	26.598	28.212	1:13.086
3	17.600	26.501	26.781	1:10.881
4	17.502	26.722	26.848	1:11.071
5	18.120	26.274	28.169	1:12.563
6	17.597	26.590	36.643	1:20.830
7	1:30.058	30.342	31.675	2:32.074
8	17.674	26.072	27.265	1:11.011
9	17.894	26.235	27.725	1:11.854
10	17.745	27.596	36.737	1:22.078
11	17.829	26.352	26.842	1:11.023
AVG	17.804	26.928	27.939	1:13.822
IDEAL	17.502	26.072	26.781	1:10.354

77 Steven J. Clarke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.376	35.915	33.463	-
2	19.371	28.698	30.709	1:18.778
3	18.602	29.928	40.475	1:29.005
4	18.403	26.923	28.484	1:13.810
5	2:17.767	36.947	55.019	3:49.734
6	18.503	27.293	28.505	1:14.301
7	24.150	33.919	42.960	1:41.029
8	18.176	29.904	38.407	1:26.487
AVG	18.611	28.549	30.290	1:18.344
IDEAL	18.176	26.923	28.484	1:13.583

96 Tyler A. Wharton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:08.647	36.012	32.635	-
2	19.266	27.634	28.356	1:15.256
3	18.539	27.110	28.454	1:14.103
4	18.415	27.791	28.420	1:14.626
5	18.379	27.547	28.589	1:14.515
6	58.726	31.383	37.666	2:07.775
7	18.297	27.323	29.000	1:14.620
8	1:53.466	27.298	29.613	2:50.376
9	19.295	27.179	28.999	1:15.473
10	1:25.257	28.645	30.500	2:24.401
AVG	18.698	27.990	29.396	1:14.765
IDEAL	18.297	27.110	28.356	1:13.763

125 Daniel M. Blair
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:07.956	31.350	36.608	-
2	18.294	26.633	28.513	1:13.440
3	17.802	26.574	27.718	1:12.094
4	18.915	32.735	29.477	1:21.127
5	17.891	27.723	30.956	1:16.570
6	17.633	26.994	27.685	1:12.313
7	1:25.499	31.502	31.181	2:28.181
8	17.731	26.353	27.352	1:11.435
9	1:16.611	29.534	30.463	2:16.608
10	17.782	26.207	28.526	1:12.516
AVG	18.007	27.671	29.097	1:14.214
IDEAL	17.633	26.207	27.352	1:11.192

159 Darryn L. Durham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.820	36.829	37.991	-
2	1:12.670	26.548	3:06.325	4:45.543
3	1:25.785	29.694	29.402	2:24.881
4	18.351	26.114	28.129	1:12.594
5	42.003	30.522	29.325	1:41.849
6	18.345	26.099	26.974	1:11.418
7	28.010	45.089	30.919	1:44.018
AVG	18.348	27.795	28.950	1:12.006
IDEAL	18.345	26.099	26.974	1:11.418

198 Jacob Saylor
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.427	35.532	33.895	-
2	19.646	32.135	32.288	1:24.068
3	18.551	27.121	27.996	1:13.668
4	1:49.265	31.877	41.929	3:03.072
5	19.148	28.099	30.917	1:18.164
6	18.255	27.490	29.823	1:15.568
7	18.966	36.332	38.628	1:33.926
8	1:18.887	42.263	47.088	2:48.238

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



INDIVIDUAL TIMES - LITES GROUP A SESSION 2

198 Jacob Saylor
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	18.326	27.231	28.695	1:14.252
AVG	18.326	27.231	28.695	1:14.252
IDEAL	18.255	27.121	27.996	1:13.372

304 Bradley J. Ripple
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.282	32.623	32.659	-
2	19.075	27.356	28.622	1:15.053
3	18.528	43.516	41.061	1:43.105
4	18.415	27.263	28.369	1:14.047
5	18.434	27.194	28.537	1:14.165
6	1:38.075	33.901	30.372	2:42.349
7	18.991	1:13.163	32.177	2:04.330
8	2:14.005	2:23.577	2:41.813	3:27.271
9	18.287	27.461	46.076	1:31.823
AVG	18.621	28.379	30.123	1:14.421
IDEAL	18.287	27.194	28.369	1:13.850

351 Shane M. Sewell
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.599	32.244	31.355	-
2	18.833	28.614	29.068	1:16.515
3	18.238	26.931	28.012	1:13.181
4	19.522	41.859	36.046	1:37.427
5	18.181	26.929	27.547	1:12.657
6	1:50.811	40.006	47.596	3:18.413
7	21.101	35.763	30.586	1:27.450
8	17.970	26.751	27.958	1:12.679
9	34.133	42.842	45.679	2:02.654
10	18.419	36.877	48.959	1:44.256
AVG	18.895	27.306	29.088	1:13.758
IDEAL	17.970	26.751	27.547	1:12.268

377 Christophe Pourcel
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.083	33.584	32.499	-
2	21.223	35.143	32.545	1:28.910
3	21.860	32.296	34.938	1:29.094
4	16.930	25.167	27.408	1:09.505
5	22.369	32.173	31.854	1:26.397
6	16.716	24.952	25.930	1:07.598
7	17.055	32.514	32.606	1:22.175
8	16.902	26.589	34.959	1:18.450
9	16.862	24.938	25.719	1:07.519
10	25.669	37.626	33.380	1:36.675
11	18.292	57.204	30.918	1:46.414
AVG	17.126	25.412	26.352	1:10.768
IDEAL	16.716	24.938	25.719	1:07.372

412 Levi W. Kilbarger
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.917	31.260	34.657	-
2	18.777	30.027	33.625	1:22.429
3	18.828	27.221	28.840	1:14.889
4	18.156	27.309	28.034	1:13.499
5	26.994	33.578	31.961	1:32.532
6	18.008	26.789	28.114	1:12.911
7	28.795	31.339	31.141	1:31.275
8	18.006	26.727	27.887	1:12.620
9	28.895	32.935	35.171	1:37.001
10	18.077	26.990	31.293	1:16.360
11	18.122	43.856	49.490	1:51.468
AVG	18.282	28.458	29.610	1:15.451
IDEAL	18.006	26.727	27.887	1:12.620

521 Kyle M. Gills
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:25.606	44.578	41.028	-
2	25.233	39.676	35.810	1:40.719
3	18.421	27.061	28.417	1:13.899
4	18.408	27.347	28.171	1:13.926
5	24.117	36.205	45.836	1:46.158
6	18.479	27.203	28.633	1:14.314
7	1:05.197	47.449	44.154	2:36.801
8	18.567	26.793	28.037	1:13.397
9	26.848	39.118	37.846	1:43.812
10	18.307	26.959	28.616	1:13.882
AVG	18.437	27.073	28.374	1:13.884
IDEAL	18.307	26.793	28.037	1:13.137

577 Martin Davalos
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:12.447	34.777	37.670	-
2	17.521	25.786	27.632	1:10.939
3	17.489	25.552	31.888	1:14.929
4	16.987	25.651	36.179	1:18.817
5	17.886	33.875	32.345	1:24.106
6	17.206	25.740	27.294	1:10.240
7	1:16.494	46.887	40.436	2:43.816
8	17.097	26.193	27.540	1:10.830
9	17.475	26.284	27.019	1:10.778
10	51.640	51.627	55.372	2:38.639
AVG	17.380	25.868	28.953	1:14.377
IDEAL	16.987	25.552	27.019	1:09.557

719 Vince A. Friese
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:17.741	35.897	41.844	-
2	18.614	29.597	40.008	1:28.219
3	18.393	26.841	28.703	1:13.937
4	18.446	26.510	28.378	1:13.334

5	1:42.935	41.679	43.960	3:08.573
6	19.659	30.150	44.497	1:34.306
7	18.476	26.850	29.101	1:14.426
8	36.520	46.815	54.289	2:17.624
9	18.788	26.707	28.573	1:14.067
AVG	18.729	27.776	28.689	1:13.941
IDEAL	18.393	26.510	28.378	1:13.281

981 Austin L. Stroupe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:18.435	34.788	43.647	-
2	18.238	29.454	40.783	1:28.475
3	17.395	29.049	44.366	1:30.810
4	17.253	25.668	26.787	1:09.708
5	23.424	34.005	49.488	1:46.917
6	17.546	29.371	32.340	1:19.257
7	17.179	25.174	27.049	1:09.403
8	23.979	34.657	42.824	1:41.460
9	17.340	26.318	34.146	1:17.804
10	17.681	36.909	36.105	1:30.695
11	17.454	25.447	26.477	1:09.378
AVG	17.511	27.212	26.771	1:13.110
IDEAL	17.179	25.174	26.477	1:08.830