



LAS VEGAS

SAM BOYD STADIUM - LAS VEGAS, NV

ROUND 1 OF 1 - MAY 3, 2008

Dave Coombs East-West Shootout

INDIVIDUAL TIMES - WEST PRACTICE #1

1W Jason D. Lawrence
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:02.512	26.437	36.075	-
2	33.095	20.461	24.480	1:18.036
3	32.583	19.443	21.638	1:13.664
4	32.559	19.481	21.008	1:13.048
5	1:32.148	24.884	33.952	2:30.984
6	1:42.525	29.555	40.201	2:52.281
AVG	32.746	19.795	22.375	1:14.916
IDEAL	32.559	19.443	21.008	1:13.010

28 Ryan M. Dungey
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	45.428	20.062	25.366	-
2	1:22.817	21.461	20.460	2:04.738
3	32.895	19.300	20.552	1:12.747
4	36.018	20.506	21.436	1:17.960
5	33.596	18.844	20.960	1:13.400
6	39.013	19.847	23.437	1:22.297
7	32.600	19.055	20.747	1:12.402
8	33.221	18.826	20.620	1:12.667
AVG	34.557	19.738	21.173	1:15.246
IDEAL	32.600	18.826	20.460	1:11.886

30 Jake T. Weimer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	41.504	20.738	20.766	-
2	34.745	20.278	20.570	1:15.593
3	33.615	20.464	42.760	1:36.839
4	33.723	19.947	20.561	1:14.231
5	45.747	59.756	47.740	1:55.861
6	34.379	19.994	56.780	1:51.153
7	1:58.352	19.909	21.554	2:39.815
AVG	34.116	20.222	20.863	1:14.912
IDEAL	33.615	19.909	20.561	1:14.085

32 Thomas K. Hahn
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.732	22.318	21.414	-
2	1:20.093	23.023	21.016	2:04.132
3	33.248	19.702	23.803	1:16.753
4	37.916	23.321	37.567	1:38.804
5	33.283	19.790	21.910	1:14.983
6	53.512	30.924	23.544	1:47.980
7	33.410	20.448	41.389	1:35.247
AVG	34.464	21.434	22.337	1:15.868
IDEAL	33.248	19.702	21.016	1:13.966

45 Robert S. Kiniry
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.415	21.007	23.408	-
2	35.232	20.904	37.046	1:33.182

3 35.720 20.101 27.592 1:23.413
4 ~~33.574~~ ~~19.510~~ ~~22.910~~ ~~1:15.994~~
5 49.560 32.388 35.480 1:57.428
6 34.085 19.578 ~~22.596~~ 1:16.259
7 47.529 20.650 32.636 1:40.815

AVG 34.866 20.264 22.971 1:19.770
IDEAL 33.574 19.510 22.596 1:15.680

51 Austin L. Stroupe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	21.131	-
2	33.125	19.781	21.060	1:13.966
3	53.921	36.307	43.218	2:13.446
4	32.671	22.233	21.980	1:16.884
5	32.615	19.438	21.594	1:13.647
6	32.798	19.165	21.044	1:13.007
7	1:30.473	29.072	32.831	2:32.376
AVG	32.802	20.154	21.362	1:14.376
IDEAL	32.615	19.165	21.044	1:12.824

52 Matthew J. Lemoine
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	23.730	-
2	34.310	19.804	23.420	1:17.534
3	34.033	20.273	23.197	1:17.503
4	34.025	20.627	24.022	1:18.674
5	34.855	20.192	36.783	1:31.830
6	33.648	20.188	22.618	1:16.454
7	33.899	19.727	23.644	1:17.270
8	1:56.930	32.412	30.575	2:59.917
AVG	34.128	20.135	23.439	1:17.487
IDEAL	33.648	19.727	22.618	1:15.993

58 Kyle B. Cunningham
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:00.901	51.147	39.892	-
2	35.570	20.948	22.710	1:19.228
3	41.347	21.201	25.412	1:27.960
4	34.253	20.604	22.731	1:17.588
5	33.648	20.366	22.773	1:16.785
6	46.124	20.945	25.032	1:32.101
7	41.432	20.954	22.015	1:24.401
AVG	34.490	20.836	23.446	1:23.011
IDEAL	33.646	20.366	22.015	1:16.027

60 Broc D. Hepler
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	50.361	25.306	25.055	-
2	35.945	19.944	22.314	1:18.203
3	34.573	20.524	35.056	1:30.153
4	2:31.944	20.804	22.323	3:15.071
5	40.154	19.490	21.034	1:20.678
6	35.109	19.155	20.619	1:14.883

AVG 36.445 19.983 21.573 1:17.921
IDEAL 34.573 19.155 20.619 1:14.347

73 Adam B. Chatfield
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	37.065	23.046	26.399	1:26.510
3	35.457	22.229	26.139	1:23.825
4	35.119	21.109	25.522	1:21.750
5	1:43.450	34.312	44.329	3:02.091
6	34.468	20.590	25.033	1:20.091
7	51.751	33.250	39.643	2:04.644
AVG	35.527	21.744	25.773	1:23.044
IDEAL	34.468	20.590	25.033	1:20.091

74 Chris Blose
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	56.043	22.527	33.516	-
2	38.801	23.789	32.393	1:34.983
3	35.178	21.062	26.078	1:22.318
4	50.915	25.961	32.717	1:49.593
5	37.350	25.618	31.866	1:34.834
6	37.217	22.703	30.987	1:30.907
7	38.280	22.010	31.150	1:31.440
AVG	37.365	22.418	29.405	1:30.896
IDEAL	35.178	21.062	26.078	1:22.318

86 Michael L. Willard
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	36.754	20.819	26.100	1:23.673
3	37.398	32.602	35.669	1:45.669
4	34.638	20.509	24.933	1:20.080
5	1:12.629	21.646	42.887	2:17.162
6	37.309	20.336	32.030	1:29.675
7	34.150	20.179	24.259	1:18.588
8	47.154	21.710	41.379	1:50.243
AVG	36.050	20.867	25.097	1:23.004
IDEAL	34.150	20.179	24.259	1:18.588

99 Wil A. Hahn
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	24.981	-
2	33.363	19.713	22.271	1:15.347
3	33.959	20.102	28.087	1:22.148
4	33.825	20.118	30.228	1:24.171
5	35.891	19.947	34.214	1:30.052
6	38.179	21.811	24.754	1:24.744
7	33.906	30.743	29.755	1:34.404
8	1:32.684	20.695	29.444	2:22.823
AVG	34.854	20.398	24.002	1:23.292
IDEAL	33.363	19.713	22.271	1:15.347

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 - WEST PRACTICE #1

114 Justin D. Brayton
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	34.081	25.130	22.616	1:21.827
3	47.540	24.783	32.199	1:44.522
4	33.319	19.648	20.722	1:13.689
5	1:30.872	24.149	37.904	2:32.925
6	33.299	18.925	20.653	1:12.877
7	36.230	21.636	26.587	1:24.453
8	32.926	19.397	31.501	1:23.824
AVG	33.971	19.902	21.330	1:19.334
IDEAL	32.926	18.925	20.653	1:12.504

122 Dan Reardon
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	43.243	21.077	22.166	-
2	32.483	20.087	21.703	1:14.273
3	33.079	20.068	22.048	1:15.195
4	56.715	23.563	36.058	1:56.336
5	38.454	26.804	41.275	1:46.533
6	38.759	25.327	36.980	1:41.066
7	40.682	24.426	40.529	1:45.637
AVG	35.694	21.199	21.972	1:14.734
IDEAL	32.483	20.068	21.703	1:14.254

123 Brett Metcalfe
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	22.169	-
2	32.730	19.661	21.207	1:13.598
3	35.761	27.164	24.817	1:27.742
4	40.589	23.405	23.290	1:27.284
5	36.017	20.688	21.151	1:17.856
6	34.502	19.470	20.778	1:14.750
7	34.818	19.197	20.636	1:14.651
8	32.960	19.129	22.083	1:14.172
9	40.850	19.755	21.030	1:21.635
AVG	34.465	19.650	21.543	1:18.961
IDEAL	32.730	19.129	20.636	1:12.495

183 Michael R. Blose
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	51.516	22.099	29.417	-
2	35.181	23.512	36.875	1:35.568
3	34.818	21.101	36.867	1:32.786
4	38.409	29.980	30.196	1:38.585
5	44.274	21.352	31.164	1:36.790
6	37.584	21.958	32.482	1:32.024
7	34.751	21.717	35.422	1:31.890
AVG	36.149	21.957	31.736	1:34.607
IDEAL	34.751	21.101	30.196	1:26.048

252 Justin F. Keeney
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	44.900	21.700	23.200	-
2	36.312	20.916	24.431	1:21.659
3	37.971	21.272	27.684	1:26.927
AVG	37.142	21.296	25.105	1:24.293
IDEAL	36.312	20.916	24.431	1:21.659

273 Gavin L. Gracyk
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.347	-
2	39.712	20.791	28.720	1:29.223
3	36.667	25.798	37.939	1:40.404
4	1:57.333	20.630	25.862	2:43.825
5	34.705	20.388	24.827	1:19.920
6	35.958	20.608	26.353	1:22.919
7	36.524	20.258	25.478	1:22.260
AVG	36.713	20.535	26.431	1:23.581
IDEAL	34.705	20.258	24.827	1:19.790

615 Jeff S. Northrop
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	54.034	23.437	30.597	-
2	34.729	22.320	32.496	1:29.545
3	38.345	21.977	31.396	1:31.718
4	40.313	23.280	29.942	1:33.535
5	34.440	21.128	26.860	1:22.428
6	1:02.283	22.514	33.385	1:58.182
7	42.976	22.019	28.778	1:33.773
AVG	36.957	22.382	29.515	1:30.200
IDEAL	34.440	21.128	26.860	1:22.428