



INDIVIDUAL TIMES - PRACTICE SESSION #2

28 Sean D Hamblin
Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	35.850	-
2	31.685	2.958	34.653	1:09.296
3	-	2.519	32.570	1:43.449
4	-	2.659	31.322	2:12.369
5	31.716	2.634	31.387	1:05.737
6	32.210	2.557	33.143	1:07.910
7	1:03.751	2.653	35.270	1:41.674
AVG	31.870	2.663	33.456	1:07.648
IDEAL	31.685	2.557	31.387	1:05.629

38 Ryan D Clark
Yamaha YZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	45.086	-
2	35.545	2.933	38.822	1:17.300
3	31.732	2.689	34.294	1:08.715
4	54.602	2.541	33.013	1:30.156
5	30.587	2.694	31.869	1:05.150
6	30.632	2.492	31.362	1:04.485
7	1:05.205	2.510	33.692	1:41.407
8	31.967	2.859	32.158	1:06.984
9	1:12.749	2.616	34.736	1:50.101
AVG	32.093	2.667	33.018	1:08.527
IDEAL	30.587	2.492	31.362	1:04.440

46 Clark Stiles
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.201	-
2	34.302	2.497	33.735	1:10.534
3	33.755	2.952	33.133	1:09.840
4	1:00.452	3.037	33.964	1:37.453
5	32.172	2.730	37.045	1:11.947
6	34.642	3.838	34.076	1:12.556
7	58.253	2.558	32.038	1:32.849
8	31.900	-	-	1:22.577
9	31.049	2.661	31.094	1:04.804
10	53.418	-	-	1:41.775
AVG	32.970	2.680	33.584	1:09.936
IDEAL	31.049	2.497	31.094	1:04.640

52 Keith R Johnson
Yamaha YZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	40.060	-
2	34.028	2.779	39.894	1:16.701
3	32.962	2.614	32.315	1:07.891
AVG	33.495	2.696	32.315	1:12.296
IDEAL	32.962	2.614	32.315	1:07.891

53 James M Povolny
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	-	-	-	-
3	-	-	-	-
4	-	-	-	-
5	-	-	-	-
6	-	-	-	-
7	-	-	-	-
8	-	-	-	-
9	-	-	-	-
10	-	-	-	-
11	-	-	-	-
12	-	-	-	-
13	-	-	-	-
14	-	-	-	-
15	-	-	-	-
16	-	-	-	-
17	-	-	-	-
18	-	-	-	-
19	-	-	-	-
20	-	-	-	-
21	-	-	-	-
22	-	-	-	-
23	-	-	-	-
24	-	-	-	-
25	-	-	-	-
26	-	-	-	-
27	-	-	-	-
28	-	-	-	-
29	-	-	-	-
30	-	-	-	-
31	-	-	-	-
32	-	-	-	-
33	-	-	-	-
34	-	-	-	-
35	-	-	-	-
36	-	-	-	-
37	-	-	-	-
38	-	-	-	-
39	-	-	-	-
40	-	-	-	-
41	-	-	-	-
42	-	-	-	-
43	-	-	-	-
44	-	-	-	-
45	-	-	-	-
46	-	-	-	-
47	-	-	-	-
48	-	-	-	-
49	-	-	-	-
50	-	-	-	-
51	-	-	-	-
52	-	-	-	-
53	-	-	-	-
54	-	-	-	-
55	-	-	-	-
56	-	-	-	-
57	-	-	-	-
58	-	-	-	-
59	-	-	-	-
60	-	-	-	-
61	-	-	-	-
62	-	-	-	-
63	-	-	-	-
64	-	-	-	-
65	-	-	-	-
66	-	-	-	-
67	-	-	-	-
68	-	-	-	-
69	-	-	-	-
70	-	-	-	-
71	-	-	-	-
72	-	-	-	-
73	-	-	-	-
74	-	-	-	-
75	-	-	-	-
76	-	-	-	-
77	-	-	-	-
78	-	-	-	-
79	-	-	-	-
80	-	-	-	-
81	-	-	-	-
82	-	-	-	-
83	-	-	-	-
84	-	-	-	-
85	-	-	-	-
86	-	-	-	-
87	-	-	-	-
88	-	-	-	-
89	-	-	-	-
90	-	-	-	-
91	-	-	-	-
92	-	-	-	-
93	-	-	-	-
94	-	-	-	-
95	-	-	-	-
96	-	-	-	-
97	-	-	-	-
98	-	-	-	-
99	-	-	-	-
100	-	-	-	-

70 Travis A Preston
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.072	-
2	34.747	3.529	34.424	1:12.700
3	33.934	3.728	33.698	1:11.360
4	33.833	3.863	34.429	1:12.125
5	33.923	7.091	39.080	1:20.094
6	1:17.022	3.766	33.892	1:54.680
7	-	3.343	33.799	2:18.985
8	31.730	3.036	36.277	1:11.043
AVG	33.633	3.303	35.749	1:13.464
IDEAL	31.730	3.036	33.698	1:08.464

73 Justin Buckelew
Honda CR250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	36.679	-
2	32.347	2.374	31.933	1:06.654
3	32.353	-	-	1:06.488
4	29.996	2.392	33.930	1:06.318
5	33.226	2.493	35.076	1:10.795
6	30.424	2.465	30.772	1:03.661
7	1:30.959	2.356	31.608	2:04.923
8	29.676	2.530	44.547	1:16.753
9	1:44.832	2.302	31.869	2:19.003
AVG	31.337	2.416	33.124	1:06.783
IDEAL	29.676	2.302	30.772	1:02.750

80 Doug Dehaan
Honda 450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	43.814	-
2	36.091	2.975	34.703	1:13.768
3	31.388	2.768	32.924	1:07.080
4	30.075	2.770	34.594	1:07.439
5	31.118	2.828	40.384	1:14.330
6	31.375	2.995	33.163	1:07.533
7	35.736	4.178	37.751	1:17.665
8	30.979	2.939	41.476	1:15.394
9	2:03.706	3.034	38.110	2:44.850
AVG	31.779	2.901	35.207	1:11.887
IDEAL	30.075	2.768	32.924	1:05.767

80 Doug Dehaan
Honda 450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	37.282	-
2	34.971	3.749	35.346	1:14.066
3	35.352	6.646	34.922	1:16.920
4	31.399	3.225	33.529	1:08.153
5	33.309	3.413	35.114	1:11.836
6	1:25.027	3.175	34.286	2:02.488
7	1:33.258	2.933	33.369	2:09.560
8	33.324	10.392	34.571	1:18.287
AVG	33.671	3.186	34.803	1:13.852
IDEAL	31.399	2.933	33.369	1:07.701

90 Brian S Mason
Honda CRF450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	42.810	-
2	36.208	4.887	35.346	1:16.441
3	36.014	3.322	33.540	1:12.876
4	-	4.232	34.559	2:29.579
5	33.721	3.134	38.032	1:14.887
6	1:04.359	3.228	33.617	1:41.203
7	32.620	3.038	41.117	1:16.775
8	31.465	3.062	33.688	1:08.215
9	34.830	-	-	1:17.966
AVG	34.143	3.157	34.797	1:14.527
IDEAL	31.465	3.038	33.540	1:08.043

125 Daniel M Blair
Yamaha YZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	36.791	-
2	34.787	4.520	34.424	1:13.731
3	34.113	4.295	33.230	1:11.638
4	32.641	3.518	34.740	1:10.899
5	33.438	4.058	36.586	1:14.082
6	33.775	3.669	32.126	1:09.569
7	46.466	-	-	1:29.403
8	34.078	3.769	32.756	1:10.603
9	32.503	3.634	32.343	1:08.480
10	1:19.803	-	-	1:58.358
AVG	33.543	3.730	34.124	1:11.400
IDEAL	32.503	3.518	32.126	1:08.146

133 Kris R Papworth
Suzuki RM250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	37.718	-
2	35.877	3.811	34.518	1:14.205
3	34.365	3.658	37.554	1:15.576
4	34.374	3.389	40.898	1:18.661
5	-	4.678	35.146	1:47.573
6	34.466	4.316	35.963	1:14.745
7	2:13.430	3.591	35.714	2:52.735
8	37.911	3.381	35.990	1:17.282
AVG	35.399	3.566	36.688	1:16.094
IDEAL	34.365	3.381	34.518	1:12.263

137 Brandon F Thomas
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	39.339	-
2	36.605	3.812	46.738	1:27.155
3	-	3.141	41.645	2:35.358
4	-	3.261	39.154	2:14.352
5	34.278	3.161	38.612	1:16.051
6	-	3.201	38.867	3:18.833



INDIVIDUAL TIMES - PRACTICE SESSION #2

AVG 35.442 3.191 39.523 1:21.603
 IDEAL 34.278 3.161 38.612 1:16.051

139 Jacob W Martin
 Yamaha YZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
1	-	-	-	50.968
2	32.425	3.704	32.864	1:08.993
3	31.880	3.486	36.114	1:11.480
3	15.431	-	-	57.656
4	33.101	-	-	1:19.605
5	1:05.269	-	-	1:45.170
6	31.500	3.212	36.382	1:11.094
7	-	2.855	35.208	1:43.645
8	32.009	3.180	32.795	1:07.983
AVG	31.796	3.287	34.673	1:10.186
IDEAL	31.500	3.180	32.795	1:07.474

153 Gregory M Crater
 Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	35.832	3.007	40.132	1:18.971
3	34.775	15.939	36.995	1:27.709
4	32.687	2.777	36.933	1:12.397
5	42.960	-	-	1:31.080
6	31.838	2.920	52.082	1:26.840
7	37.537	-	-	1:30.550
8	34.586	2.935	45.597	1:23.118
9	35.345	2.829	40.401	1:18.575
AVG	34.657	2.894	38.615	1:19.980
IDEAL	31.838	2.777	36.933	1:11.548

156 William A Browning
 Suzuki RM250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	36.709	-
2	33.989	3.951	34.089	1:12.029
3	33.321	4.633	32.895	1:10.849
4	34.098	4.654	38.179	1:16.931
5	31.596	3.974	34.236	1:09.805
6	1:20.086	3.733	32.300	1:56.119
7	1:36.346	3.493	34.660	2:14.499
8	-	3.864	33.259	3:02.970
AVG	33.251	3.803	34.541	1:12.404
IDEAL	31.596	3.493	32.300	1:07.390

159 Jiri Dostal
 Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	34.576	-
2	32.275	2.771	37.939	1:12.985
3	1:13.842	2.801	32.309	1:48.952
4	32.316	2.838	32.731	1:07.885
5	-	-	-	1:46.214
6	31.815	2.615	33.083	1:07.513

P - lap ended in the pits

R - lap ended on a red flag

7 33.413 2.703 32.463 1:08.579
 8 1:11.404 3.272 34.225 1:48.901

AVG 32.646 2.739 33.724 1:09.108
 IDEAL 31.815 2.615 32.309 1:06.739

174 Jason R McCormick
 Suzuki RM250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	43.309	-
2	36.216	6.251	48.248	1:30.715
3	39.739	2.901	1:12.668	1:55.308
4	56.674	2.915	43.181	1:42.770
5	38.406	-	-	1:33.342
6	41.441	-	-	1:20.000
AVG	38.951	2.908	44.913	1:31.707
IDEAL	36.216	2.901	43.181	1:22.298

184 Dennis E Stapleton
 Kawasaki KX250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	46.528	-
2	37.386	5.249	36.361	1:18.996
3	36.492	4.075	41.126	1:21.693
4	34.067	3.947	38.146	1:16.160
5	38.005	20.632	40.769	1:39.406
6	34.627	4.288	39.841	1:18.756
7	37.149	-	-	1:26.542
8	40.905	4.402	46.061	1:31.368
AVG	36.288	4.178	39.249	1:22.253
IDEAL	34.067	3.947	36.361	1:14.375

208 Thomas L Stuckey
 Honda CR250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	43.603	-
2	36.970	4.249	41.626	1:22.845
3	38.685	5.750	54.555	1:38.990
4	-	4.804	38.473	3:18.419
5	1:10.527	4.487	38.895	1:53.909
6	1:13.371	4.875	40.471	1:58.717
7	38.381	-	-	1:22.123
AVG	38.012	4.604	40.614	1:27.986
IDEAL	36.970	4.249	38.895	1:20.114

431 Joel King
 Yamaha YZ450F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	48.239	-
2	39.970	5.650	41.715	1:27.335
3	42.741	5.810	43.901	1:32.452
4	39.365	5.263	44.016	1:28.644
5	38.425	5.405	40.604	1:24.434
6	43.119	5.182	41.010	1:29.310
7	42.682	-	-	1:33.881
8	43.450	-	-	1:37.041
AVG	41.393	5.462	43.247	1:30.442
IDEAL	38.425	5.182	40.604	1:24.210

586 Dennis J Ewing
 Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	35.082	-
2	33.980	4.080	36.310	1:14.370
3	-	3.879	33.905	2:28.401
4	-	4.610	35.394	2:22.694
5	-	3.410	43.172	3:44.501
AVG	33.980	3.995	36.773	1:14.370
IDEAL	33.980	4.080	36.310	1:14.370

782 Michael G Young
 Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	39.361	-
2	34.537	2.689	34.856	1:12.082
3	34.018	2.660	32.810	1:09.488
4	32.173	2.841	32.263	1:07.277
5	31.891	-	-	1:27.764
6	2:02.742	2.778	31.762	2:37.282
7	36.226	-	-	1:49.244
8	33.445	2.756	46.742	1:22.942
AVG	33.715	2.745	32.923	1:09.616
IDEAL	32.173	2.660	31.762	1:06.596