



**AMA CHEVROLET SUPERBIKE CHAMPIONSHIP
DAYTONA 200 BY ARAI
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
ROUND 0 OF 0 - MARCH 3-6, 2004
BMW Motorrad Boxer Cup**



INDIVIDUAL TIMES - QUALIFYING GROUP #1

4 Dirk Buylinckx BMW R1100 S					13 55.435 38.761 32.121 2:06.317					AVG 58.947 40.058 33.647 2:13.052	
6 Markus Barth BMW R1100 S					14 56.820 37.344 32.163 2:06.327					IDEAL 57.277 38.555 32.231 2:08.063	
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	AVG	IDEAL	8 Josep Maria Busquets BMW R1100 S				
1	-	-	-	-	56.180	55.342	LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	1:13.160	41.955	33.072	2:28.188	58.164	57.111	1	-	-	-	-
3	58.788	38.884	32.873	2:10.545	40.490	38.819	2	1:14.834	44.554	33.037	2:32.425
4	57.136	38.562	31.955	2:07.652	33.075	31.919	3	59.731	39.202	31.919	2:10.851
5	56.341	39.565	32.052	2:07.959	38.819	37.729	4	57.649	38.819	33.729	2:10.198
6	1:00.256	42.266	33.595	2:16.116	33.615	33.615	5	57.111	39.384	33.615	2:10.110
7	1:00.276	39.570	6:46.801	8:26.648	58.164	57.111	AVG	58.164	40.490	33.075	2:15.896
8	1:14.360	44.460	1:17.531	3:16.351	IDEAL	57.111	38.819	31.919	2:07.848		
9	2:25.441	38.638	32.488	3:36.567	9 Guillaume Dietrich BMW R1100 S						
10	57.877	39.279	32.685	2:09.841	LAP	SEG 1	SEG 2	SEG 3	LAPTIME		
11	57.313	38.816	33.024	2:09.153	1	-	-	-	-		
12	57.488	42.590	31.977	2:12.055	2	1:09.524	40.034	33.932	2:23.490		
13	56.483	38.565	32.698	2:07.746	3	57.628	38.899	32.270	2:08.797		
14	57.170	38.424	32.130	2:07.724	4	56.927	39.236	32.674	2:08.836		
AVG	57.913	40.121	32.596	2:11.698	5	56.628	38.440	32.810	2:07.878		
IDEAL	56.341	38.424	31.955	2:06.720	6	57.032	38.059	31.459	2:06.550		
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME		
1	-	-	-	-	7	57.915	39.944	6:46.350	8:24.209		
2	1:06.822	40.257	33.621	2:20.700	8	1:07.754	39.751	33.505	2:21.009		
3	57.829	38.947	33.072	2:09.848	9	57.222	38.309	32.516	2:08.047		
4	56.521	44.887	37.275	2:18.683	10	56.725	38.813	32.386	2:07.924		
5	56.294	38.989	35.433	2:10.716	11	56.847	38.056	32.527	2:07.430		
6	56.274	38.189	31.549	2:06.012	12	57.117	38.453	33.048	2:08.618		
7	59.540	41.483	8:15.988	9:57.011	13	1:08.159	38.646	31.772	2:18.577		
8	1:08.822	51.217	45.681	2:45.719	14	56.170	38.255	31.705	2:06.130		
9	1:10.016	45.274	32.093	2:27.382	15	57.219	37.889	31.279	2:06.387		
10	57.866	38.729	32.168	2:08.763	AVG	57.039	38.770	32.453	2:10.744		
11	55.100	39.061	35.272	2:10.332	IDEAL	56.170	37.889	31.279	2:05.339		
12	55.568	37.720	31.873	2:05.160	11 Robert van der Molen BMW R1100 S						
13	55.380	38.730	32.280	2:06.390	LAP	SEG 1	SEG 2	SEG 3	LAPTIME		
14	56.697	37.901	31.677	2:06.275	1	-	-	-	-		
AVG	56.797	39.536	33.301	2:11.842	2	1:15.029	45.428	36.920	2:37.377		
IDEAL	55.380	37.720	31.549	2:04.649	3	1:03.954	41.476	35.244	2:20.673		
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME		
1	-	-	-	-	4	1:01.741	40.997	34.654	2:17.392		
2	1:14.069	40.512	33.117	2:27.698	5	59.396	39.690	34.098	2:13.184		
3	57.305	37.677	32.120	2:07.102	6	59.326	39.698	33.762	2:12.786		
4	56.292	37.850	31.691	2:05.833	7	1:10.378	46.911	5:47.648	7:44.937		
5	56.551	37.498	32.545	2:06.594	8	1:12.395	40.013	32.787	2:25.195		
6	55.984	38.295	32.563	2:06.843	9	58.644	39.606	33.404	2:11.654		
7	55.912	38.922	7:13.919	8:48.753	10	57.277	39.402	33.375	2:10.054		
8	1:06.757	42.348	34.095	2:23.200	11	57.618	39.048	33.189	2:09.855		
9	55.759	39.000	1:16.960	2:51.720	12	57.601	39.208	32.231	2:09.040		
10	1:50.650	41.347	32.303	3:04.300	13	57.629	39.005	32.334	2:08.968		
11	57.142	38.121	32.307	2:07.570	14	57.778	38.555	32.976	2:09.309		
12	55.342	38.250	32.366	2:05.958	15	57.447	38.629	32.443	2:08.519		
LAP	SEG 1	SEG 2	SEG 3	LAPTIME	LAP	SEG 1	SEG 2	SEG 3	LAPTIME		
1	-	-	-	-	1	-	-	-	-		
2	1:15.631	43.612	33.006	2:32.248	2	1:10.659	40.169	33.038	2:23.865		
3	1:02.817	39.323	32.371	2:14.511	3	58.449	39.127	33.191	2:10.767		
4	59.681	39.574	32.647	2:11.903	4	56.993	40.055	32.924	2:09.972		
5	58.950	39.148	32.243	2:10.340	5	57.517	38.760	32.031	2:08.308		
6	1:00.642	38.596	32.265	2:11.503	6	57.397	38.540	32.690	2:08.627		
7	59.962	41.798	6:21.518	8:03.278	7	57.388	40.577	6:45.952	8:23.917		
8	1:10.460	39.407	33.220	2:23.087	8	1:09.821	39.333	33.632	2:22.786		

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



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94 John Glaefke
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
10	59.943	40.407	34.250	2:14.600
11	1:00.069	40.199	34.562	2:14.829
12	1:00.027	40.537	34.775	2:15.339
13	1:02.638	42.422	34.697	2:19.757
14	1:00.831	40.800	34.747	2:16.379
AVG	1:00.702	40.873	34.606	2:16.181
IDEAL	59.943	40.199	33.752	2:13.893

95 Jon Simisky
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:11.555	42.271	34.355	2:28.180
3	1:02.108	41.618	34.047	2:17.773
4	1:00.013	40.804	34.301	2:15.117
5	59.849	40.406	34.236	2:14.492
6	59.949	39.976	33.921	2:13.846
7	1:09.947	45.587	6:13.206	8:08.739 P
8	1:08.254	40.294	34.005	2:22.553
9	58.573	39.764	34.430	2:12.767
10	59.851	40.091	34.334	2:14.276
11	1:00.599	40.818	1:43.751	3:25.169 P
12	1:08.595	40.291	1:11.474	3:00.359 P
AVG	1:02.774	41.084	34.204	2:17.376
IDEAL	58.573	39.764	33.921	2:12.259

96 Massimo Rosetti
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:18.200	44.689	33.779	2:36.668
3	1:00.427	39.264	33.070	2:12.762
4	59.210	39.250	33.818	2:12.277
5	58.536	39.474	33.671	2:11.681
6	59.593	38.743	32.697	2:11.033
7	58.581	40.326	6:58.092	8:36.999 P
8	1:07.487	39.824	33.560	2:20.871
9	58.221	40.383	33.232	2:11.836
10	58.377	39.030	33.197	2:10.605
11	58.945	39.486	33.298	2:11.729
12	58.079	39.025	33.435	2:10.539
13	58.422	39.261	33.240	2:10.923
14	58.232	39.210	33.662	2:11.104
15	58.648	39.377	33.711	2:11.736
AVG	59.443	39.810	33.413	2:12.258
IDEAL	58.079	38.743	32.697	2:09.519

98 Katja Poensgen
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:17.782	42.562	34.279	2:34.623
3	1:01.811	41.621	34.056	2:17.487

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

4	1:00.970	41.251	33.548	2:15.769
5	59.857	40.522	33.927	2:14.306
6	1:00.089	40.711	33.459	2:14.259
6	1:09.286	45.780	5:18.965	7:14.031 R
7	1:15.538	41.708	34.772	2:32.018
8	1:00.444	40.759	33.177	2:14.380
9	59.895	40.014	33.593	2:13.502
10	59.830	40.198	32.537	2:12.565
11	59.607	39.080	32.436	2:11.123
12	58.521	39.466	32.295	2:10.282
13	58.432	38.972	32.541	2:09.945
14	1:00.004	39.252	33.100	2:12.356
AVG	1:00.729	40.850	33.363	2:16.355
IDEAL	58.432	38.972	32.295	2:09.699

99 Roberto Panichi
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:18.562	44.628	35.024	2:38.214
3	55.745	38.065	31.626	2:05.437
4	55.141	37.955	32.676	2:05.771
5	55.427	38.652	33.120	2:07.200
6	58.635	39.920	31.541	2:10.095
7	56.729	39.152	7:14.499	8:50.380 P
8	1:10.424	41.127	35.257	2:26.808
9	57.418	38.715	33.093	2:09.226
10	56.067	38.308	32.105	2:06.479
11	59.164	51.001	33.056	2:23.222
12	55.531	38.279	33.053	2:06.862
13	56.392	38.054	32.805	2:07.250
14	55.705	38.616	31.850	2:06.170
15	55.765	37.785	32.367	2:05.917
AVG	56.477	39.174	32.890	2:10.036
IDEAL	55.141	37.785	31.541	2:04.466



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