



INDIVIDUAL TIMES - LITES GROUP C QUALIFYING #2

90 Bryce Vallee
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	58.942	16.414	16.737	25.791	-
2	17.725	11.510	13.922	20.905	1:04.062
3	17.893	10.227	11.350	20.327	59.797
4	58.755	10.331	11.752	20.305	1:41.143
5	17.494	10.071	11.414	19.948	58.927
6	17.498	10.403	11.311	19.608	58.821
7	42.947	11.292	11.801	20.190	1:26.230
8	17.855	10.201	11.192	20.079	59.327
9	17.742	10.189	10.988	19.841	58.759
AVG	17.701	10.528	11.401	20.150	59.949
IDEAL	17.494	10.071	10.988	19.608	58.162

112 Ryan Marmont
KTM 250 SX-F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	55.177	13.028	16.118	26.031	-
2	17.631	10.312	11.992	20.822	1:00.757
3	17.534	10.202	11.917	20.230	59.884
4	17.410	10.238	11.871	20.255	59.774
5	17.500	10.364	11.600	20.086	59.550
6	20.022	10.869	12.473	20.384	1:03.748
7	17.334	10.139	11.893	19.700	59.066
8	26.028	10.884	12.527	20.480	1:09.919
9	17.214	10.240	11.342	19.806	58.601
10	27.515	11.090	12.213	22.054	1:12.873
AVG	17.806	10.482	11.981	20.424	1:01.412
IDEAL	17.214	10.139	11.342	19.700	58.395

133 Myles Tedder
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	46.798	12.280	13.351	21.167	-
2	18.628	10.225	12.220	20.169	1:01.242
3	17.822	10.396	13.457	20.167	1:01.842
4	17.503	10.122	11.768	19.616	59.009
5	23.980	13.000	15.413	24.479	1:16.872
6	18.013	10.149	12.032	19.974	1:00.167
7	18.210	13.185	16.812	21.751	1:09.959
8	17.354	9.990	11.592	19.754	58.690
9	25.614	13.119	19.120	28.358	1:26.211
10	17.223	9.914	11.509	20.153	58.799
AVG	17.822	10.133	12.276	20.344	1:01.387
IDEAL	17.223	9.914	11.509	19.616	58.262

149 Casey Hinson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	53.320	12.714	14.003	26.603	-
2	17.890	10.587	12.359	20.237	1:01.072
3	17.507	10.377	11.597	20.293	59.774
4	25.831	13.433	12.348	24.678	1:16.289
5	17.237	10.311	11.549	19.748	58.845

6	17.411	10.635	11.609	19.595	59.250
7	26.399	16.422	20.904	21.665	1:25.389
8	17.404	10.322	11.337	19.720	58.784
9	21.967	15.561	13.338	27.257	1:18.123
AVG	17.477	10.478	11.968	20.122	59.496
IDEAL	17.237	10.311	11.337	19.595	58.480

227 Cole Martinez
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	48.780	11.207	12.761	24.812	-
2	17.634	10.264	11.568	20.646	1:00.112
3	17.397	10.220	11.408	20.749	59.774
4	17.568	10.204	11.408	20.846	1:00.026
5	17.841	10.438	11.550	21.093	1:00.922
6	17.749	10.394	11.411	20.787	1:00.340
7	30.050	18.560	16.927	26.132	1:31.669
8	17.523	10.640	12.691	21.919	1:02.773
9	17.752	14.820	12.786	28.274	1:13.633
10	17.778	12.620	16.325	30.182	1:16.905
AVG	17.655	10.481	11.948	21.006	1:00.658
IDEAL	17.397	10.204	11.408	20.646	59.655

464 Mitchel Alcorn
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	58.471	13.833	19.315	25.323	-
2	17.369	10.642	11.929	20.440	1:00.380
3	21.279	13.138	17.062	28.415	1:19.894
4	17.120	10.402	11.502	20.222	59.246
5	22.908	11.470	13.357	34.591	1:22.326
6	16.935	10.117	11.705	20.309	59.065
7	21.537	13.636	16.532	23.978	1:15.683
8	16.885	10.502	11.838	20.469	59.694
9	25.747	13.403	16.226	31.660	1:27.036
AVG	17.077	10.627	12.066	21.084	59.596
IDEAL	16.885	10.117	11.502	20.222	58.725

516 Brian Foster
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	54.867	12.738	16.825	25.304	-
2	18.703	11.371	12.546	20.760	1:03.380
3	21.030	10.852	12.713	21.611	1:06.206
4	18.452	11.047	12.459	21.138	1:03.096
5	19.750	13.017	17.595	24.867	1:15.229
6	20.210	14.139	14.170	26.178	1:14.697
7	18.819	12.392	17.559	27.857	1:16.627
8	18.428	10.945	13.062	20.836	1:03.271
9	22.596	13.429	14.817	23.886	1:14.728
AVG	19.342	11.766	13.295	22.183	1:08.658
IDEAL	18.428	10.852	12.459	20.760	1:02.499

536 Erik Meusling
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	53.320	12.714	14.003	26.603	-
2	17.890	10.587	12.359	20.237	1:01.072
3	17.507	10.377	11.597	20.293	59.774
4	25.831	13.433	12.348	24.678	1:16.289
5	17.237	10.311	11.549	19.748	58.845



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536 Erik Meusling
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	54.836	13.647	16.005	25.183	-
2	20.540	11.126	13.764	21.085	1:06.514
3	19.675	10.948	12.584	21.189	1:04.395
4	17.543	10.421	12.981	21.012	1:01.957
5	17.917	11.920	14.918	21.169	1:05.923
6	18.219	10.786	12.443	25.105	1:06.552
7	18.194	10.637	12.762	21.174	1:02.766
8	18.079	10.636	12.585	21.181	1:02.481
9	30.222	17.173	23.120	35.259	1:45.773
AVG	18.595	10.925	13.148	22.137	1:04.370
IDEAL	17.543	10.421	12.443	21.012	1:01.419

537 Wil McDonough
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	1:01.657	13.110	16.223	32.324	-
2	23.483	11.843	14.051	23.372	1:12.750
3	18.993	12.104	20.360	29.704	1:21.161
4	18.382	11.775	13.533	25.357	1:09.047
5	21.553	11.681	14.710	34.497	1:22.441
6	23.918	12.223	15.039	28.025	1:19.205
7	21.849	11.595	12.419	21.782	1:07.645
8	22.333	13.532	23.397	28.928	1:28.190
AVG	20.194	12.233	13.678	23.504	1:13.962
IDEAL	18.382	11.595	12.419	21.782	1:04.178

570 Beau Hudson
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	56.496	13.275	16.637	26.584	-
2	20.128	10.748	13.377	22.251	1:06.503
3	17.422	9.819	11.352	20.419	59.012
4	17.329	10.355	12.065	20.230	59.979
5	17.121	10.057	11.815	19.762	58.754
6	18.835	10.779	12.301	35.979	1:17.893
7	17.358	10.132	11.607	19.794	58.891
8	17.209	10.194	11.901	20.910	1:00.214
9	17.414	10.055	11.519	20.279	59.267
10	27.443	16.049	15.223	28.309	1:27.024
AVG	17.852	10.267	11.992	20.521	1:00.374
IDEAL	17.121	9.819	11.352	19.762	58.053

617 Gavin Faith
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	1:01.928	15.574	15.056	31.297	-
2	17.026	9.664	11.443	19.405	57.538
3	18.682	10.297	11.813	22.025	1:02.817
4	17.149	9.480	10.928	18.962	56.519
5	21.797	11.729	13.739	21.881	1:09.146
6	16.930	9.764	10.919	19.297	56.910
7	22.320	11.465	12.186	20.892	1:06.864

8	16.852	10.029	11.685	20.710	59.275
9	16.803	9.799	11.087	19.649	57.339
10	20.554	11.860	12.571	20.960	1:05.944
AVG	17.185	9.866	11.591	20.449	1:00.276
IDEAL	16.803	9.480	10.919	18.962	56.164

670 Dylan Schmoke
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	47.434	12.281	14.021	21.132	-
2	17.994	10.696	13.089	20.958	1:02.737
3	18.025	10.206	12.562	20.950	1:01.743
4	17.869	10.293	11.961	20.562	1:00.685
5	18.002	10.440	12.423	20.488	1:01.353
6	17.756	10.819	11.937	20.499	1:01.010
7	18.771	10.551	11.710	20.506	1:01.539
8	17.374	10.445	12.171	20.480	1:00.470
9	17.639	10.367	11.897	20.623	1:00.525
10	18.115	10.270	11.199	20.549	1:00.133
AVG	17.950	10.454	12.105	20.675	1:01.133
IDEAL	17.374	10.206	11.199	20.480	59.259

697 Kyle Goerke
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	44.871	11.062	12.695	21.114	-
2	17.308	10.193	11.697	20.469	59.667
3	24.759	14.587	14.878	26.747	1:20.971
4	17.543	10.160	11.975	20.422	1:00.099
5	26.552	18.549	20.290	31.578	1:36.968
6	17.014	11.395	14.919	29.374	1:12.702
7	17.227	13.074	14.161	22.124	1:06.586
8	17.252	10.141	11.809	20.272	59.474
9	23.077	13.781	18.713	35.825	1:31.396
AVG	17.269	10.590	12.044	20.880	1:01.456
IDEAL	17.014	10.141	11.697	20.272	59.124

735 Travis Pitt
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	54.742	11.610	15.961	27.170	-
2	18.916	12.138	13.866	21.522	1:06.442
3	18.879	12.624	13.321	21.245	1:06.068
AVG	18.897	12.124	14.383	21.383	1:06.255
IDEAL	18.879	12.138	13.321	21.245	1:05.582

771 Terren Odell
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	43.320	10.271	12.300	20.748	-
2	17.204	10.184	11.333	20.174	58.895
3	17.333	10.198	11.572	20.226	59.328
4	17.682	10.470	11.382	20.643	1:00.177
5	24.206	11.483	12.594	21.641	1:09.924
6	17.034	10.308	11.607	20.442	59.391
7	26.714	11.645	12.939	21.797	1:13.094



INDIVIDUAL TIMES - LITES GROUP C QUALIFYING #2

771 Terren Odell
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
8	17.108	10.289	11.532	20.324	59.254
9	26.884	15.566	18.648	21.163	1:22.261
10	17.360	10.060	11.608	20.531	59.559
AVG	17.234	10.175	11.570	20.673	59.407
IDEAL	17.034	10.060	11.333	20.174	58.601

773 Walt Van Olden Jr
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	56.967	13.014	16.962	26.991	-
2	2:42.195	2:35.322	2:40.279	24.237	3:35.742
3	18.378	11.246	18.761	25.867	1:14.252
4	22.503	13.715	17.851	26.765	1:20.834
5	22.988	11.691	16.532	26.754	1:17.965
6	1:05.862	11.891	15.072	27.260	2:00.085
AVG	18.378	11.960	16.604	26.313	1:17.684
IDEAL	18.378	11.246	15.072	24.237	1:08.933

774 Preston Tilford
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	45.905	11.370	13.703	20.832	-
2	18.169	10.434	11.798	20.120	1:00.521
3	18.097	10.353	11.406	20.315	1:00.171
4	17.980	10.321	11.592	20.312	1:00.205
5	18.157	10.038	11.583	20.622	1:00.399
6	18.162	10.385	11.415	19.998	59.960
7	18.154	10.655	11.715	22.091	1:02.614
8	17.928	10.492	11.792	20.659	1:00.871
9	18.231	11.083	11.554	22.190	1:03.058
10	18.305	10.648	11.701	20.706	1:01.360
AVG	18.131	10.578	11.617	20.784	1:01.018
IDEAL	17.928	10.038	11.406	19.998	59.369

831 Ryan Smith
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	1:02.188	14.647	20.258	27.283	-
2	17.589	10.291	11.859	20.681	1:00.420
3	17.884	10.465	11.885	20.244	1:00.478
4	17.500	10.444	11.702	20.531	1:00.178
5	20.546	15.918	19.932	28.655	1:25.051
6	17.635	10.041	11.785	19.872	59.332
7	17.519	10.253	12.258	20.377	1:00.406
8	17.652	10.184	12.044	20.048	59.928
9	24.527	14.570	18.370	34.737	1:32.204
AVG	18.046	10.279	11.922	20.292	1:00.124
IDEAL	17.500	10.041	11.702	19.872	59.115

973 Jean Baptiste Marrone
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	54.873	13.387	14.115	27.370	-

2	18.454	10.475	12.033	20.603	1:01.565
3	17.867	10.570	12.315	23.460	1:04.212
4	17.767	10.439	11.614	20.578	1:00.398
5	27.783	12.381	17.277	25.455	1:22.896
6	17.812	10.448	11.807	20.666	1:00.733
7	17.623	10.667	11.869	20.270	1:00.429
8	24.020	14.505	17.391	27.933	1:23.849
9	17.418	10.533	11.910	31.980	1:11.840
AVG	17.914	10.748	11.940	21.030	1:02.963
IDEAL	17.418	10.439	11.614	20.270	59.741

986 Topher Ingalls
Honda CRF250

LAP	SEG 1	SEG 2	SEG 3	SEG 4	LAPTIME
1	52.230	12.635	15.065	24.530	-
2	17.666	10.169	12.139	20.113	1:00.086
3	18.287	10.116	11.958	23.699	1:04.060
4	17.631	9.934	11.787	20.711	1:00.063
5	17.076	10.076	11.140	20.007	58.300
6	20.098	13.363	11.737	26.225	1:11.423
7	18.838	12.205	10.969	20.907	1:02.919
8	16.944	10.503	11.093	20.338	58.878
9	17.007	10.883	13.500	22.659	1:04.049
10	16.877	10.775	10.935	20.182	58.769
AVG	17.825	10.351	11.470	21.077	1:00.890
IDEAL	16.877	9.934	10.935	20.007	57.753



- 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