



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 #2

4 Dirk Buylinckx
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:12.167	40.750	33.028	2:25.945
3	57.792	39.269	32.809	2:09.869
4	56.486	38.691	32.608	2:07.786
5	57.334	38.394	33.612	2:09.340
6	58.147	40.764	32.191	2:11.103
7	56.373	39.484	33.193	2:09.050
8	1:00.367	39.700	2:31.231	4:11.298
9	2:25.550	46.014	37.418	3:48.982
10	58.346	39.003	32.754	2:10.103
11	56.851	40.903	32.861	2:10.615
12	57.089	38.522	32.002	2:07.613
13	56.920	38.084	32.465	2:07.469
AVG	57.570	39.415	33.177	2:10.889
IDEAL	56.373	38.084	32.002	2:06.459

6 Markus Barth
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:10.139	40.223	32.687	2:23.049
3	56.506	39.571	33.374	2:09.451
4	55.749	39.562	32.888	2:08.200
5	55.545	37.661	31.825	2:05.031
6	55.157	38.501	31.736	2:05.393
7	59.305	39.584	2:30.129	4:09.018
8	1:21.216	53.236	59.840	3:14.292
9	1:27.772	57.375	32.348	2:57.495
10	56.239	38.266	32.428	2:06.932
11	55.893	40.583	32.666	2:09.142
12	55.785	39.082	33.013	2:07.880
13	1:01.862	38.051	31.541	2:11.454
AVG	56.893	39.108	32.451	2:09.615
IDEAL	55.157	37.661	31.541	2:04.359

7 Thomas Hinterreiter
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.853	40.838	32.565	2:25.256
3	57.859	38.569	32.532	2:08.960
4	56.224	38.222	32.968	2:07.414
5	55.638	38.205	32.217	2:06.060
6	54.425	37.944	31.756	2:04.125
7	54.784	37.485	31.458	2:03.727
8	55.125	37.883	31.602	2:04.610
9	56.372	39.617	3:42.616	5:18.605
10	1:47.169	41.076	32.110	3:00.354
11	58.444	39.377	33.558	2:11.379
12	57.365	41.269	31.932	2:10.566
13	57.313	38.090	31.799	2:07.202

9 Guillaume Dietrich
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:08.433	43.725	32.527	2:24.685
3	57.224	38.296	31.736	2:07.256
4	57.611	38.985	33.220	2:09.816
5	1:00.545	54.690	31.829	2:27.064
6	56.204	38.348	32.073	2:06.625
7	55.507	38.310	31.255	2:05.072
8	57.172	38.408	33.182	2:08.762
9	56.877	38.222	32.897	2:07.997
10	56.330	38.761	2:20.712	3:55.803
11	1:20.057	39.046	32.024	2:31.126
12	56.109	38.066	31.717	2:05.891
13	56.879	38.126	33.040	2:08.045
14	55.822	38.866	39.279	2:13.967
AVG	56.935	38.930	32.318	2:11.380
IDEAL	55.507	38.066	31.255	2:04.828

11 Robert van der Molen
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:13.866	42.318	33.613	2:29.797
3	1:00.100	39.740	32.857	2:12.696
4	57.707	38.612	32.045	2:08.365
5	59.457	39.169	32.335	2:10.961
6	57.518	38.767	32.916	2:09.201
7	56.984	39.754	33.054	2:09.791
8	1:16.013	55.916	2:15.913	4:27.842
9	2:10.623	50.730	33.387	3:34.740
10	56.922	38.628	32.804	2:08.353
11	56.715	39.302	32.604	2:08.621
12	56.693	39.238	32.432	2:08.363
13	58.327	38.466	31.912	2:08.705
AVG	57.825	39.399	32.724	2:11.485
IDEAL	56.693	38.466	31.912	2:07.071

12 Ricky Orlando
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:10.768	39.283	32.108	2:22.159
3	57.252	38.693	32.158	2:08.103
4	57.810	38.532	32.787	2:09.129
5	57.062	38.456	37.012	2:12.529
6	1:08.257	41.203	32.368	2:21.828
7	57.212	38.541	32.853	2:08.606
8	56.353	38.316	32.134	2:06.803
9	56.736	38.542	32.416	2:07.694
10	55.969	38.102	32.415	2:06.486
11	56.118	37.812	32.076	2:06.006

12	59.147	39.224	32.145	2:10.516
13	56.846	38.344	32.001	2:07.192
14	56.170	38.590	32.801	2:07.560
15	55.989	38.536	53.728	2:28.253
AVG	57.063	38.760	32.673	2:11.559
IDEAL	55.969	37.812	32.001	2:05.782

14 Jeroen Oudeman
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.735	42.344	33.905	2:27.984
3	59.031	40.629	33.166	2:12.826
4	57.471	38.915	31.751	2:08.136
5	58.457	39.094	32.604	2:10.155
6	57.534	39.436	32.757	2:09.728
7	59.322	52.062	3:25.656	5:17.040
8	1:04.287	51.478	47.187	2:42.952
9	58.358	39.290	32.235	2:09.883
10	57.352	39.873	32.453	2:09.677
11	57.454	39.631	32.685	2:09.770
12	56.917	39.272	32.400	2:08.590
13	57.019	38.939	32.105	2:08.063
AVG	58.473	39.742	32.606	2:11.481
IDEAL	56.917	38.915	31.751	2:07.583

15 Vaclav Hodny
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:18.896	47.622	38.361	2:44.879
3	1:09.905	46.936	38.359	2:35.199
4	1:08.668	46.116	37.904	2:32.688
5	1:07.372	46.071	38.007	2:31.450
6	1:07.105	45.563	37.434	2:30.102
7	1:07.409	44.471	1:28.940	3:20.820
8	1:14.891	45.766	36.658	2:37.315
9	1:13.642	50.042	37.953	2:41.638
10	1:05.797	44.425	36.733	2:26.955
11	1:06.145	44.497	36.986	2:27.628
12	1:04.651	44.144	36.797	2:25.592
13	1:15.146	56.057	37.722	2:48.925
AVG	1:09.157	45.969	37.538	2:34.761
IDEAL	1:04.651	44.144	36.658	2:25.453

16 Franz Aschenbrenner
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.653	40.606	33.065	2:25.324
3	58.600	39.137	32.443	2:10.180
4	57.919	39.052	32.638	2:09.609
5	57.356	38.428	32.411	2:08.195
6	57.243	38.719	32.343	2:08.306
7	57.277	38.423	32.557	2:08.257
8	57.291	38.763	32.076	2:08.130

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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16 Franz Aschenbrenner
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	57.515	38.478	31.837	2:07.830
10	57.777	38.577	32.027	2:08.381
11	57.363	39.274	32.286	2:08.923
12	59.630	39.107	32.434	2:11.171
13	57.121	38.865	32.294	2:08.280
AVG	57.881	38.860	32.176	2:08.917
IDEAL	57.121	38.423	31.837	2:07.381

17 Michal Bursa
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:09.997	40.223	32.929	2:23.148
3	59.151	39.601	33.401	2:12.153
4	58.153	39.191	32.752	2:10.097
5	57.374	38.645	33.008	2:09.026
6	56.741	39.469	32.529	2:08.738
7	57.189	38.720	32.566	2:08.475
8	57.213	38.903	32.674	2:08.789
9	57.080	38.548	32.137	2:07.765
10	57.499	38.155	32.066	2:07.720
11	57.311	38.931	32.670	2:08.912
12	58.198	38.604	32.461	2:09.262
13	57.214	38.720	32.642	2:08.577
14	57.654	41.065	3:03.811	4:42.530
AVG	57.565	39.137	32.653	2:10.222
IDEAL	56.741	38.155	32.066	2:06.962

19 Cavin Hogan
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:08.953	39.699	32.801	2:21.453
3	58.672	39.628	33.501	2:11.801
4	57.129	39.132	32.906	2:09.168
5	56.477	38.485	33.198	2:08.159
6	57.180	40.058	32.329	2:09.567
7	56.698	38.920	31.669	2:07.287
8	58.031	38.876	32.186	2:09.093
9	56.608	38.774	2:19.431	3:54.813
10	1:05.984	39.923	33.299	2:19.206
11	57.028	39.674	35.727	2:12.429
12	57.189	39.183	34.203	2:10.575
13	56.142	38.253	32.960	2:07.355
AVG	57.922	39.217	33.162	2:11.463
IDEAL	56.142	38.253	31.669	2:06.065

21 Stéphane Mertens
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.540	41.007	33.079	2:25.626

3	57.846	40.249	33.695	2:11.789
4	56.508	38.314	31.553	2:06.375
5	56.546	37.660	301.000	2:05.205
6	57.034	38.011	31.997	2:07.042
7	55.870	37.272	30.960	2:04.102
8	57.227	39.268	33.012	2:09.507
9	56.964	38.620	32.260	2:07.844
10	56.470	38.280	2:23.563	3:58.312
11	1:17.697	39.239	31.587	2:28.523
12	55.497	37.724	31.403	2:04.624
13	57.436	39.461	33.839	2:10.737
14	58.392	39.703	32.519	2:10.613
AVG	56.970	38.933	32.354	2:11.060
IDEAL	55.497	37.272	30.960	2:03.729

23 Oriol Fernández
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:09.588	40.298	32.395	2:22.282
3	57.796	39.369	33.808	2:10.973
4	56.147	37.755	31.790	2:05.692
5	55.840	38.104	31.167	2:05.111
6	55.564	38.209	31.291	2:05.064
7	55.955	38.202	31.813	2:05.970
8	55.349	38.216	31.909	2:05.474
9	56.016	38.101	31.847	2:05.964
10	58.766	43.331	1:20.164	3:02.261
11	1:55.475	38.512	32.783	3:06.770
12	56.857	45.605	32.985	2:15.447
13	56.393	38.579	31.590	2:06.562
14	57.758	37.562	31.544	2:06.864
AVG	56.586	38.853	32.077	2:08.673
IDEAL	55.349	37.562	31.167	2:04.078

26 Sylvester Lemanski
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:12.471	41.735	34.037	2:28.243
3	1:00.850	40.338	33.911	2:15.098
4	59.926	41.713	33.391	2:15.029
5	1:01.327	41.969	34.452	2:17.748
6	1:00.359	41.770	34.364	2:16.493
7	1:00.161	41.043	34.676	2:15.880
8	1:00.554	41.465	34.550	2:16.569
9	59.842	41.385	34.481	2:15.708
10	59.434	41.281	34.661	2:15.375
11	1:00.188	40.932	34.261	2:15.381
12	59.294	41.340	34.464	2:15.098
13	1:00.051	41.228	34.425	2:15.704
14	59.287	41.600	34.956	2:15.843
15	59.981	41.314	34.821	2:16.115
AVG	1:00.096	41.365	34.389	2:16.735
IDEAL	59.287	40.338	33.391	2:13.016

27 José Maria Martín
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.631	40.361	33.247	2:25.239
3	57.415	39.402	33.045	2:09.863
4	57.189	38.525	33.304	2:09.017
5	56.564	38.506	32.972	2:08.043
6	57.422	39.410	32.957	2:09.789
7	56.994	38.732	31.876	2:07.602
8	57.760	39.265	32.395	2:09.419
9	56.867	39.467	32.368	2:08.703
10	56.044	38.812	32.576	2:07.432
11	56.083	38.763	32.558	2:07.404
12	1:17.810	1:01.603	39.513	2:58.925
13	56.712	39.323	33.441	2:09.476
14	56.500	39.057	33.505	2:09.062
15	1:08.268	53.292	38.823	2:40.382
AVG	56.868	39.135	32.854	2:10.087
IDEAL	56.044	38.506	31.876	2:06.426

29 Nate Kern
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:07.547	39.064	31.988	2:18.599
3	57.051	38.917	32.956	2:08.924
4	56.577	38.523	32.221	2:07.321
5	56.552	38.987	32.221	2:07.760
6	56.659	39.091	33.148	2:08.898
7	57.976	40.774	34.923	2:13.673
8	57.574	43.008	34.898	2:15.480
9	58.322	38.804	7:05.607	8:42.733
10	1:14.977	49.347	36.196	2:40.521
11	58.810	38.993	32.581	2:10.384
12	56.873	39.161	32.599	2:08.633
AVG	58.394	39.532	33.373	2:11.075
IDEAL	56.552	38.523	31.988	2:07.063

33 Greg White
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	34.064	-
2	57.837	39.990	32.817	2:10.644
3	57.719	39.396	33.339	2:10.454
4	57.092	39.808	32.933	2:09.833
5	58.110	39.335	32.797	2:10.242
6	57.676	39.702	32.672	2:10.050
7	58.575	38.980	32.937	2:10.492
8	58.374	39.512	32.378	2:10.264
9	56.820	39.077	33.093	2:08.990
10	56.716	39.796	32.595	2:09.107
11	58.099	39.641	32.002	2:09.742
12	56.637	39.112	32.638	2:08.387
13	1:10.870	1:01.340	37.290	2:49.500

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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DAYTONA 200 BY ARAI
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INDIVIDUAL TIMES - QUALIFYING GROUP #2

33 Greg White
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
14	58.333	39.254	33.571	2:11.158
AVG	58.333	39.254	33.571	2:11.158
IDEAL	56.637	38.980	32.002	2:07.619

36 Alex Busquets
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.803	-
2	59.103	39.002	32.976	2:11.081
3	58.048	40.132	31.827	2:10.006
4	58.194	39.024	32.494	2:09.711
5	58.214	39.018	32.413	2:09.645
6	58.104	38.956	32.648	2:09.708
7	58.314	39.772	32.642	2:10.728
8	57.743	39.921	32.617	2:10.281
9	58.622	38.742	32.264	2:09.628
10	58.239	38.927	31.945	2:09.111
11	59.357	38.996	32.323	2:10.676
12	57.555	38.953	31.964	2:08.472
13	58.186	38.811	32.628	2:09.626
14	57.134	38.728	32.940	2:08.802
AVG	58.216	39.153	32.463	2:09.806
IDEAL	57.134	38.728	31.827	2:07.688

38 Frank Shockley
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:09.549	39.833	33.147	2:22.529
3	58.655	39.303	33.196	2:11.154
4	57.946	39.195	32.933	2:10.074
5	58.127	38.907	32.196	2:09.230
6	58.084	38.923	32.614	2:09.620
7	58.112	38.759	32.836	2:09.707
8	58.113	39.823	1:43.815	3:21.751
9	1:03.226	40.040	33.713	2:16.978
10	57.828	41.482	53.800	2:33.110
11	1:03.057	38.877	32.771	2:14.705
12	57.313	38.980	32.304	2:08.597
13	57.837	38.549	31.874	2:08.260
14	58.037	38.512	31.908	2:08.457
AVG	58.861	39.322	32.681	2:13.535
IDEAL	57.313	38.512	31.874	2:07.699

41 Klaus Nies
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:10.418	39.533	32.185	2:22.136
3	57.395	38.373	31.542	2:07.311
4	58.658	47.462	43.039	2:29.158
5	57.432	38.575	31.611	2:07.618

6	56.656	37.749	32.212	2:06.617
7	56.035	38.033	31.519	2:05.587
8	1:00.123	41.520	2:05.013	3:46.656
9	1:09.731	40.541	43.651	2:33.923
10	1:04.457	54.582	1:08.481	3:07.519
11	1:17.656	56.581	42.609	2:56.847
12	57.899	42.150	32.726	2:12.774
13	57.252	38.966	32.984	2:09.202
AVG	58.256	39.319	32.124	2:11.891
IDEAL	56.035	37.749	31.519	2:05.303

44 Javier Valera
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:09.149	39.011	32.790	2:20.950
3	56.714	38.341	33.083	2:08.138
4	57.470	39.241	33.135	2:09.846
5	56.428	38.355	32.225	2:07.008
6	56.378	38.912	33.137	2:08.427
7	56.020	39.252	33.079	2:08.351
8	57.356	38.185	32.201	2:07.742
9	59.967	38.624	32.518	2:11.110
10	57.339	38.366	32.423	2:08.128
11	57.078	38.718	32.722	2:08.518
12	57.943	39.257	33.001	2:10.201
13	55.820	39.187	33.142	2:08.149
14	55.962	38.108	33.043	2:07.113
15	56.720	39.643	1:38.096	3:14.459
AVG	57.015	38.800	32.808	2:09.514
IDEAL	55.820	38.108	32.201	2:06.129

45 Sébastien Legrelle
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:09.289	40.348	32.862	2:22.498
3	1:31.013	1:12.048	1:07.099	3:50.160
4	1:01.559	38.037	32.279	2:11.874
5	55.524	38.884	32.748	2:07.156
6	55.250	38.345	35.119	2:08.714
7	55.334	38.121	32.493	2:05.949
8	55.827	38.335	32.538	2:06.699
9	55.533	38.496	33.060	2:07.089
10	55.230	38.928	33.119	2:07.276
11	55.014	38.510	33.216	2:06.740
12	59.306	42.968	32.007	2:14.280
13	56.303	38.245	32.527	2:07.075
14	54.816	38.670	33.404	2:06.890
AVG	56.336	38.991	32.948	2:09.353
IDEAL	54.816	38.037	32.007	2:04.860

46 Brian Parriott
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-

2	1:10.696	39.129	32.321	2:22.146
3	56.330	38.039	31.859	2:06.228
4	55.280	38.514	32.400	2:06.194
5	55.054	38.442	32.572	2:06.068
6	57.631	40.882	38.271	2:16.783
7	56.798	37.820	31.905	2:06.523
8	55.605	38.229	32.138	2:05.972
9	55.077	38.811	1:01.064	2:34.952
10	1:05.680	-	-	4:02.384
11	1:03.073	40.028	31.301	2:14.402
12	55.563	37.284	31.385	2:04.231
13	54.739	38.284	3:20.101	4:53.124
AVG	57.348	38.716	32.022	2:11.069
IDEAL	54.739	37.284	31.301	2:03.323

47 Richard Cooper
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:09.788	40.232	32.469	2:22.490
3	57.815	39.420	32.273	2:09.508
4	56.336	38.281	32.790	2:07.407
5	55.705	38.067	31.327	2:05.098
6	55.855	37.797	31.668	2:05.320
7	56.009	38.197	31.629	2:05.834
8	56.376	37.977	31.999	2:06.352
9	56.347	37.898	31.675	2:05.920
AVG	56.349	38.484	31.979	2:08.491
IDEAL	55.705	37.797	31.327	2:04.828

50 Andreas Bildl
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.978	40.703	33.950	2:26.630
3	58.725	40.152	33.563	2:12.441
4	57.335	39.631	32.328	2:09.293
5	58.259	39.010	32.920	2:10.188
6	57.356	39.502	32.780	2:09.638
7	57.539	39.777	32.874	2:10.189
8	58.956	39.897	33.736	2:12.589
9	58.256	40.242	33.617	2:12.115
10	58.292	39.487	33.673	2:11.452
11	58.207	39.431	32.871	2:10.508
12	59.103	39.639	33.954	2:12.696
13	59.077	39.240	33.748	2:12.065
14	58.503	39.821	33.136	2:11.460
15	57.742	40.208	33.294	2:11.244
AVG	58.258	39.767	33.317	2:12.322
IDEAL	57.335	39.010	32.328	2:08.672

61 Brad Hendry
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:10.099	39.941	33.187	2:23.227

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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DAYTONA 200 BY ARAI
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
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INDIVIDUAL TIMES - QUALIFYING GROUP #2

61 Brad Hendry
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	58.715	39.145	33.452	2:11.311
4	58.177	39.628	36.416	2:14.221
5	59.855	39.210	32.335	2:11.400
6	58.124	39.122	32.469	2:09.715
7	58.477	39.237	32.477	2:10.191
8	1:00.020	39.326	37.253	2:16.599 P
9	2:26.444	44.534	37.264	3:48.242
10	57.578	39.844	32.345	2:09.767
11	1:01.166	39.896	31.988	2:13.050
12	57.543	38.698	31.902	2:08.143
13	58.664	38.444	32.521	2:09.629
14	56.864	38.426	32.731	2:08.021
AVG	58.653	39.626	33.596	2:11.095
IDEAL	56.864	38.426	31.902	2:07.192

63 Stefan Heinrichs
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.548	-
2	59.080	39.790	32.526	2:11.397
3	58.668	39.165	32.071	2:09.904
4	57.674	38.828	32.674	2:09.176
5	57.728	39.217	32.745	2:09.690
6	57.820	39.439	33.296	2:10.555
7	59.637	39.081	32.176	2:10.894
8	57.670	39.327	33.057	2:10.053
9	57.651	38.611	32.778	2:09.041
10	57.138	38.828	32.405	2:08.371
11	58.250	39.200	32.775	2:10.225
12	58.034	38.999	32.896	2:09.928
13	57.721	38.774	32.746	2:09.241
14	57.032	39.221	33.201	2:09.453
AVG	58.008	39.114	32.778	2:09.841
IDEAL	57.032	38.611	32.071	2:07.713

66 Jorge Diaz
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.117	-
2	59.397	40.000	32.515	2:11.911
3	59.078	39.726	33.099	2:11.903
4	58.477	40.628	33.363	2:12.468
5	58.237	39.563	33.522	2:11.322
6	58.565	39.514	32.960	2:11.038
7	59.405	39.225	32.193	2:10.824
8	58.189	-	-	2:23.235
9	1:00.329	39.899	32.894	2:13.122
10	58.990	41.062	34.446	2:14.498
11	1:00.005	40.091	32.743	2:12.840
12	58.611	40.276	33.329	2:12.216
13	58.732	40.338	33.039	2:12.109
14	58.681	-	-	2:38.616

69 Giulio Rangheri
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.731	-
2	57.269	39.256	32.041	2:08.566
3	58.861	39.124	31.773	2:09.758
4	56.874	39.023	32.823	2:08.720
5	56.925	38.782	32.788	2:08.495
6	56.953	38.582	32.294	2:07.829
7	1:44.024	51.663	41.023	3:16.709
8	1:11.546	1:03.653	48.195	3:03.393
9	57.958	39.871	32.138	2:09.967
10	56.651	38.258	32.494	2:07.403
11	57.315	39.296	33.091	2:09.702
12	57.645	38.560	32.117	2:08.322
13	56.744	38.816	32.057	2:07.617
AVG	57.320	38.957	32.395	2:08.638
IDEAL	56.651	38.258	31.773	2:06.682

71 Gwen Giabbani
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.304	-
2	56.387	38.557	32.358	2:07.303
3	55.500	38.194	32.677	2:06.370
4	55.664	38.321	32.714	2:06.699
5	55.784	39.600	36.711	2:12.094
6	56.919	38.165	35.033	2:10.118
7	55.711	37.895	32.040	2:05.645
8	56.118	38.354	32.310	2:06.783
9	55.746	38.515	32.787	2:07.048
10	55.530	38.778	32.916	2:07.224
11	55.329	38.576	32.836	2:06.741
12	58.039	43.140	34.741	2:15.920
13	55.840	38.085	32.016	2:05.941
14	55.569	38.196	32.563	2:06.328
AVG	56.011	38.798	33.143	2:08.016
IDEAL	55.329	37.895	32.016	2:05.240

77 Barry Burrell
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:10.474	40.231	32.768	2:23.473
3	58.041	39.140	32.980	2:10.161
4	57.308	39.090	31.378	2:07.776
5	57.364	38.421	32.653	2:08.438
6	56.846	39.538	2:00.267	3:36.651 P
7	1:09.564	39.908	32.813	2:22.285
8	56.248	38.933	32.170	2:07.351
9	56.228	38.458	32.439	2:07.125
10	56.237	39.141	32.617	2:07.995
11	56.279	38.188	32.411	2:06.878

12 56.531 40.267 33.431 2:10.229
 13 56.244 39.341 32.510 2:08.095
 14 57.053 39.106 32.972 2:09.130
 AVG 56.742 39.288 32.660 2:10.705
 IDEAL 56.228 38.188 31.378 2:05.794

94 John Glaefke
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:11.365	40.574	34.070	2:26.009
3	59.328	40.007	33.024	2:12.359
4	58.755	39.762	33.538	2:12.055
5	58.231	39.929	33.484	2:11.644
6	58.243	40.440	32.883	2:11.566
7	58.231	39.372	33.538	2:11.141
8	59.323	39.762	33.789	2:12.874
9	59.582	39.553	34.328	2:13.463
10	59.610	39.662	33.912	2:13.185
11	59.004	40.906	34.151	2:14.061
12	58.974	40.345	33.927	2:13.245
13	59.310	39.492	33.505	2:12.307
14	58.678	40.985	33.923	2:13.586
15	59.282	40.334	34.079	2:13.695
AVG	58.965	40.080	33.725	2:13.656
IDEAL	58.231	39.372	32.883	2:10.485

95 Jon Simisky
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:11.415	40.939	33.601	2:25.955
3	59.749	39.632	33.364	2:12.745
4	59.549	40.001	33.664	2:13.214
5	58.984	40.005	1:06.735	2:45.724 P
6	1:58.658	55.440	49.079	3:43.176
7	1:00.293	40.486	34.580	2:15.359
8	59.462	40.478	33.776	2:13.716
9	59.313	39.694	34.022	2:13.029
10	59.714	40.514	33.934	2:14.162
11	1:01.411	57.753	1:17.106	3:16.270 P
12	1:32.998	39.768	33.557	2:46.323
13	59.709	39.684	33.715	2:13.108
AVG	59.798	40.120	33.801	2:15.161
IDEAL	58.984	39.632	33.364	2:11.980

96 Massimo Rosetti
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:10.860	39.489	32.929	2:23.278
3	58.124	39.506	33.281	2:10.911
4	58.033	39.200	33.231	2:10.464
5	57.640	39.109	33.385	2:10.134
6	56.968	38.766	32.605	2:08.339
7	56.869	38.393	32.984	2:08.246

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INDIVIDUAL TIMES - QUALIFYING GROUP #2

96 Massimo Rosetti
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	57.004	38.513	32.703	2:08.220
9	57.999	38.534	31.799	2:08.332
10	57.794	38.804	31.936	2:08.535
11	57.381	39.039	32.184	2:08.604
12	57.981	38.758	32.635	2:09.374
13	1:04.353	39.420	33.661	2:17.434
14	57.085	38.723	32.803	2:08.611
15	56.194	38.749	33.135	2:08.077
AVG	58.224	38.818	32.607	2:09.648
IDEAL	56.194	38.393	31.799	2:06.385

98 Katja Poensgen
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.746	-
2	59.731	39.329	32.857	2:11.917
3	58.443	39.302	33.335	2:11.080
4	58.263	39.113	32.729	2:10.105
5	57.716	39.258	32.977	2:09.951
6	57.789	39.784	32.493	2:10.066
7	58.267	39.205	32.377	2:09.849
8	57.361	38.776	32.590	2:08.727
9	57.129	38.438	32.634	2:08.200
10	57.455	38.989	32.197	2:08.641
11	57.905	39.987	31.875	2:09.767
12	57.473	38.777	32.123	2:08.373
13	58.475	39.233	32.139	2:09.847
14	57.835	38.685	32.896	2:09.416
AVG	57.988	39.144	32.569	2:09.688
IDEAL	57.129	38.438	31.875	2:07.442

99 Roberto Panichi
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	1:11.196	40.602	32.117	2:23.914
3	56.834	38.863	32.920	2:08.618
4	54.968	40.448	32.414	2:07.829
5	55.552	38.213	32.429	2:06.193
6	55.394	37.943	31.955	2:05.292
7	55.227	38.668	31.937	2:05.832
8	55.772	37.639	32.203	2:05.614
9	56.388	38.110	32.080	2:06.578
10	57.597	43.442	2:54.970	4:36.010 P
11	1:07.413	40.476	34.010	2:21.899
12	1:07.377	1:45.026	37.357	3:29.760
13	57.390	38.676	32.286	2:08.352
AVG	56.125	39.371	32.882	2:10.012
IDEAL	54.968	37.639	31.937	2:04.544

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