



INDIVIDUAL TIMES - QUALIFYING GROUP B PRACTICE 2

**147** Clayton Miller  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:33.805</del>	40.013	<del>53.792</del>	-
2	45.738	38.117	<del>52.150</del>	2:16.005
3	45.649	<del>38.015</del>	52.155	2:15.819
4	<del>45.503</del>	<del>37.474</del>	52.509	2:15.486
5	57.604	51.777	1:21.751	3:11.132
6	54.762	47.153	58.076	2:39.991
7	<del>44.536</del>	38.088	52.186	2:14.810
8	<del>44.102</del>	<del>38.074</del>	<del>52.303</del>	<del>2:14.479</del>
9	44.542	38.179	52.423	2:15.144
AVG	45.012	38.280	53.199	2:18.819
IDEAL	44.102	37.474	52.150	2:13.726

**180** Doug L. Leavitt  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:38.779</del>	41.606	57.173	-
2	47.839	41.056	57.433	2:26.328
3	<del>45.509</del>	<del>38.553</del>	<del>54.159</del>	2:18.221
4	46.393	39.016	55.112	2:20.521
5	53.654	41.774	1:00.837	2:36.265
6	52.485	44.830	1:45.964	3:23.279
7	45.942	38.994	55.409	2:20.345
8	52.642	41.295	1:00.140	2:34.077
AVG	49.209	40.891	57.180	2:25.960
IDEAL	45.509	38.553	54.159	2:18.221

**247** Teddy P. Parks  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:52.840</del>	47.903	1:04.937	-
2	<del>44.596</del>	<del>38.040</del>	<del>55.399</del>	2:18.035
3	45.517	<del>37.667</del>	<del>53.317</del>	2:16.501
4	45.478	37.865	1:03.086	2:26.429
5	45.640	38.148	53.727	2:17.515
AVG	45.308	37.930	56.382	2:19.620
IDEAL	44.596	37.667	53.317	2:15.580

**257** John G. Dehn  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:43.504</del>	43.583	59.921	-
2	46.037	40.266	54.409	2:20.712
3	45.680	37.830	<del>52.205</del>	2:15.715
4	45.145	<del>37.325</del>	53.814	2:16.284
5	45.401	38.718	53.393	2:17.512
6	2:24.112	39.111	57.740	4:00.963
7	<del>44.305</del>	37.722	1:03.965	2:25.992
8	45.663	43.137	1:02.369	2:31.169
AVG	45.372	39.712	56.264	2:21.231
IDEAL	44.305	37.325	52.205	2:13.835

**268** Bryce A. Shondeck  
KTM 250SXF

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:58.150</del>	49.702	1:08.448	-
2	53.893	42.142	2:11.867	3:47.902
3	47.115	40.249	56.181	2:23.545
4	46.755	40.358	56.804	2:23.917
5	2:25.468	53.934	1:08.302	4:27.704
6	<del>46.300</del>	<del>39.979</del>	<del>55.883</del>	2:22.162
7	1:55.949	50.284	1:06.012	3:52.245
AVG	48.516	40.682	58.720	2:23.208
IDEAL	46.300	39.979	55.883	2:22.162

**272** Taylor M. Painter  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:38.099</del>	40.429	57.670	-
2	46.185	38.896	55.660	2:20.741
3	45.659	<del>38.534</del>	55.974	2:20.167
4	46.002	38.828	1:13.346	2:38.176
5	45.760	38.622	54.516	2:18.898
6	3:56.589	4:01.394	4:37.313	6:00.814
7	<del>45.117</del>	38.638	<del>53.100</del>	2:16.855
AVG	45.745	38.991	55.384	2:22.967
IDEAL	45.117	38.534	53.100	2:16.751

**277** Ryan Newton  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:24.735</del>	51.925	1:32.810	-
2	45.669	39.121	53.898	2:18.688
3	46.366	48.398	1:19.083	2:53.847
4	<del>45.321</del>	<del>38.986</del>	<del>53.749</del>	2:18.056
5	45.114	<del>38.444</del>	52.787	2:16.345
6	45.097	38.484	53.248	2:16.829
7	1:00.490	53.565	1:07.799	3:01.854
8	<del>44.565</del>	38.470	<del>52.703</del>	2:15.738
AVG	45.355	38.701	53.277	2:17.131
IDEAL	44.565	38.444	52.703	2:15.712

**278** Steven F. Stultz  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:59.350</del>	47.013	1:12.337	-
2	55.728	49.435	1:05.647	2:50.810
3	52.695	43.791	1:03.977	2:40.463
4	52.890	50.710	1:39.384	3:22.984
5	48.808	41.633	57.180	2:27.621
6	47.968	41.149	<del>56.017</del>	2:25.134
7	<del>46.968</del>	<del>40.324</del>	56.605	2:23.897
8	47.336	40.862	57.148	2:25.346
AVG	50.342	42.462	59.429	2:32.212
IDEAL	46.968	40.324	56.017	2:23.309

**286** Jose J f Fernandez  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:51.648</del>	46.781	1:04.867	-
2	46.289	39.025	55.683	2:20.997
3	1:18.148	39.318	1:02.526	2:59.992
4	46.780	38.922	53.960	2:19.662
5	49.232	47.352	1:02.444	2:39.028
6	50.655	42.469	1:43.338	3:16.462
7	<del>44.608</del>	<del>37.972</del>	<del>53.678</del>	2:16.258
8	45.197	38.521	54.213	2:17.931
AVG	47.127	39.371	57.084	2:22.775
IDEAL	44.608	37.972	53.678	2:16.258

**298** Ryan Thomas Haring  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:02.066</del>	44.601	1:17.465	-
2	1:25.313	42.090	1:04.705	3:12.108
3	<del>46.318</del>	40.023	56.474	2:22.815
4	46.620	<del>39.535</del>	<del>55.906</del>	2:22.061
AVG	46.469	41.562	59.028	2:22.438
IDEAL	46.318	39.535	55.906	2:21.759

**302** Scott J. Jendro  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:35.745</del>	41.089	54.656	-
2	46.471	38.266	<del>51.889</del>	2:16.626
3	<del>45.494</del>	<del>37.986</del>	<del>51.198</del>	2:14.678
4	<del>45.303</del>	<del>37.138</del>	<del>51.801</del>	2:14.242
5	46.673	38.557	53.502	2:18.732
6	56.440	41.326	59.331	2:37.097
7	2:26.928	41.889	1:00.247	4:09.064
8	49.550	46.499	58.211	2:34.260
AVG	46.698	39.464	55.104	2:22.606
IDEAL	45.303	37.138	51.198	2:13.639

**339** Michael Joe Thacker  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:39.433</del>	41.278	58.155	-
2	47.395	<del>38.904</del>	55.493	2:21.792
3	47.647	39.814	55.930	2:23.391
4	53.997	40.298	1:04.121	2:38.416
5	46.020	39.373	<del>54.678</del>	2:20.071
6	1:01.885	43.896	1:00.438	2:46.219
7	47.040	50.839	1:01.314	2:39.193
8	<del>45.951</del>	39.888	1:09.002	2:34.841
8	<del>1:17.404</del>	<del>44.684</del>	<del>1:03.583</del>	3:05.671
AVG	48.008	40.493	58.590	2:31.989
IDEAL	45.951	38.904	54.678	2:19.533

**345** Mark A. Graddy  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
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**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 - QUALIFYING GROUP B PRACTICE 2

**345** Mark A. Graddy  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:33.262	40.063	53.199	-
2	46.329	38.513	52.381	2:17.223
3	45.794	37.659	51.509	2:14.962
4	45.031	38.066	51.640	2:14.737
5	44.926	37.968	51.440	2:14.334
6	52.827	40.083	56.093	2:29.003
7	45.229	38.253	52.344	2:15.826
8	1:05.821	52.921	1:07.725	3:06.467
9	1:08.380	42.977	55.642	2:46.999
AVG	46.689	39.198	53.031	2:17.681
IDEAL	44.926	37.659	51.440	2:14.025

**347** Chris Flesia  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:41.833	42.293	59.540	-
2	47.452	39.722	57.260	2:24.434
3	45.305	39.548	54.818	2:19.671
4	47.861	39.223	54.899	2:21.983
5	46.133	39.358	55.104	2:20.595
6	45.740	38.651	1:14.581	2:38.972
7	1:05.933	42.740	57.977	2:46.650
8	47.292	43.098	1:02.563	2:32.953
AVG	46.631	40.579	57.452	2:29.323
IDEAL	45.305	38.651	54.818	2:18.774

**371** Bruce L. Dehn  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:38.073	41.037	57.036	-
2	46.795	38.230	54.187	2:19.212
3	44.335	37.563	53.712	2:15.610
4	44.925	37.401	53.425	2:15.751
5	44.800	38.414	52.300	2:15.514
6	45.456	37.803	52.634	2:15.893
7	44.974	37.544	53.892	2:16.410
8	1:12.450	39.715	57.309	2:49.474
9	44.914	38.236	54.571	2:17.721
AVG	45.171	38.438	54.341	2:16.587
IDEAL	44.335	37.401	52.300	2:14.036

**395** Benjamin R. Ritter  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:34.873	39.867	55.006	-
2	45.678	38.686	54.116	2:18.480
3	46.997	38.332	53.422	2:18.751
4	46.998	39.544	53.711	2:20.253
5	1:30.905	46.392	1:12.473	3:29.770
6	45.270	38.558	52.078	2:15.906
7	1:08.302	53.422	1:13.955	3:15.679
8	45.363	38.474	52.315	2:16.152

**412** Levi W. Kilbarger  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:55.271	48.363	1:06.908	-
2	57.680	43.447	58.086	2:39.213
3	47.036	41.521	56.532	2:25.089
4	45.071	39.935	54.261	2:19.267
5	44.551	37.833	52.125	2:14.509
6	45.199	37.841	52.637	2:15.677
7	1:03.711	48.402	1:05.768	2:57.881
8	43.922	37.421	52.006	2:13.349
AVG	45.156	39.666	54.275	2:21.184
IDEAL	43.922	37.421	52.006	2:13.349

**427** Tyler J. Tiffany  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:36.881	40.798	56.083	-
2	46.148	39.873	56.423	2:22.444
3	46.838	39.011	54.991	2:20.840
4	45.677	39.807	54.327	2:19.811
5	47.575	41.263	58.634	2:27.472
6	45.023	40.127	54.656	2:19.806
7	1:48.164	42.640	59.639	3:30.443
8	45.199	38.980	54.342	2:18.521
9	58.107	47.916	1:04.409	2:50.432
AVG	46.077	40.312	57.056	2:21.482
IDEAL	45.023	38.980	54.327	2:18.330

**428** Tyler Johnson  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:44.367	44.858	59.509	-
2	46.507	38.639	53.724	2:18.870
3	46.690	38.624	53.834	2:19.148
4	46.803	39.063	1:43.901	3:09.767
5	1:00.374	42.948	58.473	2:41.795
6	46.646	40.334	57.505	2:24.485
7	47.543	39.693	56.606	2:23.842
8	47.652	41.283	57.253	2:26.188
AVG	46.974	40.680	56.701	2:25.721
IDEAL	46.507	38.624	53.724	2:18.855

**480** Bryar J. Perry  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:50.272	45.224	1:05.048	-
2	45.342	37.734	52.576	2:15.652
3	58.640	48.691	1:11.608	2:58.939
4	45.164	37.729	52.356	2:15.249
5	1:03.948	51.940	1:05.931	3:01.819
6	44.894	38.488	1:14.223	2:37.605
7	44.633	37.649	52.924	2:15.206
8	1:02.502	50.508	1:21.256	3:14.266

**610** Christopher R. Tracy  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:39.277	41.189	58.088	-
2	48.531	39.495	58.363	2:26.389
3	47.621	39.936	55.894	2:23.451
4	51.723	39.510	59.599	2:30.832
5	47.258	41.503	1:02.386	2:31.147
6	1:04.467	38.485	57.295	2:40.247
7	46.663	40.867	59.129	2:26.659
8	46.854	40.598	58.395	2:25.847
9	1:09.973	51.897	1:08.529	3:10.399
AVG	48.108	40.198	58.644	2:29.225
IDEAL	46.663	38.485	55.894	2:21.042

**703** Ricky A. Yorks  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:59.089	49.620	1:09.469	-
2	52.311	42.018	1:03.156	2:37.485
3	50.650	44.511	58.788	2:33.949
4	50.906	43.525	1:05.692	2:40.123
5	56.889	42.370	1:00.325	2:39.584
6	45.383	41.016	59.444	2:25.843
7	45.948	39.435	54.870	2:20.253
8	1:05.240	43.927	1:08.623	2:57.790
AVG	49.040	42.400	1:00.379	2:32.873
IDEAL	45.383	39.435	54.870	2:19.688

**713** Chad G. Cook  
Kawasaki KX250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:39.664	40.244	59.420	-
2	1:31.165	44.917	58.150	3:14.232
3	45.269	38.574	52.886	2:16.729
4	45.141	39.194	55.237	2:19.572
5	46.338	38.156	54.643	2:19.137
AVG	45.583	40.217	56.067	2:18.479
IDEAL	45.141	38.156	52.886	2:16.183

**726** Trevor D. Monks  
Yamaha YZ250F

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	1:43.807	42.068	1:01.739	-
2	45.983	42.020	54.660	2:22.663
3	45.751	37.607	51.754	2:15.112
4	44.747	37.383	52.937	2:15.067
5	59.163	46.086	54.305	2:39.554
6	45.323	37.264	53.174	2:15.761
7	53.402	41.553	57.786	2:32.741
AVG	47.041	39.649	55.194	2:23.483
IDEAL	44.747	37.264	51.754	2:13.765

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



INDIVIDUAL TIMES - QUALIFYING GROUP B PRACTICE 2

**730** Dean Dyess  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:48.476</del>	45.279	1:03.197	-
2	47.356	<del>39.328</del>	<del>53.596</del>	<del>2:20.280</del>
3	43.979	<del>37.130</del>	<del>51.272</del>	<del>2:12.381</del>
4	1:30.485	51.997	1:06.722	3:29.204
5	<del>43.970</del>	46.163	54.531	2:24.664
6	43.990	43.077	1:05.897	2:32.964
7	44.325	37.500	52.428	2:14.253
8	1:23.105	42.942	1:40.850	3:46.897
AVG	44.724	39.995	52.957	2:20.908
IDEAL	43.970	37.130	51.272	2:12.372

**816** Rustin Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:46.096</del>	43.948	1:02.148	-
2	46.972	38.905	54.843	2:20.720
3	46.617	43.054	1:02.531	2:32.202
4	59.433	42.700	53.028	2:35.161
5	44.747	38.675	<del>51.428</del>	<del>2:14.850</del>
6	1:53.786	56.254	52.590	3:42.630
7	<del>44.065</del>	<del>38.414</del>	54.674	2:17.153
8	1:11.117	56.346	1:09.059	3:16.522
AVG	45.600	40.949	53.313	2:24.017
IDEAL	44.065	38.414	51.428	2:13.907

**862** Ozzy S. Barbaree  
Suzuki RM-Z250

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:36.435</del>	40.183	56.252	-
2	45.529	<del>39.506</del>	<del>53.061</del>	<del>2:18.096</del>
3	45.455	<del>37.954</del>	<del>52.024</del>	<del>2:15.433</del>
4	48.986	39.149	54.720	2:22.855
5	<del>44.484</del>	43.596	1:03.457	2:31.537
6	2:17.651	40.287	55.396	3:53.334
7	52.329	41.322	59.623	2:33.274
8	1:46.148	38.629	53.921	3:18.698
AVG	47.357	40.078	55.000	2:24.239
IDEAL	44.484	37.954	52.024	2:14.462

**888** Hunter Meyer  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:06.928</del>	57.444	1:09.484	-
2	45.554	38.250	52.207	2:16.011
3	53.015	39.128	56.424	2:28.567
4	45.133	38.178	52.355	2:15.666
5	1:17.909	57.508	1:05.529	3:20.946
6	45.043	37.893	<del>51.045</del>	2:13.981
7	1:28.109	42.494	57.040	3:07.643
8	<del>44.638</del>	<del>37.648</del>	51.522	<del>2:13.808</del>
AVG	46.677	38.932	53.432	2:17.607
IDEAL	44.638	37.648	51.045	2:13.331

**891** Matt Vanderwater  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>2:05.193</del>	59.083	1:06.110	-
2	54.785	55.785	1:11.435	3:02.005
3	48.607	39.364	<del>57.627</del>	<del>2:25.598</del>
4	46.014	39.107	<del>54.305</del>	<del>2:19.426</del>
5	46.130	39.186	55.074	2:20.390
6	46.352	38.915	55.180	2:20.447
7	1:38.549	1:08.247	1:29.003	4:15.799
8	<del>45.742</del>	<del>38.405</del>	54.821	<del>2:18.968</del>
AVG	47.938	38.995	55.401	2:20.966
IDEAL	45.742	38.405	54.305	2:18.452

**998** Chris Lykens  
Honda CRF250R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	<del>1:58.851</del>	48.391	1:10.460	-
2	<del>48.397</del>	42.072	1:13.590	2:44.059
3	51.639	42.993	1:00.550	2:35.182
4	50.265	41.830	58.768	2:30.863
5	2:05.113	46.133	1:04.444	3:55.690
6	48.564	41.654	57.878	2:28.096
7	48.999	<del>41.609</del>	<del>57.644</del>	2:28.252
AVG	49.573	43.526	59.857	2:33.290
IDEAL	48.397	41.609	57.644	2:27.650