



INDIVIDUAL TIMES - QUALIFYING SESSION #3

1E Ben Townley
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	57.144	38.863	18.281	-
2	40.976	32.134	16.338	1:29.448
3	33.843	59.425	15.967	1:49.235
4	25.728	31.229	15.825	1:12.782
5	24.710	30.505	15.886	1:11.101
6	24.910	30.180	15.747	1:10.837
7	35.481	47.120	25.100	1:47.701
8	24.087	29.948	15.800	1:09.835
9	37.149	1:00.278	24.357	2:01.784
10	24.559	30.650	15.690	1:10.899
11	32.852	47.948	16.001	1:36.801
AVG	24.799	30.774	16.171	1:11.091
IDEAL	24.087	29.948	15.690	1:09.725

33 Matthew C Goerke
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.096	40.121	17.975	-
2	29.248	32.083	16.672	1:18.003
3	26.000	31.126	15.922	1:13.048
4	25.643	30.553	15.788	1:11.984
5	24.957	51.529	17.581	1:34.067
6	25.224	40.730	16.061	1:22.015
7	24.979	33.035	16.035	1:14.049
8	24.675	31.136	15.652	1:11.463
9	24.718	31.191	16.313	1:12.222
10	36.693	58.946	28.872	2:04.511
11	24.596	31.257	15.722	1:11.575
12	24.099	33.692	16.175	1:13.966
AVG	24.988	31.759	16.354	1:14.258
IDEAL	24.099	30.553	15.652	1:10.304

47 Kelly D Smith
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.382	38.437	19.945	-
2	26.955	33.022	17.225	1:17.202
3	26.335	33.549	16.897	1:16.781
4	26.349	33.592	16.674	1:16.615
5	26.508	45.867	16.856	1:29.231
6	25.941	51.412	17.248	1:34.601
7	25.329	38.316	24.783	1:28.428
8	25.049	31.871	16.796	1:13.716
9	1:08.586	35.501	19.091	2:03.178
10	25.205	43.745	19.463	1:28.413
11	25.499	33.943	16.920	1:16.362
AVG	25.908	33.580	17.712	1:19.645
IDEAL	25.049	31.871	16.674	1:13.594

50 Billy R Laninovich
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.221	33.258	17.963	-

52 Thomas K Hahn
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	27.140	32.138	16.880	1:16.158
3	26.343	31.952	15.936	1:14.231
4	30.597	31.943	15.655	1:18.195
5	25.673	33.273	15.968	1:14.914
6	26.021	46.577	21.559	1:34.157
7	28.512	31.843	16.493	1:16.848
8	25.383	31.570	16.121	1:13.074
9	32.768	39.214	22.399	1:34.381
10	25.166	37.320	20.316	1:22.802
11	25.450	32.200	15.986	1:13.636
12	33.660	49.892	19.918	1:43.470
AVG	26.314	32.764	16.431	1:16.224
IDEAL	25.166	31.570	15.655	1:12.391

54 Robert S Kiniry
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.474	42.185	21.289	-
2	30.294	31.622	16.326	1:18.242
3	26.149	30.104	15.707	1:11.960
4	25.840	31.546	15.669	1:13.055
5	25.607	30.362	16.853	1:12.822
6	25.613	30.382	15.643	1:11.638
7	25.795	30.698	15.447	1:11.940
8	1:01.031	32.152	44.549	2:17.732
9	24.571	30.698	15.331	1:10.600
10	24.299	30.730	15.201	1:10.230
11	46.137	51.377	18.959	1:56.473
AVG	25.411	30.922	15.772	1:12.561
IDEAL	24.299	30.104	15.201	1:09.604

55 Ryan M Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:06.938	44.011	22.927	-
2	29.276	32.167	16.454	1:17.897
3	25.937	58.489	17.768	1:42.194
4	25.268	31.167	16.143	1:12.578
5	33.422	39.348	18.255	1:31.025
6	24.560	31.779	16.630	1:12.969
7	25.047	31.173	16.817	1:13.037
8	38.969	54.685	22.872	1:56.526
9	24.984	33.553	24.793	1:23.330
10	24.178	32.010	15.895	1:12.083
11	37.414	55.283	21.321	1:54.018
AVG	24.996	31.975	16.852	1:15.316
IDEAL	24.178	31.167	15.895	1:11.240

62 Ryan M Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	53.847	36.034	17.813	-
2	27.129	32.454	16.088	1:15.671
3	25.592	31.056	15.669	1:12.317
4	25.223	31.307	15.534	1:12.064
5	25.167	31.227	16.123	1:12.517
6	24.313	30.874	15.459	1:10.646

75 Broc Oneal Tickle
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
7	24.318	32.475	18.219	1:15.012
8	34.593	36.627	16.713	1:27.933
9	24.124	30.653	15.692	1:10.469
10	36.184	39.859	17.137	1:33.180
11	23.882	31.004	15.506	1:10.392
12	23.974	31.312	15.619	1:10.905
13	24.154	31.061	15.637	1:10.852
AVG	24.745	32.197	16.388	1:12.351
IDEAL	23.882	30.653	15.459	1:09.994

76 Tucker J Hibbert
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.504	37.729	18.775	-
2	26.853	33.347	16.605	1:16.805
3	26.125	32.324	16.343	1:14.792
4	25.678	32.074	16.634	1:14.386
5	26.614	32.415	16.242	1:15.271
6	26.425	33.552	16.218	1:16.195
7	26.126	33.036	20.012	1:19.174
8	1:01.827	31.382	16.803	1:50.012
9	25.912	31.773	16.044	1:13.729
10	25.366	32.238	16.018	1:13.622
11	25.063	31.814	16.054	1:12.931
12	31.909	41.193	16.657	1:29.759
AVG	26.018	32.396	16.581	1:15.212
IDEAL	25.063	31.382	16.018	1:12.463

105 Darcy G Lange
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:09.890	45.598	24.292	-
2	29.501	1:02.663	16.610	1:48.774
3	26.210	33.537	19.328	1:19.075
4	26.182	40.218	16.282	1:22.682
5	25.787	32.544	16.102	1:14.433
6	32.998	33.878	16.113	1:22.989
7	25.545	33.124	16.172	1:14.841
8	25.447	31.367	15.918	1:12.732
9	30.851	1:03.617	18.709	1:53.177
10	25.478	33.804	16.396	1:15.678
11	24.997	31.968	15.920	1:12.885
AVG	26.143	32.889	16.469	1:16.914
IDEAL	24.997	31.367	15.918	1:12.282

105 Darcy G Lange
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:14.802	51.792	23.010	-
2	26.398	32.316	16.391	1:15.105
3	25.176	31.156	15.964	1:12.296
4	25.284	31.135	15.607	1:12.026
5	25.300	31.023	15.784	1:12.107
6	35.504	42.935	20.074	1:38.513
7	24.784	30.656	15.833	1:11.273
8	24.788	30.297	16.103	1:11.188
9	2:12.347	1:12.034	23.505	3:47.886

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



INDIVIDUAL TIMES - QUALIFYING SESSION #3

105 Darcy G Lange
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	24.084	31.280	15.884	1:11.248
AVG	24.084	31.280	15.884	1:11.248
IDEAL	24.084	30.297	15.607	1:09.988

114 Justin D Brayton
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.161	39.444	18.717	-
2	32.204	34.257	16.693	1:23.154
3	29.870	32.427	16.251	1:18.548
4	25.896	30.818	16.133	1:12.847
5	28.620	30.897	19.054	1:18.571
6	25.245	30.947	16.164	1:12.356
7	1:02.364	43.367	21.063	2:06.794
8	24.883	31.009	16.288	1:12.180
9	53.867	54.504	19.063	2:07.434
10	24.772	30.882	15.999	1:11.653
11	37.676	1:01.057	16.197	1:54.930
AVG	25.883	31.605	17.056	1:15.616
IDEAL	24.772	30.818	15.999	1:11.589

116 Ryan Morais
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.918	36.831	18.087	-
2	27.714	31.911	16.029	1:15.654
3	26.990	32.114	16.230	1:15.334
4	26.210	31.912	15.955	1:14.077
5	26.064	31.349	15.771	1:13.184
6	25.664	30.806	15.800	1:12.270
7	40.144	42.579	21.127	1:43.850
8	25.253	46.104	22.501	1:33.858
9	25.347	47.542	15.503	1:28.392
10	25.395	30.792	15.696	1:11.883
11	25.068	30.770	15.718	1:11.556
12	38.429	39.250	23.715	1:41.394
AVG	25.967	32.061	16.088	1:13.423
IDEAL	25.068	30.770	15.503	1:11.341

121 Branden L Jesseman
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:04.636	44.492	20.144	-
2	26.489	33.367	16.500	1:16.356
3	25.705	32.752	16.314	1:14.771
4	32.621	32.247	16.126	1:20.994
5	25.866	31.906	16.296	1:14.068
6	36.728	32.205	16.397	1:25.330
7	25.739	41.301	17.845	1:24.885
8	25.586	32.360	16.346	1:14.292
9	1:04.061	38.964	18.865	2:01.890
10	25.548	39.401	17.131	1:22.080
11	25.262	1:14.132	17.233	1:56.627

AVG	25.742	32.473	16.905	1:19.097
IDEAL	25.262	31.906	16.126	1:13.294

157 Sean L Hackley
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	59.793	41.221	18.572	-
2	26.531	33.988	16.479	1:16.998
3	26.217	33.170	16.189	1:15.576
4	26.203	32.968	16.612	1:15.783
5	26.210	33.272	16.433	1:15.915
6	1:16.406	32.866	16.292	2:05.564
7	26.140	32.875	16.256	1:15.271
8	26.428	33.590	16.537	1:16.555
9	37.915	1:03.989	26.474	2:08.378
10	25.943	32.839	16.497	1:15.279
11	35.153	42.461	21.171	1:38.785
AVG	26.239	33.196	16.652	1:15.911
IDEAL	25.943	32.839	16.189	1:14.971

168 Zach M Osborne
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	58.326	37.275	21.051	-
2	29.986	33.962	17.454	1:21.402
3	27.614	34.229	16.759	1:18.602
4	25.794	33.456	17.266	1:16.516
5	25.905	32.702	16.411	1:15.018
6	3:26.500	34.030	17.724	4:18.254
7	25.600	31.790	16.429	1:13.819
8	1:28.540	49.589	23.182	2:41.311
9	25.724	44.720	21.571	1:32.015
AVG	26.771	33.921	17.007	1:17.071
IDEAL	25.600	31.790	16.411	1:13.801

532 Ricky L Renner
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:05.055	43.797	21.258	-
2	27.459	34.339	17.959	1:19.757
3	26.190	38.295	17.147	1:21.632
4	26.152	34.003	22.794	1:22.949
5	25.834	33.414	16.907	1:16.155
6	25.630	33.180	16.879	1:15.689
7	25.721	54.387	19.305	1:39.413
8	56.619	33.394	19.468	1:49.481
9	27.415	37.760	18.203	1:23.378
10	27.492	33.256	17.028	1:17.776
11	25.246	1:12.805	18.243	1:56.294
AVG	26.349	34.705	17.904	1:19.619
IDEAL	25.246	33.180	16.879	1:15.305

609 Matt Boni
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.496	41.081	19.415	-
2	28.408	32.347	16.207	1:16.962

3	26.232	31.773	15.980	1:13.985
4	25.801	32.672	16.379	1:14.852
5	25.360	31.828	16.400	1:13.588
6	25.713	32.244	16.392	1:14.349
7	1:19.951	42.665	20.000	2:22.616
8	25.036	35.284	20.099	1:20.419
9	25.205	1:15.491	21.411	2:02.107
10	25.637	36.042	15.981	1:17.660
11	25.661	32.637	16.383	1:14.681
AVG	25.929	32.956	16.213	1:15.609
IDEAL	25.036	31.773	15.980	1:12.789

800 Mike A Alessi
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.674	33.691	17.983	-
2	26.253	32.701	16.081	1:15.035
3	25.676	32.131	16.155	1:13.962
4	34.301	48.553	31.891	1:54.745
5	25.101	32.120	15.961	1:13.182
6	25.600	46.162	33.444	1:45.206
7	25.468	31.294	15.694	1:12.456
8	25.730	1:06.872	19.748	1:52.350
9	25.373	31.916	16.181	1:13.470
10	1:03.587	55.102	16.732	2:15.421
11	24.949	31.874	15.757	1:12.580
AVG	25.519	32.247	16.318	1:13.448
IDEAL	24.949	31.294	15.694	1:11.937

801 Jeff Alessi
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:03.228	36.377	26.851	-
2	28.207	34.829	16.515	1:19.551
3	33.121	32.516	16.546	1:22.183
4	1:09.094	33.093	22.667	2:04.854
5	25.666	33.031	16.122	1:14.819
6	36.694	44.777	16.156	1:37.627
7	25.097	39.688	50.766	1:55.551
8	25.597	32.128	15.825	1:13.550
9	25.241	1:44.038	22.578	2:31.857
10	25.043	32.230	15.904	1:13.177
AVG	25.809	33.458	16.178	1:16.656
IDEAL	25.043	32.128	15.825	1:12.996