



INDIVIDUAL TIMES - NON-SEEDS PRACTICE #1 GROUP B

**56** Shaun J Skinner  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>48.435</del>	<del>48.435</del>	-	-
2	17.186	17.186	-	1:02.778
3	16.515	16.515	-	1:01.021
4	18.558	18.558	-	1:05.135
5	16.857	16.857	-	1:01.363
6	16.814	16.814	-	1:01.115
7	16.903	16.903	-	1:00.588
8	2:51.967	2:51.967	-	3:37.671
9	16.952	16.952	-	1:00.716
10	16.064	16.064	-	58.947
11	16.153	16.153	-	59.093
12	28.310	28.310	-	1:20.114
AVG	32.025	32.025	-	1:17.140
IDEAL	-	-	-	-

**73** Adam B Chatfield  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.659</del>	<del>50.659</del>	-	-
2	17.078	17.078	-	1:03.207
3	17.131	17.131	-	1:01.203
4	17.936	17.936	-	1:57.613
5	17.125	17.125	-	1:01.287
6	16.749	16.749	-	1:01.082
7	16.565	16.565	-	1:00.276
8	16.594	16.594	-	1:00.128
9	29.729	29.729	-	1:43.347
10	17.073	17.073	-	1:01.784
11	17.459	17.459	-	1:11.789
12	18.600	18.600	-	1:10.510
13	16.899	16.899	-	1:04.314
AVG	18.245	18.245	-	1:11.378
IDEAL	-	-	-	-

**125** Daniel M Blair  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.790</del>	<del>51.790</del>	-	-
2	17.428	17.428	-	1:04.086
3	17.354	17.354	-	1:07.487
4	16.546	16.546	-	1:00.978
5	17.027	17.027	-	1:01.708
6	16.496	16.496	-	59.684
7	25.392	25.392	-	1:20.772
8	16.087	16.087	-	1:08.840
9	16.236	16.236	-	58.820
10	23.322	23.322	-	1:15.463
11	16.353	16.353	-	1:04.990
12	16.532	16.532	-	59.947
13	26.096	26.096	-	1:25.602
AVG	18.739	18.739	-	1:07.365
IDEAL	-	-	-	-

**134** Kyle D Beaton  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>47.665</del>	<del>47.665</del>	-	-
2	17.168	17.168	-	1:00.974
3	16.765	16.765	-	1:02.053
4	16.738	16.738	-	1:08.952
5	20.635	20.635	-	1:09.072
6	16.226	16.226	-	1:00.203
7	16.076	16.076	-	59.053
8	23.936	23.936	-	2:30.378
9	16.221	16.221	-	59.045
AVG	17.971	17.971	-	1:13.716
IDEAL	-	-	-	-

**149** Casey J Hinson  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.779</del>	<del>49.779</del>	-	-
2	19.561	19.561	-	1:06.453
3	19.020	19.020	-	1:04.207
4	18.775	18.775	-	1:32.101
5	20.374	20.374	-	1:14.857
6	19.479	19.479	-	1:30.853
7	18.016	18.016	-	1:03.515
8	17.061	17.061	-	1:02.981
9	30.714	30.714	-	1:47.754
10	16.959	16.959	-	1:02.021
11	29.052	29.052	-	1:32.347
12	16.838	16.838	-	1:02.505
AVG	20.532	20.532	-	1:16.327
IDEAL	-	-	-	-

**167** Andy Bakken  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>48.475</del>	<del>48.475</del>	-	-
2	17.559	17.559	-	1:03.006
3	17.489	17.489	-	1:05.201
4	17.582	17.582	-	1:09.230
5	16.756	16.756	-	1:02.161
6	20.210	20.210	-	1:53.158
7	16.839	16.839	-	1:00.754
8	18.171	18.171	-	1:06.248
9	16.792	16.792	-	1:29.253
10	16.776	16.776	-	1:07.574
11	17.146	17.146	-	2:08.405
12	17.397	17.397	-	1:02.281
AVG	17.520	17.520	-	1:17.025
IDEAL	-	-	-	-

**221** Tiger Lacey  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>47.114</del>	<del>47.114</del>	-	-
2	17.290	17.290	-	1:00.394

3	16.968	16.968	-	1:00.674
4	16.765	16.765	-	1:00.547
5	1:22.789	1:22.789	-	2:06.858
6	16.488	16.488	-	59.109
7	19.952	19.952	-	1:13.552
8	20.619	20.619	-	1:07.156
9	16.525	16.525	-	1:00.181
10	15.921	15.921	-	58.654
11	42.337	42.337	-	1:49.070
12	16.234	16.234	-	59.172
13	23.890	23.890	-	1:33.791
AVG	24.827	24.827	-	1:13.064
IDEAL	-	-	-	-

**240** Bradley R Graham  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.609</del>	<del>49.609</del>	-	-
2	20.868	20.868	-	1:05.988
3	19.279	19.279	-	1:06.704
4	17.000	17.000	-	1:10.275
5	17.181	17.181	-	1:05.943
6	16.422	16.422	-	1:00.132
7	16.606	16.606	-	58.865
8	18.504	18.504	-	2:20.302
9	16.504	16.504	-	58.545
10	21.905	21.905	-	1:10.331
11	16.469	16.469	-	1:05.488
12	16.429	16.429	-	58.561
13	21.571	21.571	-	1:11.009
AVG	18.228	18.228	-	1:11.012
IDEAL	-	-	-	-

**252** Justin F Keeney  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>44.424</del>	<del>44.424</del>	-	-
2	17.598	17.598	-	1:01.435
3	16.869	16.869	-	2:02.637
4	16.492	16.492	-	1:00.219
5	20.747	20.747	-	1:06.133
6	16.285	16.285	-	58.770
7	16.242	16.242	-	59.614
8	18.377	18.377	-	2:14.276
9	15.867	15.867	-	57.439
10	17.290	17.290	-	1:09.415
11	15.944	15.944	-	1:07.224
12	16.558	16.558	-	1:24.128
AVG	17.115	17.115	-	1:16.481
IDEAL	-	-	-	-

**275** Matty Dowell  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.617</del>	<del>49.617</del>	-	-
2	17.313	17.313	-	1:02.159
3	17.796	17.796	-	1:04.377



INDIVIDUAL TIMES - NON-SEEDER PRACTICE #1 GROUP B

**275** Matty Dowell  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	16.682	16.682	-	1:01.384
5	16.537	16.537	-	1:01.129
6	17.140	17.140	-	1:10.962
7	16.765	16.765	-	59.897
8	23.127	23.127	-	1:12.959
9	16.482	16.482	-	1:03.547
10	15.785	15.785	-	59.083
11	19.441	19.441	-	1:10.025
12	19.005	19.005	-	1:05.163
13	16.597	16.597	-	1:00.024
14	23.619	23.619	-	1:10.578
AVG	18.289	18.289	-	1:04.977
IDEAL	-	-	-	-

**317** Jimmy P Hazel  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.289</del>	<del>55.289</del>	-	-
2	17.871	17.871	-	1:03.801
3	16.903	16.903	-	1:10.359
4	17.399	17.399	-	1:34.412
5	24.746	24.746	-	1:12.691
6	16.567	16.567	-	1:01.410
7	24.086	24.086	-	2:26.254
8	16.679	16.679	-	1:01.622
9	16.796	16.796	-	1:02.088
10	22.215	22.215	-	1:28.358
11	16.868	16.868	-	1:03.278
12	23.374	23.374	-	1:23.270
AVG	19.409	19.409	-	1:18.868
IDEAL	-	-	-	-

**357** Cale A Wallace  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.814</del>	<del>50.814</del>	-	-
2	18.014	18.014	-	1:04.321
AVG	18.014	18.014	-	1:04.321
IDEAL	-	-	-	-

**368** Phillip R Thorstensen  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.278</del>	<del>51.278</del>	-	-
2	19.161	19.161	-	1:08.431
3	18.878	18.878	-	1:09.403
4	18.609	18.609	-	1:12.037
5	3:15.650	3:15.650	-	4:05.150
6	17.290	17.290	-	1:05.029
7	18.799	18.799	-	1:06.056
8	18.650	18.650	-	1:14.475
9	19.511	19.511	-	1:15.074
10	17.169	17.169	-	1:05.036

11	17.626	17.626	-	1:08.309
AVG	34.452	34.452	-	1:25.210
IDEAL	-	-	-	-

**410** Eric J Mccrummen  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.115</del>	<del>50.115</del>	-	-
2	18.623	18.623	-	1:03.552
3	17.911	17.911	-	1:01.685
4	16.348	16.348	-	1:04.736
5	16.163	16.163	-	59.429
6	18.436	18.436	-	1:08.160
7	15.783	15.783	-	1:06.087
8	15.639	15.639	-	58.095
9	18.438	18.438	-	1:10.539
10	15.417	15.417	-	57.260
11	2:24.616	2:24.616	-	3:19.071
12	15.797	15.797	-	57.255
AVG	28.470	28.470	-	1:15.079
IDEAL	-	-	-	-

**417** Travis Smith  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.695</del>	<del>51.695</del>	-	-
2	20.241	20.241	-	1:13.134
3	17.964	17.964	-	1:11.795
4	26.638	26.638	-	1:21.992
5	20.350	20.350	-	1:09.749
6	25.205	25.205	-	1:12.221
7	17.155	17.155	-	1:06.198
8	24.484	24.484	-	2:37.078
9	17.590	17.590	-	1:13.357
10	18.390	18.390	-	1:10.371
11	19.403	19.403	-	1:10.328
12	17.594	17.594	-	1:10.341
AVG	20.456	20.456	-	1:19.688
IDEAL	-	-	-	-

**586** Dennis J Ewing  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.298</del>	<del>49.298</del>	-	-
2	18.842	18.842	-	1:07.779
3	18.776	18.776	-	1:04.975
4	18.526	18.526	-	1:08.412
5	18.620	18.620	-	1:08.369
6	17.536	17.536	-	1:03.669
7	17.401	17.401	-	1:02.210
8	38.491	38.491	-	2:30.351
9	17.225	17.225	-	1:02.584
10	17.655	17.655	-	1:04.207
11	28.035	28.035	-	1:22.386
12	17.309	17.309	-	1:10.876
AVG	20.765	20.765	-	1:15.074
IDEAL	-	-	-	-

**703** Ricky A Yorks  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>50.761</del>	<del>50.761</del>	-	-
2	17.824	17.824	-	1:05.166
3	19.505	19.505	-	1:51.640
4	19.516	19.516	-	1:24.387
5	17.352	17.352	-	1:03.722
6	19.697	19.697	-	1:42.278
7	17.313	17.313	-	1:03.774
8	20.478	20.478	-	1:22.977
9	19.635	19.635	-	1:38.626
10	17.114	17.114	-	1:03.699
11	26.782	26.782	-	1:29.100
12	17.640	17.640	-	1:03.810
AVG	19.351	19.351	-	1:20.835
IDEAL	-	-	-	-

**706** Carlos J Gonzalez  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>49.068</del>	<del>49.068</del>	-	-
2	17.627	17.627	-	1:18.502
3	24.288	24.288	-	2:24.322
4	20.185	20.185	-	1:43.468
5	21.405	21.405	-	1:07.613
6	17.816	17.816	-	1:01.302
7	21.665	21.665	-	2:06.739
8	17.953	17.953	-	1:00.817
9	22.221	22.221	-	1:15.071
10	16.652	16.652	-	1:00.963
11	21.743	21.743	-	1:14.534
AVG	20.155	20.155	-	1:25.333
IDEAL	-	-	-	-

**776** Aron Harvey  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>46.530</del>	<del>46.530</del>	-	-
2	17.390	17.390	-	1:02.660
3	17.122	17.122	-	1:02.394
4	16.950	16.950	-	1:18.568
5	16.948	16.948	-	1:47.512
6	16.331	16.331	-	1:00.175
7	16.665	16.665	-	1:01.112
8	28.098	28.098	-	1:25.484
9	16.683	16.683	-	1:00.024
10	16.789	16.789	-	1:00.428
11	32.312	32.312	-	2:37.438
12	16.966	16.966	-	1:00.023
AVG	19.296	19.296	-	1:17.802
IDEAL	-	-	-	-

**805** Turbo V Reif  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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INDIVIDUAL TIMES - NON-SEEDER PRACTICE #1 GROUP B

805

Turbo V Reif  
 Honda CRF250R

AVG	19.526	19.526	-	1:11.476
IDEAL	-	-	-	-

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>48.453</del>	<del>48.453</del>	-	-
2	18.336	18.336	-	1:03.425
3	18.317	18.317	-	1:03.212
4	16.868	16.868	-	1:01.833
5	17.234	17.234	-	1:01.541
6	16.683	16.683	-	1:00.801
7	16.840	16.840	-	1:00.965
8	16.112	16.112	-	1:00.046
9	38.533	38.533	-	1:25.449
10	16.521	16.521	-	1:00.631
11	29.057	29.057	-	1:23.043
12	16.580	16.580	-	1:00.012
13	26.142	26.142	-	1:25.876
14	16.436	16.436	-	59.473
AVG	20.281	20.281	-	1:06.639
IDEAL	-	-	-	-

931

Danny R Bajza  
 Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>54.621</del>	<del>54.621</del>	-	-
2	22.413	22.413	-	1:11.284
3	17.134	17.134	-	1:13.534
4	20.093	20.093	-	1:12.444
5	19.002	19.002	-	1:23.767
6	17.340	17.340	-	1:04.181
7	25.218	25.218	-	1:15.591
8	17.703	17.703	-	1:09.775
9	19.989	19.989	-	1:10.658
10	17.564	17.564	-	1:10.618
11	16.690	16.690	-	1:02.302
12	27.230	27.230	-	1:26.298
13	16.485	16.485	-	1:01.205
AVG	19.738	19.738	-	1:11.805
IDEAL	-	-	-	-

951

Davide Degli Esposti  
 Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.863</del>	<del>52.863</del>	-	-
2	21.196	21.196	-	1:09.687
3	17.077	17.077	-	1:03.701
4	17.053	17.053	-	1:09.246
5	17.797	17.797	-	1:08.598
6	16.531	16.531	-	1:00.795
7	25.757	25.757	-	1:13.020
8	16.301	16.301	-	59.737
9	25.943	25.943	-	1:22.146
10	16.270	16.270	-	59.398
11	27.515	27.515	-	2:05.665
12	16.332	16.332	-	1:04.761
13	16.545	16.545	-	1:00.961

**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