



INDIVIDUAL TIMES - NON-SEEDING PRACTICE #1 GROUP B

71 Kyle D. Keyton
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	29.966	-
2	23.043	14.926	20.732	58.701
3	23.318	14.857	21.644	59.819
4	31.441	15.565	22.082	1:09.088
5	22.879	14.665	20.478	58.022
6	1:16.578	17.163	22.768	1:56.509
7	23.444	15.301	21.112	59.857
8	23.555	14.969	21.159	59.683
9	23.703	14.886	21.717	1:00.306
AVG	23.324	15.292	21.462	1:00.782
IDEAL	22.879	14.665	20.478	58.022

79 Justin M. Sipes
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.137	-
2	25.753	18.767	22.542	1:07.062
3	23.561	15.381	21.782	1:00.724
4	22.955	14.784	21.773	59.512
5	25.660	15.573	23.677	1:04.910
6	23.262	15.442	21.303	1:00.007
7	2:26.292	1:52.426	1:46.882	3:13.815
8	23.449	18.615	30.812	1:12.876
AVG	24.107	15.295	22.215	1:02.443
IDEAL	22.955	14.784	21.303	59.042

97 Tyson D. Hadsell
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	28.810	-
2	25.886	25.444	21.469	1:12.799
3	23.524	14.718	21.287	59.529
4	24.088	15.646	31.605	1:11.339
5	1:29.200	27.370	29.304	2:25.874
6	23.284	14.758	21.381	59.423
7	38.041	26.466	36.268	1:40.775
8	23.647	15.032	21.479	1:00.158
AVG	24.086	15.039	21.404	59.703
IDEAL	23.284	14.718	21.287	59.289

158 Justin Buckelew
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.889	15.111	22.491	1:49.491
3	22.364	14.524	21.409	58.297
4	23.300	14.775	21.481	59.556
5	32.270	17.755	27.540	1:17.565
6	2:47.726	22.747	29.820	3:40.293
7	26.592	18.828	26.097	1:11.517
AVG	24.085	14.803	21.794	58.927
IDEAL	22.364	14.524	21.409	58.297

192 Cameron P. Lansing
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.794	-
2	30.861	19.596	25.685	1:16.142
3	23.572	15.072	21.461	1:00.105
4	22.979	15.058	21.025	59.062
5	45.174	18.411	38.698	1:42.283
6	22.938	34.538	37.929	1:35.405
7	1:14.485	24.324	29.169	2:07.978
8	23.133	15.618	21.204	59.955
AVG	23.156	15.249	22.121	59.707
IDEAL	22.938	15.058	21.025	59.021

270 Nathan H. Skaggs
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	30.128	-
AVG	-	-	30.128	-
IDEAL	-	-	-	-

333 Geddy L. Karle
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	23.662	16.740	22.597	1:02.999
3	25.374	17.096	22.217	1:04.687
4	23.329	15.564	22.632	1:01.525
5	29.041	15.765	23.215	1:08.021
6	23.820	17.934	29.785	1:11.539
7	23.874	19.485	25.699	1:09.058
8	25.485	17.530	22.057	1:05.072
9	56.674	15.472	22.921	1:35.067
10	24.316	15.695	22.166	1:02.177
AVG	24.266	16.475	22.938	1:05.635
IDEAL	23.329	15.472	22.057	1:00.858

352 Kevin W. Markwardt
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	23.583	15.659	23.461	1:02.703
3	27.114	23.858	25.153	1:16.125
4	54.339	16.473	25.432	1:36.244
5	28.392	17.497	23.429	1:09.318
6	1:12.367	15.670	27.806	1:55.843
AVG	25.349	16.325	25.056	1:06.011
IDEAL	23.583	15.659	23.429	1:02.671

371 Bruce L. Dehn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	25.359	-
2	25.349	16.329	21.974	1:03.652
3	24.461	16.174	21.543	1:02.178
4	23.388	14.684	21.779	59.851
5	23.835	16.151	22.450	1:02.436

6	24.314	15.719	22.264	1:02.297
7	24.187	16.410	22.290	1:02.887
8	24.890	16.813	27.542	1:09.245
9	23.940	15.614	22.099	1:01.653
10	23.647	14.374	22.088	1:00.109
11	24.156	15.044	21.941	1:01.141
AVG	24.226	15.730	22.368	1:02.522
IDEAL	23.388	14.374	21.543	59.305

385 Adam D. Gulley
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	26.530	-
2	24.048	16.485	22.317	1:02.850
3	23.928	15.591	22.527	1:02.046
4	24.110	15.575	22.061	1:01.746
5	24.275	15.710	23.260	1:03.245
6	2:05.191	23.890	28.736	2:57.817
7	23.363	17.938	25.040	1:06.341
8	23.703	15.133	21.804	1:00.640
AVG	23.905	16.072	22.835	1:02.811
IDEAL	23.363	15.133	21.804	1:00.300

466 Kerry N. Moore
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	26.263	17.872	24.103	1:08.238
3	24.424	15.976	22.927	1:03.327
4	33.496	19.219	27.937	1:20.652
5	23.795	15.223	22.530	1:01.548
6	1:16.833	19.790	35.838	2:12.461
7	24.538	23.097	28.229	1:15.864
8	25.052	15.509	23.113	1:03.674
AVG	24.814	16.145	23.168	1:04.197
IDEAL	23.795	15.223	22.530	1:01.548

521 Kyle M. Gills
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.999	16.612	25.327	-
2	23.990	16.107	21.624	1:01.721
3	1:11.553	19.218	26.560	1:57.331
4	23.216	15.028	21.492	59.736
5	31.133	19.227	27.945	1:18.305
6	23.572	15.071	22.030	1:00.673
7	1:06.867	18.998	23.663	1:49.528
8	23.471	15.449	22.351	1:01.271
AVG	23.562	15.653	22.748	1:00.850
IDEAL	23.216	15.028	21.492	59.736

610 Christopher R. Tracy
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	26.409	-
2	24.297	16.734	24.762	1:05.793
3	24.346	15.569	26.578	1:06.493



INDIVIDUAL TIMES - NON-SEED PRACTICE #1 GROUP B

610

Christopher R. Tracy
Kawasaki KX250F

AVG	23.192	15.511	22.269	1:00.745
IDEAL	22.673	14.825	21.206	58.704

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	1:13.305	15.725	25.956	1:54.986
5	28.972	19.020	25.663	1:13.655
6	25.115	24.590	36.113	1:25.818
7	24.361	16.476	27.285	1:08.122
8	24.834	16.201	42.339	1:23.374
AVG	25.821	16.134	26.301	1:10.889
IDEAL	24.297	15.569	24.762	1:04.628

677

Jason R. Hussey
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	23.206	15.801	21.554	1:00.561
3	24.180	14.843	22.023	1:01.046
4	28.018	14.893	23.295	1:06.206
5	23.069	14.937	21.026	59.032
6	4:58.704	15.472	22.493	5:36.669
7	22.520	14.548	21.207	58.275
AVG	23.244	15.082	21.933	1:01.024
IDEAL	22.520	14.548	21.026	58.094

710

Christopher Haack
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.029	19.991	27.038	-
2	24.815	18.217	23.222	1:06.254
3	24.390	21.371	32.474	1:18.235
4	24.640	15.864	23.462	1:03.966
5	2:02.753	20.642	24.614	2:48.009
6	27.915	22.376	25.999	1:16.290
7	24.354	15.807	24.050	1:04.211
AVG	25.223	16.629	24.731	1:07.680
IDEAL	24.354	15.807	23.222	1:03.383

713

Chad G. Cook
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	47.216	20.677	26.539	-
2	23.958	15.405	21.555	1:00.918
3	23.964	14.972	22.088	1:01.024
4	55.247	27.518	29.247	1:52.012
AVG	23.961	15.189	21.822	1:00.971
IDEAL	23.958	14.972	21.555	1:00.485

779

Augie L. Lieber
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	24.091	18.607	38.339	1:21.037
3	22.877	16.827	24.359	1:04.063
4	23.344	14.882	21.206	59.432
5	2:05.901	20.477	28.865	2:55.243
6	22.977	25.982	30.310	1:19.269
7	22.673	14.825	21.243	58.741

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