



INDIVIDUAL TIMES - WEST PRACTICE #2

**1W** Jason D. Lawrence  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:11.229</del>	31.184	40.045	-
2	36.955	19.523	35.477	1:31.955
3	32.892	19.104	21.355	1:13.351
4	38.305	23.845	30.724	1:32.874
5	32.233	18.798	21.432	1:12.463
6	32.248	18.614	21.122	1:11.984
7	1:29.289	32.415	41.093	2:42.797
8	46.018	22.052	27.115	1:35.185
AVG	34.527	19.618	21.303	1:12.599
IDEAL	32.233	18.614	21.122	1:11.969

**28** Ryan M. Dungey  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.985</del>	25.823	26.162	-
2	34.062	18.848	23.169	1:16.079
3	32.418	18.817	21.255	1:12.490
4	32.582	18.955	20.546	1:12.083
5	32.013	18.790	20.841	1:11.644
6	36.142	21.082	21.470	1:18.694
7	31.661	18.564	20.826	1:11.051
8	36.906	19.306	21.848	1:18.060
9	31.771	19.042	20.592	1:11.405
10	31.632	18.755	22.812	1:13.199
11	32.688	19.442	28.081	1:20.211
12	31.338	18.898	20.923	1:11.159
13	31.535	18.806	20.047	1:10.388
AVG	32.896	19.109	21.303	1:13.872
IDEAL	31.338	18.564	20.047	1:09.949

**30** Jake T. Weimer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:05.027</del>	27.511	37.516	-
2	43.376	19.819	22.158	1:25.353
3	33.838	19.440	20.575	1:13.853
4	32.886	19.265	20.934	1:13.085
5	34.283	19.289	20.456	1:14.028
6	33.078	19.097	20.425	1:12.600
7	33.255	18.934	20.409	1:12.598
8	33.033	21.652	49.850	1:44.535
9	1:44.895	25.857	21.111	2:31.863
10	34.593	18.998	20.590	1:14.181
11	33.216	19.172	21.094	1:13.482
AVG	33.523	19.518	20.861	1:14.898
IDEAL	32.886	18.934	20.409	1:12.229

**32** Thomas K. Hahn  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.850</del>	24.796	28.054	-
2	42.095	19.844	21.650	1:23.589
3	34.824	19.583	21.339	1:15.746

**45** Robert S. Kiniry  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	33.237	19.468	20.906	1:13.611
5	48.673	25.620	20.769	1:35.062
6	33.135	19.288	21.461	1:13.884
7	38.430	20.166	20.941	1:19.537
8	32.724	19.138	21.143	1:13.005
9	1:30.763	36.304	42.843	2:49.910
10	43.840	19.535	33.626	1:37.001
AVG	34.265	19.561	21.139	1:16.140
IDEAL	32.724	19.138	20.769	1:12.631

**45** Robert S. Kiniry  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.124</del>	28.473	37.651	-
2	44.365	24.996	23.839	1:33.200
3	34.034	19.664	22.219	1:15.917
4	34.468	19.821	22.375	1:16.664
5	33.374	19.274	22.425	1:15.073
6	50.886	28.738	29.437	1:49.061
7	34.234	19.216	22.795	1:16.245
8	33.538	19.221	22.665	1:15.424
9	49.468	25.249	25.877	1:40.594
10	33.083	19.043	21.795	1:13.921
11	43.871	24.343	36.471	1:44.685
AVG	33.789	19.373	22.999	1:15.541
IDEAL	33.083	19.043	21.795	1:13.921

**51** Austin L. Stroupe  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:09.829</del>	31.750	38.079	-
2	36.762	22.600	24.223	1:23.585
3	41.004	43.038	33.613	1:35.034
4	32.868	19.047	21.604	1:13.519
5	32.520	25.820	31.398	1:29.738
6	32.326	19.777	20.613	1:12.716
7	32.724	18.958	21.476	1:13.158
8	31.789	18.996	21.065	1:11.850
9	1:17.413	27.586	22.699	2:07.698
10	32.149	18.658	22.207	1:13.014
11	34.682	20.867	37.204	1:32.753
AVG	33.228	19.384	21.984	1:14.640
IDEAL	31.789	18.658	20.613	1:11.060

**52** Matthew J. Lemoine  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>51.552</del>	24.646	26.906	-
2	36.273	19.760	21.717	1:17.750
3	33.316	19.121	21.495	1:13.932
4	33.392	19.224	20.838	1:13.454
5	33.244	19.145	21.620	1:14.009
6	33.039	19.230	21.652	1:13.921
7	1:34.520	22.322	32.545	2:29.387
8	33.264	19.045	22.594	1:14.903
9	41.081	19.491	22.664	1:23.236
10	34.123	19.114	21.196	1:14.433

**58** Kyle B. Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	33.420	19.340	21.493	1:14.253
AVG	33.721	19.558	21.676	1:15.414
IDEAL	33.039	19.045	20.838	1:12.922

**58** Kyle B. Cunningham  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>47.766</del>	21.211	26.555	-
2	33.481	20.158	22.082	1:15.721
3	34.315	22.688	32.177	1:29.180
4	32.865	19.589	24.637	1:17.091
5	43.418	19.930	29.189	1:32.537
6	42.138	19.382	23.003	1:24.523
7	33.100	19.460	22.059	1:14.619
8	33.448	19.051	33.214	1:25.713
9	34.651	19.018	23.448	1:17.117
10	33.317	19.365	23.538	1:16.220
11	42.950	26.176	22.280	1:31.406
12	36.724	19.431	30.381	1:26.536
AVG	33.988	19.935	23.007	1:20.747
IDEAL	32.865	19.018	22.059	1:13.942

**60** Broc D. Hepler  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.339</del>	29.698	36.641	-
2	36.189	19.667	22.551	1:18.407
3	33.700	19.596	21.490	1:14.786
4	33.996	39.145	33.648	1:27.378
5	33.509	18.947	21.591	1:14.047
6	33.563	19.045	21.487	1:14.095
7	36.411	19.447	21.060	1:16.918
8	32.765	19.020	22.130	1:13.915
9	32.950	18.948	21.262	1:13.160
10	32.607	18.898	21.125	1:12.630
11	59.700	25.180	21.065	1:45.945
AVG	33.966	19.196	21.529	1:14.745
IDEAL	32.607	18.898	21.060	1:12.565

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

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:02.668</del>	25.805	36.863	-
2	36.887	21.838	27.381	1:26.106
3	34.119	20.876	24.204	1:19.199
4	33.852	20.596	23.510	1:17.958
5	50.117	53.540	41.689	1:55.656
6	39.258	47.539	37.645	1:37.938
7	33.520	19.841	25.643	1:19.004
8	33.870	19.968	23.454	1:17.292
9	1:43.560	32.875	33.869	2:50.304
AVG	35.251	20.624	24.838	1:19.912
IDEAL	33.520	19.841	23.454	1:16.815

**74** Chris Blose  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>52.850</del>	24.796	28.054	-
2	42.095	19.844	21.650	1:23.589
3	34.824	19.583	21.339	1:15.746

**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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**74** Chris Blose  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:00.749</del>	27.701	33.048	-
2	39.108	23.693	29.376	1:32.177
3	36.469	23.930	27.518	1:27.917
4	40.596	23.391	27.589	1:31.576
5	38.318	23.183	25.360	1:26.861
6	35.948	<del>20.692</del>	<del>24.299</del>	<del>1:20.939</del>
7	35.938	22.704	25.220	1:23.862
8	34.046	21.954	25.886	1:21.886
9	34.411	23.728	28.937	1:27.076
10	36.098	21.501	27.713	1:25.312
11	36.844	24.576	30.754	1:32.174
AVG	36.778	22.935	26.565	1:26.978
IDEAL	34.046	20.692	24.299	1:19.037

**86** Michael L. Willard  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:06.007</del>	29.772	38.235	-
2	39.209	20.321	28.399	1:27.929
3	45.456	21.346	23.598	1:30.400
4	1:06.749	19.985	23.404	1:50.138
5	33.522	20.071	22.499	1:16.092
6	47.891	19.587	23.891	1:31.369
7	41.867	19.589	37.295	1:38.751
8	39.800	20.347	28.315	1:28.462
9	1:20.679	20.123	22.829	2:03.631
10	33.901	19.774	23.210	1:16.885
AVG	36.608	20.127	23.239	1:23.954
IDEAL	33.522	19.587	22.499	1:15.608

**99** Wil A. Hahn  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>46.657</del>	21.169	25.488	-
2	34.172	20.698	22.217	1:17.087
3	34.696	19.743	22.307	1:16.746
4	33.798	19.719	27.681	1:21.198
5	33.439	<del>19.559</del>	<del>22.185</del>	<del>1:15.183</del>
6	43.076	25.291	27.666	1:36.033
7	<del>32.625</del>	32.210	30.364	1:35.199
8	39.006	19.623	31.790	1:30.419
9	33.227	28.337	31.726	1:33.290
10	1:38.227	27.166	52.771	2:58.164
AVG	34.423	20.085	23.049	1:17.554
IDEAL	32.625	19.559	22.185	1:14.369

**114** Justin D. Brayton  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>45.511</del>	20.459	25.052	-
2	35.601	21.678	24.540	1:21.819
3	39.865	20.346	21.261	1:21.472
4	32.695	19.289	20.519	1:12.503

**122** Dan Reardon  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	34.249	19.287	30.591	1:24.127
6	32.991	<del>18.962</del>	21.219	1:13.172
7	1:25.488	19.769	21.263	2:06.520
8	33.069	18.994	26.710	1:18.773
9	32.888	19.274	20.832	1:12.994
10	32.971	19.171	21.653	1:13.795
11	34.431	19.410	21.528	1:15.369
12	33.426	19.611	31.857	1:24.894
AVG	33.657	19.657	21.602	1:18.459
IDEAL	32.695	18.962	20.519	1:12.176

**123** Brett Metcalfe  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:08.447</del>	30.520	37.927	-
2	38.124	20.593	22.962	1:21.679
3	<del>31.900</del>	19.529	22.598	1:14.027
4	36.713	22.102	22.215	1:21.030
5	32.121	19.393	<del>21.938</del>	<del>1:13.452</del>
6	47.862	33.591	32.901	1:54.354
7	31.977	<del>19.371</del>	22.249	1:13.597
8	31.945	23.147	39.964	1:35.056
9	31.996	19.468	22.120	1:13.584
10	1:42.303	22.312	31.397	2:36.012
AVG	33.539	20.739	22.347	1:16.228
IDEAL	31.900	19.371	21.938	1:13.209

**183** Michael R. Blose  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:02.175</del>	27.021	35.152	-
2	37.869	21.100	27.859	1:26.828
3	33.766	<del>19.003</del>	21.373	1:14.142
4	32.440	19.639	21.335	1:13.414
5	32.955	19.020	21.084	1:13.059
6	32.728	19.084	21.040	1:12.852
7	33.634	19.020	21.017	1:13.671
8	<del>31.956</del>	19.551	1:10.869	2:02.376
9	48.864	23.093	29.120	1:41.077
10	34.321	20.064	20.950	1:15.335
11	32.602	19.338	<del>20.871</del>	<del>1:12.811</del>
AVG	33.586	19.535	21.096	1:15.264
IDEAL	31.956	19.003	20.871	1:11.830

**252** Justin F. Keeney  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:07.475</del>	29.869	37.606	-
2	39.019	21.123	29.128	1:29.270
3	36.244	20.524	22.883	1:19.651
4	34.432	20.517	<del>22.400</del>	<del>1:17.349</del>
5	<del>33.248</del>	19.861	22.559	<del>1:15.668</del>
6	33.625	22.236	36.969	1:32.830
7	35.328	<del>19.726</del>	24.599	1:19.653
8	34.432	19.765	22.859	1:17.056
9	37.811	22.405	28.595	1:28.811
10	33.324	20.028	22.691	1:16.043
AVG	35.274	20.687	22.999	1:20.438
IDEAL	33.248	19.726	22.400	1:15.374

**273** Gavin L. Gracyk  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
11	38.514	25.618	27.204	1:31.336
AVG	36.353	20.681	25.777	1:25.202
IDEAL	33.694	19.850	23.446	1:16.990

**273** Gavin L. Gracyk  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:01.530</del>	26.621	34.909	-
2	37.777	20.773	26.217	1:24.767
3	35.022	20.154	26.879	1:22.055
4	34.546	20.247	23.731	1:18.524
5	<del>34.276</del>	20.084	<del>23.245</del>	<del>1:17.605</del>
6	34.977	20.103	23.264	1:18.344
7	34.394	19.830	23.682	1:17.906
8	2:16.422	<del>19.686</del>	23.432	2:59.540
9	34.742	25.602	28.745	1:29.089
10	35.975	20.422	23.294	1:19.691
AVG	35.214	20.162	24.218	1:20.998
IDEAL	34.276	19.686	23.245	1:17.207

**615** Jeff S. Northrop  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>55.762</del>	26.429	27.333	-
2	34.897	20.943	25.762	1:21.602
3	34.446	20.948	26.158	1:21.552
4	<del>33.867</del>	20.908	29.420	1:24.195
5	43.340	21.131	<del>25.414</del>	<del>1:29.885</del>
6	34.715	20.614	29.180	1:24.509
7	33.905	<del>20.483</del>	25.850	<del>1:20.238</del>
8	34.040	44.214	40.117	1:58.371
9	43.196	22.430	35.061	1:40.687
10	47.541	21.429	36.161	1:45.131
AVG	34.312	21.111	27.017	1:23.664
IDEAL	33.867	20.483	25.414	1:19.764

**P** - lap ended in the pits **R** - lap ended on a red flag

Average laptime is the average of laptimes within 120% of the rider's fastest lap in this session