



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 - FINAL

4 Dirk Buylinckx
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.118	-
3	55.801	37.909	31.650	2:05.360
4	56.446	38.041	31.436	2:05.923
5	57.036	38.156	31.831	2:07.023
6	56.196	38.283	32.748	2:07.227
7	56.459	37.916	32.763	2:07.137
8	56.405	37.989	32.771	2:07.165
9	56.326	38.083	32.562	2:06.970
10	56.388	38.226	32.365	2:06.979
AVG	56.382	38.075	32.360	2:06.723
IDEAL	55.801	37.909	31.436	2:05.146

6 Markus Barth
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.368	-
3	56.463	37.883	32.522	2:06.868
4	56.582	37.841	32.770	2:07.193
5	55.971	38.314	31.861	2:06.147
6	56.288	37.585	31.906	2:05.779
7	56.441	37.672	31.846	2:05.959
8	55.623	38.879	32.383	2:06.885
9	55.427	37.872	32.806	2:06.106
10	55.876	37.927	32.841	2:06.644
11	56.129	38.044	32.424	2:06.596
12	55.968	37.861	32.895	2:06.724
13	56.549	37.316	32.698	2:06.564
14	55.618	38.712	32.582	2:06.912
AVG	56.078	37.992	32.454	2:06.531
IDEAL	55.427	37.316	31.846	2:04.589

7 Thomas Hinterreiter
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	31.937	-
3	56.690	37.957	32.070	2:06.717
4	55.857	38.979	32.505	2:07.340
5	56.596	37.315	32.066	2:05.976
6	55.703	37.567	32.252	2:05.522
7	55.556	37.825	32.772	2:06.153
8	55.891	38.779	32.540	2:07.210
9	57.372	37.761	32.940	2:08.073
10	55.409	37.613	31.585	2:04.607
11	56.888	38.155	31.650	2:06.694
12	56.982	37.707	31.958	2:06.646
13	56.991	37.528	32.613	2:07.132
14	55.945	38.224	31.936	2:06.105
AVG	56.323	37.951	32.217	2:06.515
IDEAL	55.409	37.315	31.585	2:04.309

9 Guillaume Dietrich
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.368	-
3	56.463	37.883	32.522	2:06.868
4	56.582	37.841	32.770	2:07.193
5	55.971	38.314	31.861	2:06.147
6	56.288	37.585	31.906	2:05.779
7	56.441	37.672	31.846	2:05.959
8	55.623	38.879	32.383	2:06.885
9	55.427	37.872	32.806	2:06.106
10	55.876	37.927	32.841	2:06.644
11	56.129	38.044	32.424	2:06.596
12	55.968	37.861	32.895	2:06.724
13	56.549	37.316	32.698	2:06.564
14	55.618	38.712	32.582	2:06.912
AVG	56.078	37.992	32.454	2:06.531
IDEAL	55.427	37.316	31.846	2:04.589

2 - - 32.478 -

3 57.017 37.887 32.424 2:07.327

4 57.096 37.555 31.718 2:06.368

5 57.917 37.845 31.928 2:07.691

6 56.873 37.994 32.452 2:07.319

7 56.777 39.011 32.092 2:07.880

8 57.533 37.810 33.026 2:08.369

9 56.136 38.699 32.835 2:07.670

10 56.547 39.049 32.663 2:08.259

11 57.128 37.993 32.561 2:07.681

12 56.705 39.208 32.898 2:08.811

13 56.629 38.954 33.447 2:09.031

14 57.079 39.506 33.139 2:09.723

AVG 56.953 38.459 32.581 2:08.011

IDEAL 56.136 37.555 31.718 2:05.409

11 Robert van der Molen
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.057	-
3	57.510	38.234	32.961	2:08.704
4	57.262	38.113	32.682	2:08.057
5	57.918	38.639	33.268	2:09.825
6	58.279	39.191	32.873	2:10.343
7	58.187	38.565	33.085	2:09.837
8	58.655	39.010	32.341	2:10.006
9	57.557	39.503	33.267	2:10.327
10	58.592	38.725	32.705	2:10.022
11	59.336	38.802	33.277	2:11.414
12	57.719	39.428	33.527	2:10.674
13	57.917	38.443	34.193	2:10.553
14	58.147	38.872	32.903	2:09.923
AVG	58.090	38.794	33.011	2:09.974
IDEAL	57.262	38.113	32.341	2:07.716

12 Ricky Orlando
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	31.734	-
3	57.232	38.086	32.022	2:07.341
4	56.692	38.069	31.597	2:06.358
5	58.281	37.896	32.802	2:08.979
6	56.616	37.539	33.131	2:07.286
7	56.093	37.668	32.925	2:06.686
8	57.152	38.603	32.561	2:08.316
9	56.522	37.957	33.087	2:07.565
10	57.086	38.100	33.031	2:08.217
11	56.349	38.491	33.022	2:07.862
12	57.595	37.981	33.309	2:08.884
13	57.460	38.281	33.131	2:08.872
14	57.600	39.190	32.946	2:09.736
AVG	57.056	38.155	32.715	2:08.008
IDEAL	56.093	37.539	31.597	2:05.229

14 Jeroen Oudeman
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.109	-
3	57.595	38.264	32.013	2:07.872
AVG	57.595	38.264	32.561	2:07.872
IDEAL	57.595	38.264	32.013	2:07.872

16 Franz Aschenbrenner
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	-	-
3	58.071	39.094	33.291	2:10.456
4	58.187	38.275	33.264	2:09.726
5	57.933	38.910	33.767	2:10.610
6	58.283	38.580	32.747	2:09.610
7	58.308	38.442	33.676	2:10.426
8	57.643	38.582	33.731	2:09.957
9	57.181	38.616	32.750	2:08.546
10	57.470	38.849	33.130	2:09.449
11	58.161	38.653	32.962	2:09.776
12	57.642	38.734	37.878	2:14.255
13	57.731	38.807	34.225	2:10.763
14	57.822	38.893	33.466	2:10.181
AVG	57.869	38.703	33.741	2:10.313
IDEAL	57.181	38.275	32.747	2:08.203

17 Michal Bursa
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.319	-
3	57.182	37.951	32.777	2:07.910
4	57.826	38.389	33.083	2:09.297
5	58.088	39.400	32.963	2:10.451
6	58.505	38.648	321.000	2:10.153
AVG	57.900	38.597	33.028	2:09.453
IDEAL	57.182	37.951	32.777	2:07.910

19 Gavin Hogan
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.808	-
3	56.889	38.499	32.559	2:07.947
4	57.661	38.381	33.143	2:09.185
5	57.883	39.950	32.767	2:10.600
6	58.976	38.626	32.791	2:10.393
7	57.759	38.517	33.459	2:09.735
8	58.635	38.806	32.554	2:09.995
9	57.957	38.850	33.674	2:10.481
10	58.167	38.810	32.870	2:09.847
11	58.249	38.445	32.957	2:09.651
AVG	58.020	38.765	32.958	2:09.759
IDEAL	56.889	38.381	32.554	2:07.825

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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21 Stéphane Mertens
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	31.952	-
3	56.055	38.572	32.274	2:06.901
4	56.214	38.439	32.674	2:07.327
5	56.224	37.524	32.143	2:05.892
6	55.380	37.683	32.640	2:05.703
7	56.375	37.695	32.124	2:06.194
8	56.537	37.654	32.743	2:06.935
9	56.199	37.687	32.246	2:06.132
10	56.318	38.163	32.054	2:06.535
11	56.472	38.374	31.804	2:06.650
12	56.488	38.204	31.902	2:06.594
13	56.400	37.968	32.432	2:06.800
14	56.053	38.530	32.225	2:06.808
AVG	56.226	38.041	32.247	2:06.539
IDEAL	55.380	37.524	31.804	2:04.708

23 Oriol Fernández
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.003	-
3	56.333	37.800	31.833	2:05.966
4	56.766	38.322	32.226	2:07.314
5	56.631	37.729	31.240	2:05.600
6	56.326	37.888	32.097	2:06.311
7	56.042	37.532	31.615	2:05.189
8	56.051	37.821	33.146	2:07.018
9	56.724	37.645	31.809	2:06.178
10	56.798	38.036	31.562	2:06.396
11	55.586	39.056	32.047	2:06.688
12	56.184	38.021	32.459	2:06.663
13	54.870	38.523	33.336	2:06.730
14	56.288	38.120	32.256	2:06.664
AVG	56.217	38.041	32.125	2:06.393
IDEAL	54.870	37.532	31.240	2:03.643

26 Sylvester Lemanski
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	35.012	-
3	1:01.305	40.825	35.062	2:17.192
4	1:01.479	40.909	35.401	2:17.789
5	1:00.365	40.623	35.269	2:16.258
6	1:00.130	41.183	35.429	2:16.742
7	1:00.383	41.528	35.142	2:17.052
8	59.737	40.969	35.004	2:15.710
9	59.882	40.840	34.903	2:15.625
10	1:00.107	40.758	35.362	2:16.227
11	1:00.707	40.558	34.492	2:15.757
12	1:00.759	41.061	35.079	2:16.899
13	1:00.576	40.849	35.278	2:16.703
AVG	1:00.494	40.919	35.119	2:16.541
IDEAL	59.737	40.558	34.492	2:14.786

27 José Maria Martín
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.115	-
3	56.589	39.023	33.515	2:09.127
AVG	56.589	39.023	33.315	2:09.127
IDEAL	56.589	39.023	33.515	2:09.127

29 Nate Kern
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	31.931	-
3	57.093	37.875	31.494	2:06.462
4	57.385	37.784	31.843	2:07.011
5	58.218	37.927	31.956	2:08.101
6	57.213	37.543	32.586	2:07.341
7	57.262	38.435	32.249	2:07.945
8	57.748	37.948	32.671	2:08.366
9	57.423	37.810	32.062	2:07.295
AVG	57.477	37.903	32.099	2:07.503
IDEAL	57.093	37.543	31.494	2:06.130

33 Greg White
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.043	-
3	58.178	39.124	33.000	2:10.303
4	57.822	38.951	33.123	2:09.895
5	58.776	38.634	33.094	2:10.504
6	57.423	38.698	33.568	2:09.689
7	58.071	39.445	32.764	2:10.280
8	57.985	39.115	33.050	2:10.150
9	56.675	38.756	32.934	2:08.366
10	57.213	38.904	33.368	2:09.485
11	57.359	39.120	33.348	2:09.827
12	57.205	39.050	35.376	2:11.631
13	57.812	38.974	33.938	2:10.724
14	58.093	39.050	34.138	2:11.281
AVG	57.718	38.985	33.442	2:10.178
IDEAL	56.675	38.634	32.764	2:08.073

36 Alex Busquets
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.498	-
3	57.447	38.664	32.539	2:08.649
4	58.104	38.681	32.729	2:09.514
5	58.045	38.847	32.611	2:09.504
6	59.353	38.576	32.687	2:10.616
7	58.445	38.439	32.690	2:09.574
8	58.303	38.781	33.021	2:10.105
9	58.367	39.103	32.581	2:10.051
10	57.232	39.632	33.144	2:10.008
11	58.095	38.521	33.078	2:09.694
12	57.103	39.523	33.367	2:09.994
13	58.127	39.197	33.688	2:11.012

14 58.093 38.697 33.102 2:09.892
 AVG 58.062 38.874 32.917 2:09.885
 IDEAL 57.103 38.439 32.539 2:08.081

38 Frank Shockley
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.706	-
3	57.982	40.401	34.650	2:13.033
4	57.604	39.206	33.401	2:10.211
5	58.349	38.796	33.460	2:10.605
6	58.024	38.575	32.960	2:09.559
7	57.874	39.404	33.111	2:10.389
8	57.351	39.199	33.490	2:10.040
9	57.919	38.643	33.102	2:09.663
10	57.487	38.350	32.642	2:08.480
11	58.651	38.485	33.057	2:10.193
AVG	57.916	39.007	33.258	2:10.242
IDEAL	57.351	38.350	32.642	2:08.343

41 Klaus Nies
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	31.972	-
3	57.225	37.874	32.146	2:07.246
4	57.257	37.723	31.463	2:06.443
5	58.054	37.933	31.808	2:07.795
6	57.547	37.982	32.928	2:08.457
7	56.453	38.202	32.140	2:06.795
8	57.715	38.420	32.381	2:08.516
9	57.262	38.001	31.916	2:07.179
10	57.428	38.528	32.347	2:08.303
11	57.450	38.192	32.156	2:07.798
12	57.285	39.051	32.683	2:09.019
13	57.816	38.379	32.735	2:08.929
14	57.822	39.106	32.625	2:09.553
AVG	57.443	38.283	32.254	2:08.003
IDEAL	56.453	37.723	31.463	2:05.639

44 Javier Valera
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.854	-
3	56.352	37.904	33.497	2:07.753
4	56.105	38.224	33.514	2:07.843
5	56.039	38.428	33.641	2:08.107
6	55.812	38.181	33.645	2:07.638
7	55.881	38.448	33.646	2:07.974
8	56.166	38.448	33.694	2:08.308
9	56.271	38.336	33.528	2:08.135
10	56.018	38.380	33.512	2:07.910
11	55.970	38.832	44.816	2:19.617
12	56.658	38.402	34.004	2:09.064
13	56.578	39.317	34.069	2:09.964
14	57.121	38.696	34.164	2:09.981

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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INDIVIDUAL TIMES - FINAL

AVG 56.248 38.466 33.647 2:09.358
 IDEAL 55.812 37.904 33.497 2:07.213

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Sébastien Legrelle
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.238	-
3	57.103	37.717	31.817	2:06.637
4	56.041	38.158	33.109	2:07.308
5	55.215	37.639	32.738	2:05.591
6	54.915	38.268	32.893	2:06.076
7	56.119	37.559	32.572	2:06.250
8	57.120	37.927	31.774	2:06.821
9	54.986	38.475	32.785	2:06.246
10	55.317	38.614	32.820	2:06.751
11	56.476	38.262	31.804	2:06.543
12	56.512	37.819	32.116	2:06.446
13	56.086	38.029	32.653	2:06.767
14	55.651	38.214	32.915	2:06.781
AVG	55.962	38.057	32.556	2:06.518
IDEAL	54.915	37.559	31.774	2:04.248

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Brian Parriott
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.144	-
3	56.262	37.814	32.851	2:06.927
4	57.021	38.018	32.073	2:07.112
5	54.935	38.386	32.417	2:05.739
6	55.225	37.653	33.078	2:05.955
7	55.180	38.397	32.669	2:06.246
8	56.357	37.989	32.611	2:06.956
9	55.631	37.952	32.580	2:06.162
10	56.656	37.525	32.355	2:06.537
11	55.302	38.347	32.724	2:06.372
12	55.009	38.019	32.585	2:05.614
13	55.215	38.110	32.755	2:06.080
14	54.859	38.039	32.978	2:05.876
AVG	55.638	38.021	32.602	2:06.298
IDEAL	54.859	37.525	32.073	2:04.456

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Richard Cooper
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.834	-
3	57.396	37.789	32.304	2:07.489
4	57.063	37.565	31.863	2:06.491
5	56.944	37.754	31.525	2:06.224
6	56.514	37.607	32.306	2:06.427
7	56.102	37.519	31.542	2:05.162
8	56.971	37.872	32.162	2:07.005
AVG	56.832	37.684	32.077	2:06.466
IDEAL	56.102	37.519	31.525	2:05.146

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Andreas Bildl
 BMW R1100 S

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

2	-	-	32.438	-
3	58.013	38.700	32.742	2:09.454
4	57.146	38.655	32.156	2:07.957
5	58.073	38.915	32.261	2:09.250
6	58.732	39.252	32.881	2:10.865
7	57.822	38.441	32.939	2:09.203
8	57.723	39.038	33.365	2:10.126
9	58.047	38.413	33.762	2:10.222
10	57.987	38.908	33.045	2:09.940
11	58.890	39.047	33.473	2:11.410
12	57.843	38.992	33.818	2:10.653
13	57.598	39.087	33.945	2:10.630
14	57.663	38.864	33.435	2:09.962
AVG	57.962	38.859	33.050	2:09.973
IDEAL	57.146	38.413	32.156	2:07.715

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Brad Hendry
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.317	-
3	57.980	38.539	32.472	2:08.990
4	58.339	37.941	32.701	2:08.981
5	57.737	38.712	32.008	2:08.457
6	59.201	38.506	32.682	2:10.389
7	58.835	38.216	32.224	2:09.275
8	59.531	38.458	32.312	2:10.301
9	59.022	38.382	32.217	2:09.621
10	57.771	38.998	33.267	2:10.036
11	57.312	39.093	33.419	2:09.824
12	58.205	38.588	33.076	2:09.869
13	57.588	38.819	34.185	2:10.592
14	58.440	39.043	32.864	2:10.347
AVG	58.330	38.608	32.750	2:09.724
IDEAL	57.312	37.941	32.008	2:07.261

63

Stefan Heinrichs
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.484	-
3	57.605	37.637	32.281	2:07.524
4	57.909	38.596	32.710	2:09.215
5	58.229	38.613	33.454	2:10.295
6	58.096	38.909	33.379	2:10.384
AVG	57.960	38.439	32.862	2:09.355
IDEAL	57.605	37.637	32.281	2:07.524

66

Jorge Diaz
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	-	-
3	59.764	40.192	34.388	2:14.344
4	1:10.594	46.966	1:00.853	2:58.413 P
AVG	1:05.179	43.579	34.388	2:14.344
IDEAL	59.764	40.192	34.388	2:14.344

69

Giulio Rangheri
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.565	-
3	57.559	38.023	33.521	2:09.104
4	57.387	38.493	33.276	2:09.156
5	58.849	38.631	32.893	2:10.372
6	58.766	38.484	33.272	2:10.522
7	57.435	38.632	33.824	2:09.892
8	58.235	38.391	33.547	2:10.173
9	59.219	39.190	32.239	2:10.648
10	58.270	-	-	2:15.441
11	58.314	38.501	33.197	2:10.012
12	58.367	38.609	33.273	2:10.249
13	57.963	38.600	33.871	2:10.434
14	58.356	38.860	33.784	2:11.000
AVG	58.227	38.583	33.272	2:10.584
IDEAL	57.387	38.023	32.239	2:07.649

71

Gwen Giabbani
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.959	-
3	56.683	38.293	32.356	2:07.333
4	57.107	37.761	32.485	2:07.353
5	57.039	37.723	32.356	2:07.118
6	56.268	37.790	33.031	2:07.089
7	55.813	38.229	33.254	2:07.296
8	55.612	38.155	33.426	2:07.193
9	55.566	38.269	32.995	2:06.830
10	55.298	38.549	33.341	2:07.188
11	56.285	38.550	33.432	2:08.267
12	56.598	38.581	33.553	2:08.732
13	56.719	38.872	33.646	2:09.237
14	56.902	38.917	33.879	2:09.698
AVG	56.324	38.307	33.132	2:07.778
IDEAL	55.298	37.723	32.356	2:05.377

77

Barry Burrell
 BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.128	-
3	57.334	37.854	31.915	2:07.104
4	57.418	37.883	31.751	2:07.051
5	57.791	37.951	32.220	2:07.962
6	57.456	37.779	32.276	2:07.511
7	56.844	38.453	32.573	2:07.870
8	57.753	38.305	32.305	2:08.363
9	56.989	38.320	32.125	2:07.434
10	56.966	38.556	32.781	2:08.303
11	56.982	38.537	32.201	2:07.720
12	57.134	39.061	32.735	2:08.930
13	57.572	38.604	32.790	2:08.966
14	57.274	38.921	33.503	2:09.698

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



**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 - FINAL

AVG	57.293	38.352	32.408	2:08.076
IDEAL	56.844	37.779	31.751	2:06.373

94 John Glaefke
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.413	-
3	58.867	38.853	33.152	2:10.871
4	58.387	38.484	33.390	2:10.261
5	58.636	38.542	33.680	2:10.858
6	57.827	39.384	34.989	2:12.201
7	59.104	39.829	35.497	2:14.429
8	59.940	39.793	34.706	2:14.439
9	58.153	-	-	2:19.358
10	59.753	39.927	34.452	2:14.132
11	59.290	40.451	34.465	2:14.207
12	59.740	40.342	34.504	2:14.585
13	58.786	39.359	35.286	2:13.430
14	58.850	39.825	34.900	2:13.575
AVG	58.944	39.526	34.369	2:13.529
IDEAL	57.827	38.484	33.152	2:09.463

95 Jon Simisky
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	33.440	-
3	59.124	39.357	34.330	2:12.810
4	1:01.103	40.109	34.919	2:16.131
5	1:00.452	39.482	34.611	2:14.545
6	59.648	40.184	34.896	2:14.729
7	1:00.637	39.984	34.713	2:15.334
8	59.720	40.342	34.554	2:14.616
9	1:00.870	39.883	34.457	2:15.210
10	59.892	40.093	34.430	2:14.415
11	1:00.314	40.484	34.578	2:15.376
12	1:00.375	39.937	34.922	2:15.234
13	1:01.106	39.778	34.961	2:15.845
14	1:01.697	40.291	34.689	2:16.677
AVG	1:00.412	39.994	34.577	2:15.077
IDEAL	59.124	39.357	34.330	2:12.810

96 Massimo Rosetti
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.150	-
3	57.332	38.818	32.292	2:08.442
4	57.787	37.875	32.322	2:07.984
5	57.933	38.940	32.183	2:09.055
6	57.636	38.898	33.764	2:10.298
AVG	57.672	38.633	32.542	2:08.945
IDEAL	57.332	37.875	32.183	2:07.390

98 Katja Poensgen
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.409	-
3	57.225	38.642	33.030	2:08.897

4	57.933	38.272	33.036	2:09.241
5	58.018	38.152	32.329	2:08.499
6	59.501	38.368	32.279	2:10.148
7	58.488	38.372	32.552	2:09.411
8	58.892	38.878	32.560	2:10.329
9	58.358	38.517	32.890	2:09.765
10	57.922	38.528	33.453	2:09.904
11	57.651	38.528	33.625	2:09.804
12	57.654	38.639	33.780	2:10.072
13	58.343	38.525	33.523	2:10.391
14	57.648	38.780	34.062	2:10.490
AVG	58.121	38.498	33.040	2:09.707
IDEAL	57.225	38.152	32.279	2:07.656

99 Roberto Panichi
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
2	-	-	32.287	-
3	56.324	38.201	32.330	2:06.855
4	56.166	38.400	32.074	2:06.639
5	56.701	37.743	31.758	2:06.201
6	55.881	37.579	32.008	2:05.469
7	55.674	38.033	32.406	2:06.113
8	56.717	37.959	32.315	2:06.991
9	56.353	37.658	32.095	2:06.105
10	56.449	38.164	31.868	2:06.482
11	55.858	38.527	32.201	2:06.586
12	55.756	38.288	32.663	2:06.707
13	56.913	-	-	2:12.553
14	56.369	38.975	34.059	2:09.403
AVG	56.263	38.139	32.339	2:07.175
IDEAL	55.674	37.579	31.758	2:05.011


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