



INDIVIDUAL TIMES - LITES HEAT 1

34 Matthew C. Goerke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	19.040	36.097	-	55.137
2	15.106	37.377	-	52.483
3	14.745	35.137	-	49.882
4	15.444	35.809	-	51.252
5	15.189	33.706	-	48.896
6	14.644	34.207	-	48.850
AVG	15.695	35.389	-	51.083
IDEAL	-	-	-	-

41 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	16.244	35.095	-	51.339
2	14.558	34.039	-	48.596
3	14.688	38.564	-	53.251
4	14.114	33.655	-	47.769
5	16.395	34.840	-	51.235
6	15.544	34.706	-	50.250
AVG	15.257	35.150	-	50.407
IDEAL	-	-	-	-

43 Broc Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	20.321	36.115	-	56.436
2	15.395	36.226	-	51.620
3	15.067	34.384	-	49.451
4	14.985	34.720	-	49.704
5	49.976	36.657	-	1:26.633
6	14.952	37.490	-	52.442
AVG	21.782	35.932	-	57.714
IDEAL	-	-	-	-

50 Wil A. Hahn
KTM 250SX-F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	18.421	37.661	-	56.082
AVG	18.421	37.661	-	56.082
IDEAL	-	-	-	-

72 Bryan K. Johnson
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	21.207	40.139	-	1:01.345
2	15.884	36.946	-	52.830
AVG	18.545	38.542	-	57.087
IDEAL	-	-	-	-

77 Steven J. Clarke
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	18.171	36.696	-	54.867
2	15.278	36.318	-	51.596
3	15.161	35.305	-	50.466
4	14.541	35.493	-	50.034
5	14.683	34.600	-	49.283
6	14.735	34.893	-	49.627
AVG	15.428	35.551	-	50.979
IDEAL	-	-	-	-

130 Kyle D. Keylon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	17.122	36.336	-	53.458
2	15.385	35.595	-	50.980
3	15.173	35.363	-	50.536
4	14.874	35.165	-	50.039
5	14.984	35.349	-	50.333
6	15.115	38.268	-	53.383
AVG	15.442	36.013	-	51.455
IDEAL	-	-	-	-

159 Darryn L. Durham
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	15.920	34.879	-	50.799
2	14.732	36.426	-	51.159
3	15.306	34.929	-	50.235
4	14.705	35.538	-	50.243
5	16.921	34.353	-	51.274
6	17.446	40.496	-	57.942
AVG	15.838	36.104	-	51.942
IDEAL	-	-	-	-

247 Teddy P. Parks
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	17.790	37.170	-	54.960
2	15.157	36.326	-	51.483
3	15.379	36.180	-	51.559
4	15.700	36.737	-	52.437
5	17.925	35.865	-	53.790
6	15.386	34.780	-	50.166
AVG	16.223	36.176	-	52.399
IDEAL	-	-	-	-

321 Chad E. Ward
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	19.675	36.660	-	56.334

2	15.791	37.454	-	53.245
3	15.316	36.475	-	51.791
4	15.055	36.352	-	51.407
5	15.819	35.956	-	51.776
6	14.767	35.401	-	50.168
AVG	16.030	36.536	-	52.566
IDEAL	-	-	-	-

336 Dennis G. Jonon
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	18.352	38.908	-	57.260
2	17.600	36.638	-	54.238
3	18.444	36.480	-	54.924
4	15.791	35.943	-	51.734
5	16.529	36.579	-	53.109
6	16.500	38.250	-	54.749
AVG	17.203	37.133	-	54.336
IDEAL	-	-	-	-

374 Cody L. Gilmore
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	18.288	37.789	-	56.077
2	15.034	37.002	-	52.036
3	14.968	35.675	-	50.643
4	15.308	35.451	-	50.759
5	15.717	35.567	-	51.284
6	15.093	35.872	-	50.965
AVG	15.735	36.226	-	51.961
IDEAL	-	-	-	-

377 Christophe Pourcel
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	16.464	35.496	-	51.960
2	14.439	34.023	-	48.462
3	14.402	36.410	-	50.812
4	14.660	34.921	-	49.581
5	16.352	34.194	-	50.546
6	14.016	34.321	-	48.338
6	14.443	36.392	-	52.834
AVG	15.056	34.894	-	49.950
IDEAL	-	-	-	-

496 Hunter Shryock
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	16.311	36.839	-	53.150
2	15.604	36.995	-	52.599
3	15.235	36.078	-	51.313
4	14.928	36.900	-	51.828
5	28.916	36.794	-	1:05.710



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496 Hunter Shryock
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
6	26.517	45.266	-	1:11.783
AVG	26.517	45.266	-	1:11.783
IDEAL	-	-	-	-

552 Fred D. Karrie
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	20.240	37.530	-	57.770
2	15.284	37.069	-	52.353
3	15.249	37.634	-	52.883
4	15.332	36.573	-	51.905
5	16.181	36.563	-	52.744
6	16.421	36.113	-	52.534
AVG	16.451	36.914	-	53.365
IDEAL	-	-	-	-

719 Vince A. Friese
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	15.896	35.615	-	51.510
2	15.248	34.977	-	50.225
3	15.050	36.212	-	51.262
4	14.914	35.430	-	50.344
5	16.975	35.503	-	52.477
6	16.641	36.559	-	53.200
AVG	15.787	35.716	-	51.503
IDEAL	-	-	-	-

731 Steve J. Roman
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	20.520	40.612	-	1:01.132
2	18.106	37.038	-	55.144
3	17.223	36.852	-	54.075
4	16.883	38.795	-	55.678
5	16.526	38.356	-	54.882
6	17.777	40.876	-	58.653
AVG	17.839	38.755	-	56.594
IDEAL	-	-	-	-

811 Josh M. Lichtle
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	25.270	38.503	-	1:03.772
2	17.281	35.944	-	53.224
3	17.249	35.821	-	53.070
4	16.548	35.893	-	52.441
5	15.795	35.664	-	51.459
6	17.530	1:02.141	-	1:19.670

AVG 18.279 40.661 - 58.940
IDEAL - - -

831 Ryan N. Smith
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	20.485	38.467	-	58.952
2	57.410	36.594	-	1:34.004
3	24.517	43.977	-	1:08.493
4	28.175	52.421	-	1:20.596
AVG	32.647	42.865	-	1:15.511
IDEAL	-	-	-	-

890 Kurtis W. McCabe
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	-
1	20.226	39.002	-	59.228
2	15.538	36.666	-	52.204
3	15.428	38.431	-	53.858
4	15.283	36.991	-	52.273
5	17.493	38.257	-	55.750
6	15.980	37.845	-	53.824
AVG	16.658	37.865	-	54.523
IDEAL	-	-	-	-