



INDIVIDUAL TIMES - PRACTICE SESSION #2

3 Michael L Brown
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:41.308	40.219	1:01.089	-
2	1:34.365	39.745	1:02.054	3:16.164
3	1:24.560	38.938	54.227	2:57.725
3	-	-	43.482	2:12.954
4	2:01.234	40.944	56.727	3:38.905
5	1:22.926	37.317	54.027	2:54.270
AVG	1:27.284	39.055	57.849	3:02.720
IDEAL	1:22.926	37.317	54.027	2:54.270

4 Ricky Carmichael
Suzuki RMZ450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:46.066	41.955	1:04.111	-
2	1:33.507	35.955	37.778	2:47.240
3	1:19.022	34.936	51.519	2:45.477
AVG	1:26.265	35.446	37.778	2:46.359
IDEAL	1:19.022	34.936	37.778	2:31.736

7 James M Stewart
Kawasaki KX450F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:33.136	39.390	53.746	-
2	1:48.279	35.938	51.589	3:15.806
3	1:52.978	37.920	50.535	3:21.433
4	1:21.465	36.498	50.442	2:48.405
5	1:36.531	40.988	55.051	3:12.570
6	2:22.691	40.658	50.288	3:53.637
7	1:18.678	35.654	50.392	2:44.724
AVG	1:20.072	38.149	51.720	3:00.376
IDEAL	1:18.678	35.654	50.288	2:44.620

12 David Vuillemin
Yamaha YZ450F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:05.429	43.392	1:20.037	-
2	1:24.744	38.226	54.377	2:57.347
3	1:34.575	58.744	1:34.913	4:08.232
4	1:24.516	37.694	55.186	2:57.396
5	1:54.185	45.250	1:23.376	4:02.811
6	1:23.645	36.608	54.159	2:54.412
AVG	1:26.870	38.980	54.574	2:56.385
IDEAL	1:23.645	36.608	54.159	2:54.412

14 Kevin W Windham
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.641	40.000	56.641	-
1	1:27.134	43.915	34.073	2:45.122
1	1:21.038	31.734	41.670	2:34.442
2	1:25.662	39.322	55.848	3:00.832
3	1:28.994	43.994	2:00.994	4:13.982
4	1:20.589	36.892	51.061	2:48.542
5	3:46.754	37.398	1:14.688	5:38.840

AVG	1:24.792	39.571	53.851	2:48.542
IDEAL	1:20.589	36.892	51.061	2:48.542

15 Timmy M Ferry
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:50.387	44.172	1:06.215	-
2	1:29.533	2:15.675	2:34.801	4:44.577
3	1:22.888	36.925	1:01.902	3:01.715
4	1:21.365	37.284	52.934	2:51.583
5	1:40.626	37.280	1:08.587	3:26.493
6	1:30.347	38.937	48.680	2:57.964
AVG	1:26.033	38.920	50.807	2:57.087
IDEAL	1:21.365	36.925	48.680	2:46.970

17 Robbie L Reynard
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:42.729	43.530	59.199	-
2	1:24.472	39.869	49.245	2:53.586
2	-	-	34.235	2:29.714
3	2:56.659	38.109	54.060	4:28.828
4	1:22.974	36.814	53.437	2:53.225
5	-	-	45.669	4:53.891
AVG	1:23.723	40.071	49.450	2:53.406
IDEAL	1:22.974	36.814	49.245	2:49.033

22 Chad Reed
Yamaha YZ450F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:37.558	40.355	57.203	-
2	1:26.046	36.562	51.492	2:54.100
3	1:20.394	35.250	50.184	2:45.828
4	1:21.298	37.932	1:26.939	3:26.169
5	3:02.719	40.314	57.785	4:40.818
6	1:20.467	38.187	51.702	2:50.356
7	1:19.624	35.446	50.505	2:45.575
AVG	1:21.566	37.721	53.145	2:48.965
IDEAL	1:19.624	35.250	50.184	2:45.058

23 Kyle Lewis
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:44.563	42.376	1:02.207	-
2	1:28.993	1:21.404	1:06.545	3:56.942
3	1:33.335	38.420	55.041	3:06.796
4	1:24.017	3:22.538	3:54.098	5:56.795
AVG	1:28.782	40.398	58.624	3:06.796
IDEAL	1:24.017	38.420	55.041	2:57.478

24 Joshua M Grant
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.621	38.948	55.673	-
2	1:23.304	38.004	54.874	2:56.182
3	1:21.099	44.110	54.458	2:59.667
4	1:23.783	37.562	54.065	2:55.410

5	1:22.778	37.508	52.521	2:52.807
6	2:22.179	37.712	56.316	3:56.207
7	1:22.893	36.362	51.779	2:51.034
AVG	1:22.773	37.658	54.026	2:54.651
IDEAL	1:21.099	36.362	51.779	2:49.240

25 Nathan Ramsey
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:02.457	-
2	1:29.791	37.865	55.685	3:03.341
3	1:25.999	37.562	55.015	2:58.576
4	1:26.312	37.689	53.749	2:57.750
5	1:24.287	38.527	53.500	2:56.314
6	1:25.133	38.079	54.165	2:57.377
7	1:25.115	37.005	53.720	2:55.840
AVG	1:26.106	37.788	55.470	2:58.200
IDEAL	1:24.287	37.005	53.500	2:54.792

27 Nicholas A Wey
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:37.419	39.986	57.433	-
2	1:27.879	37.474	52.135	2:57.488
3	1:27.798	37.756	54.187	2:59.741
4	1:23.690	36.998	54.567	2:55.255
5	1:23.216	37.262	53.827	2:54.305
6	1:22.530	36.862	52.386	2:51.778
7	1:22.666	36.387	53.443	2:52.496
AVG	1:24.630	37.532	53.997	2:55.177
IDEAL	1:22.530	36.387	52.135	2:51.052

29 Andrew T Short
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:21.833	1:27.318	1:41.654	-
2	1:24.485	39.120	56.583	3:00.188
3	1:29.958	43.012	54.749	3:07.719
4	1:25.114	36.904	53.090	2:55.108
5	1:24.237	37.384	52.975	2:54.596
6	1:22.578	36.710	52.405	2:51.693
7	1:23.182	36.741	51.789	2:51.712
AVG	1:24.926	38.312	53.599	2:56.836
IDEAL	1:22.578	36.710	51.789	2:51.077

31 Jason W Thomas
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:40.068	42.695	57.373	-
2	1:29.145	38.297	56.518	3:03.960
3	1:26.213	1:50.379	2:17.058	4:22.664
4	1:25.673	38.295	53.960	2:57.928
5	1:43.174	42.382	1:06.110	3:31.666
6	1:37.009	40.442	55.341	3:12.792
AVG	1:29.510	40.422	55.798	3:11.587
IDEAL	1:25.673	38.295	53.960	2:57.928



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32 Ryan D Clark
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:50.878	46.119	1:04.759	-
2	1:33.016	39.735	57.201	3:09.952
3	1:27.012	39.748	55.315	3:02.075
4	1:27.194	39.522	54.985	3:01.701
5	1:26.224	38.116	54.533	2:58.873
6	1:25.496	38.125	55.701	2:59.322
7	3:22.915	38.203	1:16.811	5:17.929
AVG	1:27.788	38.908	57.082	3:02.385
IDEAL	1:25.496	38.116	54.533	2:58.145

33 Danny L Smith
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:40.928	41.094	59.834	-
2	1:31.897	39.032	55.182	3:06.111
3	1:26.453	38.742	54.437	2:59.632
4	1:24.654	39.546	53.886	2:58.086
5	1:25.027	38.163	58.275	3:01.465
6	2:26.452	36.521	55.138	3:58.111
7	1:24.591	38.265	2:16.432	4:19.288
AVG	1:26.524	38.766	56.125	3:01.324
IDEAL	1:24.591	36.521	53.886	2:54.998

35 Paul P Carpenter
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:41.630	42.212	59.418	-
2	1:27.897	39.147	55.745	3:02.789
3	1:26.869	37.897	54.947	2:59.713
4	1:25.128	39.702	1:03.978	3:08.808
5	2:14.672	38.832	54.093	3:47.597
6	1:23.355	38.467	54.525	2:56.347
7	1:23.113	36.887	53.478	2:53.478
AVG	1:25.272	39.021	56.598	3:00.227
IDEAL	1:23.113	36.887	53.478	2:53.478

38 Jeff Dement
Suzuki RMZ450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:44.949	41.450	1:03.499	-
2	1:34.189	38.758	55.832	3:08.779
3	1:25.138	38.501	56.825	3:00.464
4	1:25.985	38.497	54.195	2:58.677
5	1:24.576	37.690	54.039	2:56.305
6	1:24.573	37.150	53.491	2:55.214
7	-	-	1:25.411	3:21.731
AVG	1:26.892	38.674	56.314	3:03.528
IDEAL	1:24.573	37.150	53.491	2:55.214

40 Ryan Mills
Suzuki RMZ450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:29.863	1:33.116	1:46.601	-

2	1:29.869	39.578	56.205	3:05.652
3	1:27.447	39.098	56.348	3:02.893
4	1:26.817	38.486	55.201	3:00.504
5	1:28.560	39.061	55.323	3:02.944
6	1:25.738	4:26.088	5:32.462	7:36.741
AVG	1:28.050	39.160	55.856	3:03.529
IDEAL	1:25.738	38.486	55.201	2:59.425

45 Juss Laansoo
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:52.803	46.259	1:06.544	-
2	1:32.585	40.930	55.364	3:08.879
3	1:22.922	37.486	1:22.176	3:22.584
4	1:23.964	38.704	2:19.550	4:22.218
5	1:23.296	41.402	1:02.465	3:07.163
6	2:58.734	38.933	1:19.560	4:57.227
AVG	1:25.692	39.491	58.915	3:12.875
IDEAL	1:22.922	37.486	55.364	2:55.772

47 Sean T Collier
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:42.156	44.271	57.885	-
2	1:29.529	38.710	57.273	3:05.512
3	1:23.910	38.716	55.623	2:58.249
4	1:24.691	38.025	54.062	2:56.778
5	1:23.099	38.306	55.067	2:56.472
6	1:23.030	37.670	53.387	2:54.087
7	1:23.000	36.912	53.620	2:53.532
AVG	1:24.543	38.944	55.274	2:57.438
IDEAL	1:23.000	36.912	53.387	2:53.299

51 Ryan D Villopoto
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.527	39.838	58.689	-
2	1:24.636	37.324	53.092	2:55.052
3	1:21.851	37.482	54.031	2:53.364
4	1:22.101	36.690	52.675	2:51.466
5	1:28.404	40.625	53.565	3:02.594
6	1:22.731	37.417	52.818	2:52.966
7	1:21.333	37.594	54.197	2:53.124
AVG	1:23.509	38.139	54.152	2:54.761
IDEAL	1:21.333	36.690	52.675	2:50.698

52 Sean D Hamblin
Suzuki RMZ450

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:41.416	42.029	59.389	-
2	1:26.006	36.944	55.302	2:58.252
3	1:22.974	40.220	59.148	3:02.342
4	3:01.491	39.118	1:46.262	5:26.871
5	1:23.612	36.528	53.862	2:54.002
6	1:22.657	36.544	54.321	2:53.522
AVG	1:23.812	38.564	56.404	2:57.030
IDEAL	1:22.657	36.528	53.862	2:53.047

53 Matthew C Goerke
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:40.606	40.710	59.896	-
2	2:30.490	40.822	55.186	4:06.498
3	1:30.649	38.232	3:04.825	5:13.706
4	1:27.795	38.049	54.988	3:00.832
5	1:31.711	38.793	2:17.186	4:27.690
6	1:27.955	36.680	54.862	2:59.497
AVG	1:29.528	38.881	56.233	3:00.165
IDEAL	1:27.795	36.680	54.862	2:59.337

55 Joaquim Rodrigues
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.713	41.427	57.286	-
2	1:17.851	38.966	56.823	2:53.640
3	1:25.199	40.017	55.437	3:00.653
4	1:25.217	40.308	53.999	2:59.524
5	1:24.637	39.208	53.937	2:57.782
6	1:24.314	37.465	52.699	2:54.478
7	2:29.855	37.081	54.623	4:01.559
AVG	1:23.444	39.210	54.972	2:57.215
IDEAL	1:17.851	37.081	52.699	2:47.631

60 Broc D Hepler
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	56.351	-
2	1:28.792	38.852	54.163	3:01.807
3	2:37.240	39.706	54.587	4:11.533
4	1:23.438	37.392	53.545	2:54.375
5	1:27.797	41.937	52.877	3:02.611
6	1:22.059	37.065	53.714	2:52.838
7	1:30.062	2:31.134	2:55.158	5:04.988
AVG	1:26.430	38.990	54.206	2:57.908
IDEAL	1:22.059	37.065	52.877	2:52.001

72 Joshua Summey
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:39.172	40.201	58.971	-
2	1:26.770	39.625	56.150	3:02.545
3	1:25.356	38.506	55.538	2:59.400
4	1:26.779	1:11.731	55.161	3:33.671
5	1:30.765	46.877	1:04.921	3:22.563
6	3:09.311	38.238	57.343	4:44.892
AVG	1:27.418	39.143	58.014	3:14.545
IDEAL	1:25.356	38.238	55.161	2:58.755

101 Ben Townley
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:33.924	1:39.189	1:45.489	-
2	1:24.053	40.760	53.876	2:58.689
3	1:31.550	37.478	54.032	3:03.060

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 - PRACTICE SESSION #2

101 Ben Townley
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	1:33.342	43.274	1:09.049	3:25.665
5	1:22.330	37.115	52.487	2:51.932
6	1:22.699	35.873	52.615	2:51.187
7	1:31.986	48.538	1:07.848	3:28.372
AVG	1:27.589	36.494	52.551	2:51.560
IDEAL	1:22.330	35.873	52.487	2:50.690

118 David D Millsaps
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.041	39.388	58.653	-
2	3:07.199	37.538	52.669	4:37.406
3	1:23.953	36.821	52.800	2:53.574
4	1:23.769	49.981	1:13.055	3:26.805
5	2:29.655	36.690	51.848	3:58.193
6	1:41.194	2:17.531	2:41.738	5:01.278
AVG	1:23.861	37.609	53.993	3:10.190
IDEAL	1:23.769	36.690	51.848	2:52.307

122 Matt Walker
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:21.877	41.618	40.259	-
2	3:03.548	46.111	1:32.356	5:22.015
3	1:37.210	39.073	1:42.740	3:59.023
4	1:24.501	33.054	56.026	2:53.581
5	1:25.716	35.439	54.786	2:55.941
6	3:11.031	-	-	6:19.582
AVG	1:29.142	35.855	50.357	2:54.761
IDEAL	1:24.501	33.054	54.786	2:52.341

123 Brett Metcalfe
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:43.885	42.507	1:01.378	-
2	1:29.961	40.658	1:00.336	3:10.955
3	1:34.383	42.560	56.653	3:13.596
4	1:47.108	40.706	52.431	3:20.245
5	1:22.964	-	-	3:28.356
6	1:20.939	36.427	53.133	2:50.499
7	1:21.298	36.760	52.416	2:50.474
AVG	1:25.909	39.936	56.058	3:05.154
IDEAL	1:20.939	36.427	52.416	2:49.782

124 Andrew Mcfarlane
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.945	41.230	57.715	-
2	1:25.862	39.226	55.330	3:00.418
3	1:22.800	39.138	54.049	2:55.987
4	1:23.894	37.555	1:04.795	3:06.244
5	1:23.031	38.343	52.696	2:54.070
6	2:26.721	54.852	1:17.147	4:38.720

7	1:21.382	36.783	1:16.613	3:14.778
AVG	1:23.059	38.437	54.948	3:04.379
IDEAL	1:21.382	36.783	52.696	2:50.861

131 Jake T Weimer
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.348	40.119	58.229	-
2	1:27.078	38.752	54.909	3:00.739
3	1:25.130	40.300	55.201	3:00.631
4	1:22.324	42.451	53.711	2:58.486
5	1:23.230	38.086	53.685	2:55.001
6	2:14.682	41.443	57.507	3:53.632
7	1:23.188	40.533	53.935	2:57.656
AVG	1:24.190	40.241	55.311	2:58.503
IDEAL	1:22.324	38.086	53.685	2:54.095

141 Steve Boniface
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	2:35.590	1:38.703	1:51.228	-
2	1:26.683	37.629	54.981	2:59.293
3	1:23.114	37.603	55.955	2:56.672
4	1:36.114	44.730	1:03.091	3:23.935
5	1:23.893	37.753	55.003	2:56.649
6	1:31.768	37.865	1:11.056	3:20.689
AVG	1:28.314	39.116	57.258	3:07.448
IDEAL	1:23.114	37.603	54.981	2:55.698

323 Troy K Adams
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:40.532	41.085	59.447	-
2	1:24.570	37.708	54.842	2:57.120
3	1:24.584	39.218	55.906	2:59.708
4	1:31.925	38.181	54.029	3:04.135
5	1:23.962	38.243	1:24.056	3:26.261
6	2:00.110	38.485	54.502	3:33.097
7	1:33.204	44.670	1:01.039	3:18.913
AVG	1:27.649	39.656	56.628	3:09.227
IDEAL	1:23.962	37.708	54.029	2:55.699

338 Jason D Lawrence
Suzuki RMZ250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.945	40.052	58.893	-
2	1:27.237	39.330	55.616	3:02.183
3	1:26.150	43.128	53.791	3:03.069
4	1:21.619	37.117	53.106	2:51.842
5	1:23.426	43.935	53.827	3:01.188
6	1:21.931	37.071	51.436	2:50.438
7	1:22.481	36.510	51.850	2:50.841
AVG	1:23.807	38.868	54.074	2:56.594
IDEAL	1:21.619	36.510	51.436	2:49.565

350 Shaun J Skinner
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:39.880	40.169	59.711	-
2	1:27.872	41.978	58.455	3:08.305
3	1:27.794	41.702	56.114	3:05.610
4	1:26.287	37.902	55.223	2:59.412
5	1:31.393	38.796	54.777	3:04.966
6	2:58.917	37.611	56.242	4:32.770
AVG	1:28.337	39.693	56.754	3:04.573
IDEAL	1:26.287	37.611	54.777	2:58.675

686 Josh R Demuth
Honda CRF450R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:45.125	42.639	1:02.486	-
2	1:30.765	41.182	54.674	3:06.621
3	1:39.740	39.440	54.412	3:13.592
4	1:25.206	38.186	53.882	2:57.274
5	2:21.216	37.034	54.367	3:52.617
6	1:24.682	37.002	54.313	2:55.997
AVG	1:30.098	39.247	55.689	3:03.371
IDEAL	1:24.682	37.002	53.882	2:55.566

732 Kyle P Chisholm
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.085	40.295	57.790	-
2	1:25.051	37.957	54.867	2:57.875
3	1:23.078	37.555	53.421	2:54.054
4	1:23.896	37.701	54.243	2:55.840
5	1:24.035	38.353	53.279	2:55.667
6	1:22.946	37.527	54.700	2:55.173
7	1:32.199	43.386	1:21.851	3:37.436
AVG	1:25.201	38.968	54.717	2:55.722
IDEAL	1:22.946	37.527	53.279	2:53.752

800 Mike A Alessi
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	56.651	-
2	1:25.812	37.692	53.637	2:57.141
3	1:24.742	37.964	53.242	2:55.948
4	1:22.026	38.688	55.722	2:56.436
5	2:25.909	50.410	2:08.418	5:24.737
6	1:23.530	37.394	52.927	2:53.851
7	-	-	-	4:48.863
AVG	1:24.028	37.935	54.436	2:55.844
IDEAL	1:22.026	37.394	52.927	2:52.347