



INDIVIDUAL TIMES - QUALIFYING SESSION #2

**159** Josh Tarantino  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>44.465</del>	22.033	22.432	-
2	14.050	19.249	21.810	55.109
3	14.778	19.825	20.262	54.865
4	14.232	19.557	20.021	53.810
5	<del>12.950</del>	<del>18.943</del>	32.225	1:04.118
6	14.132	46.828	26.583	1:27.543
7	13.471	19.570	20.499	53.540
8	47.607	48.216	30.259	2:06.082
9	15.041	25.896	<del>20.012</del>	1:00.949
10	13.353	19.275	20.382	<del>53.010</del>
11	13.943	19.305	20.474	53.722
12	26.455	1:32.509	41.241	2:40.205
AVG	13.994	19.720	20.737	55.001
IDEAL	12.950	18.943	20.012	51.905

**514** Eric Nye  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>56.254</del>	27.847	28.407	-
2	18.615	23.468	21.982	1:04.065
3	13.609	23.167	22.955	59.731
4	13.243	20.359	25.830	59.432
5	14.772	20.481	20.726	55.979
6	12.859	19.655	40.817	1:13.331
7	15.490	19.021	30.421	1:04.932
8	12.946	18.815	20.532	52.293
9	13.038	<del>18.797</del>	20.254	52.089
10	<del>30.972</del>	1:15.203	23.231	2:09.406
11	<del>12.816</del>	18.851	<del>19.424</del>	<del>51.091</del>
12	29.512	27.347	29.229	1:26.088
13	13.283	1:05.090	32.225	1:50.598
AVG	13.321	19.426	21.301	55.103
IDEAL	12.816	18.797	19.424	51.037

**553** Austin J Prescott  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.513</del>	27.017	28.496	-
2	19.386	23.898	23.700	1:06.984
3	<del>14.971</del>	<del>22.187</del>	<del>23.182</del>	<del>1:00.340</del>
4	42.798	1:46.795	1:45.909	2:50.705
AVG	14.971	23.043	23.441	1:03.662
IDEAL	14.971	22.187	23.182	1:00.340

**277** Ryan Newton  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.963</del>	25.386	24.577	-
2	18.116	22.001	21.274	1:01.391
3	13.964	19.094	20.386	53.444
4	14.029	19.273	20.421	53.723
5	14.006	30.091	29.207	1:13.304
6	13.014	20.431	20.120	53.565
7	14.939	32.610	33.446	1:20.995
8	13.207	19.037	20.410	52.654
9	-	-	33.637	1:57.276
10	<del>12.660</del>	<del>18.894</del>	20.595	<del>52.149</del>
11	25.480	33.175	26.682	1:25.337
12	13.728	19.212	<del>20.061</del>	53.001
AVG	13.693	19.706	20.467	54.275
IDEAL	12.660	18.894	20.061	51.615

**521** Kyle M Gills  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.476</del>	26.519	25.957	-
2	18.583	22.200	21.853	1:02.636
3	13.653	21.805	21.643	57.101
4	14.171	20.921	19.914	55.006
5	<del>12.264</del>	19.380	20.178	51.822
6	13.605	20.022	19.501	53.128
7	15.335	1:28.876	24.068	2:08.279
8	12.678	19.949	19.613	52.240
9	17.883	24.668	20.950	1:03.501
10	12.670	<del>19.169</del>	20.976	52.815
11	20.276	25.832	30.580	1:16.688
12	19.185	58.659	21.684	1:39.528
13	12.692	19.712	<del>19.347</del>	<del>51.751</del>
14	15.848	25.835	26.382	1:08.065
AVG	13.105	20.395	20.566	53.409
IDEAL	12.264	19.169	19.347	50.780

**566** Logan B Martin  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.471</del>	25.370	30.101	-
2	18.065	24.121	24.130	1:06.316
3	15.205	22.979	21.520	<del>59.704</del>
4	29.381	57.699	25.793	1:52.873
5	<del>14.400</del>	24.315	24.047	1:02.762
6	19.606	26.373	31.404	1:17.383
7	22.771	1:05.074	30.323	1:58.168
8	17.865	22.531	28.145	1:08.541
9	21.462	<del>20.495</del>	<del>21.113</del>	1:03.070
10	16.297	1:05.194	33.600	1:55.091
11	19.600	24.631	28.339	1:12.570
12	21.157	27.108	29.509	1:17.774
AVG	15.301	22.888	22.703	1:04.079
IDEAL	14.400	20.495	21.113	56.008

**321** Chad E Ward  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>40.394</del>	20.593	19.801	-
2	13.277	19.718	20.278	53.273
3	17.392	1:07.842	21.502	1:46.736
4	12.872	18.862	19.164	50.898
5	21.146	25.710	21.024	1:07.880
6	12.851	19.022	19.269	51.142
7	21.390	1:41.706	30.310	2:33.406
8	12.804	18.953	<del>19.100</del>	<del>50.857</del>
9	22.346	31.238	30.761	1:24.345
10	13.321	28.238	27.242	1:08.801
11	<del>12.244</del>	<del>18.820</del>	35.131	1:06.195
12	22.958	56.574	22.833	1:42.365
AVG	12.895	19.328	20.371	51.543
IDEAL	12.244	18.820	19.100	50.164

**552** Fred D Karrie  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>45.281</del>	23.659	21.622	-
2	1:01.004	1:07.205	20.902	2:29.111
3	15.626	24.420	20.770	1:00.816
4	15.007	55.712	20.185	1:30.904
5	14.550	23.902	20.628	59.080
6	21.552	25.139	22.868	1:09.559
7	15.606	26.650	31.004	1:13.260
8	15.400	21.819	21.830	59.049
9	<del>13.563</del>	<del>20.673</del>	<del>20.132</del>	<del>54.368</del>
10	22.879	30.945	21.803	1:15.627
11	22.470	21.438	21.538	1:05.446
12	14.372	1:08.424	1:26.935	2:49.731
AVG	14.875	22.652	21.228	58.328
IDEAL	13.563	20.673	20.132	54.368

**596** Zach T Ames  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>45.222</del>	23.398	21.824	-
2	13.556	19.863	<del>19.280</del>	52.699
3	<del>12.142</del>	20.079	19.741	51.962
4	12.651	19.764	19.694	52.109
5	12.725	20.138	19.781	52.644
6	12.532	19.600	25.057	57.189
7	12.901	1:41.115	23.743	2:17.759
8	13.240	19.917	20.037	53.194
9	12.478	<del>18.728</del>	19.828	<del>51.034</del>
10	12.744	2:00.344	20.554	2:33.642
11	13.545	20.263	19.683	53.491
12	13.003	51.115	19.662	1:23.780
13	12.524	19.178	22.014	53.716
AVG	12.837	19.726	20.191	53.115
IDEAL	12.142	18.728	19.280	50.150

**660** Robbie Smith  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.415</del>	26.839	24.576	-
2	17.664	21.800	20.941	1:00.405
3	13.797	20.025	20.452	54.274
4	13.215	19.585	<del>20.122</del>	<del>52.922</del>
5	13.284	18.991	20.265	52.540
6	18.351	1:03.352	20.207	1:41.910

**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



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**660** Robbie Smith  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	13.357	18.549	20.515	52.421
8	13.219	18.552	31.790	1:03.561
9	24.855	2:32.959	28.363	3:26.177
10	13.001	18.989	20.241	52.231
AVG	13.192	18.697	20.378	52.326
IDEAL	13.001	18.549	20.122	51.672

**702** Jimmy Albertson  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.978	28.865	28.113	-
2	19.717	21.193	19.970	1:00.880
3	15.244	20.116	20.266	55.626
4	14.364	43.463	22.228	1:20.055
5	13.061	21.862	20.758	55.681
6	12.256	18.693	19.033	49.982
7	21.360	1:20.552	1:20.099	2:03.091
8	12.448	18.501	19.047	49.996
9	28.753	49.898	19.585	1:38.236
10	12.160	18.726	19.503	50.389
11	-	-	24.764	1:30.892
12	12.270	19.406	19.642	51.318
13	12.759	20.807	20.255	53.821
14	13.531	20.104	39.771	1:13.406
AVG	12.856	19.934	20.029	52.402
IDEAL	12.160	18.501	19.033	49.694

**745** Kevin D Rookstool  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.116	27.226	26.890	-
2	16.478	21.019	21.343	58.840
3	13.825	19.196	20.742	53.763
4	13.591	19.358	21.491	54.440
5	12.938	20.208	23.661	56.807
6	13.162	18.953	20.859	52.974
7	12.784	18.981	21.461	53.226
8	29.096	1:48.295	1:41.294	2:50.979
9	23.601	26.081	22.862	1:12.544
10	12.441	18.671	28.772	59.884
11	12.548	18.268	20.449	51.265
AVG	13.041	19.332	21.609	55.150
IDEAL	12.441	18.268	20.449	51.158

**779** Augie L Lieber  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	55.502	25.253	30.249	-
2	16.287	23.789	19.946	1:00.022
3	17.302	31.756	20.663	1:09.721
4	13.023	19.644	26.069	58.736
5	12.649	20.031	19.563	52.243
6	12.058	19.202	18.894	50.154

7	25.681	44.717	24.357	1:34.755
8	12.649	19.203	19.121	50.973
9	31.133	34.646	20.525	1:26.304
10	12.583	19.680	33.981	1:06.244
11	25.157	1:48.368	23.373	2:36.898
12	12.451	19.806	20.657	52.914
13	19.902	27.459	20.173	1:07.534
AVG	12.569	19.594	19.943	54.174
IDEAL	12.058	19.202	18.894	50.154

**888** Hunter Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	46.348	22.242	24.106	-
2	16.087	20.666	21.197	57.950
3	14.224	19.732	24.303	58.259
4	14.627	58.556	21.321	1:34.504
5	13.832	22.359	34.518	1:10.709
6	16.518	20.346	19.423	56.287
7	14.083	1:06.201	29.511	1:49.795
8	14.121	18.810	19.806	52.737
9	14.234	21.501	33.526	1:09.261
10	25.478	33.591	21.295	1:20.364
11	14.114	1:09.590	32.230	1:55.934
12	14.339	20.452	20.456	55.247
13	25.739	32.175	33.471	1:31.385
AVG	14.618	20.764	20.583	56.096
IDEAL	13.832	18.810	19.423	52.065