



**AMA CHEVROLET SUPERBIKE CHAMPIONSHIP
DAYTONA 200 BY ARAI
DAYTONA INTERNATIONAL SPEEDWAY - DAYTONA BEACH, FL
ROUND 1 OF 18 - MARCH 3-6, 2004**



Chevrolet Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

1 Mathew Mladin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	40.325	- P
0	-	34.909	1:01.105	- P
1	42.973	34.892	1:10.953	2:28.818
1	21.336	34.942	1:10.917	2:07.195
2	10.937	34.391	1:12.331	1:57.659
2	17:36.29	34.092	1:02.775	19:13.16 P
3	8.534	34.138	1:13.377	1:56.049
3	16.943	33.436	1:15.373	2:05.752
4	7.570	34.175	1:12.908	1:54.652
4	5.346	36.779	1:10.696	1:52.821
5	7.823	33.718	1:13.592	1:55.133
5	5:01.029	32.884	1:08.206	6:42.118 P
6	6.831	35.541	1:12.215	1:54.587
6	9.606	32.733	1:16.913	1:59.252
7	8:01.953	33.472	1:00.083	9:35.507 P
7	0.482	32.799	1:17.154	1:50.435
8	18.051	32.922	1:16.462	2:07.435
8	0.725	33.237	1:16.117	1:50.079
9	1.371	35.073	1:14.246	1:50.690
10	1:43.240	33.349	1:06.360	3:22.949 P
11	12.786	33.416	1:15.342	2:01.544
AVG	0.482	34.045	1:07.141	1:56.622
IDEAL	0.482	32.733	1:00.083	1:33.298

12 Ricky Orlando
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	49.926	- P
1	38.923	36.027	1:07.233	2:22.103
2	1:06.447	35.646	1:00.642	2:42.735 P
3	24.258	34.712	1:10.562	2:09.532
4	14.338	34.762	1:10.216	1:59.316
5	1:07.123	35.285	1:02.713	2:45.121 P
6	21.321	34.635	1:11.184	2:07.140
7	12.851	35.259	1:10.811	1:58.921
8	13.713	35.212	1:09.773	1:58.697
9	8:56.796	35.543	56.415	10:28.75 P
10	27.550	35.350	1:10.568	2:13.468
11	13.242	34.960	1:10.941	1:59.143
12	12.477	34.999	1:10.909	1:58.385
13	1:59.819	35.051	59.452	3:34.322 P
14	23.911	34.855	1:11.546	2:10.312
15	13.442	35.232	1:10.021	1:58.694
16	13.486	34.909	1:10.936	1:59.330
17	3:22.627	34.826	59.505	4:56.958 P
18	24.330	35.517	1:10.254	2:10.100
19	13.385	34.260	1:12.004	1:59.649
20	11.063	34.741	1:12.032	1:57.836
21	10.655	34.998	1:11.593	1:57.246
AVG	11.398	35.085	1:00.993	2:02.518
IDEAL	10.655	34.260	56.415	1:41.330

13 Mike D Ciccotto
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	46.144	- P
1	46.064	37.381	1:01.445	2:24.887
1	7:25.822	37.796	50.242	8:53.860 P
2	38.716	35.850	1:06.345	2:20.911
3	20.146	36.314	1:07.328	2:03.788
3	14:10.89	-	-	15:41.32 P
3	1:04.837	39.247	50.295	2:34.379 P
AVG	20.146	37.318	1:05.039	2:03.788
IDEAL	20.146	36.314	1:07.328	2:03.788

17 Miguel Duhamel
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	38.930	- P
2	4:35.818	35.705	45.859	5:57.381 P
3	2:06.886	33.861	1:00.476	3:41.223 P
4	20.203	33.283	1:13.910	2:07.395
5	-	-	1:48.874	1:53.402
6	3:50.169	33.627	53.994	5:17.790 P
7	24.974	32.964	1:15.229	2:13.166
8	3.390	32.920	1:15.681	1:51.991
9	4.196	33.450	1:14.046	1:51.692
10	6:04.208	33.650	1:01.339	7:39.197 P
11	17.988	33.744	1:14.245	2:05.977
12	2:34.005	32.756	1:03.423	4:10.184 P
13	14.073	32.841	1:16.624	2:03.538
14	1.274	33.125	1:15.957	1:50.356
15	2.228	33.146	1:15.927	1:51.301
16	3:50.584	32.896	1:06.011	5:29.492 P
17	11.180	32.652	1:17.091	2:00.923
18	0.801	32.971	1:16.247	1:50.019
19	1.655	32.908	1:16.343	1:50.906
AVG	0.801	33.324	46.261	1:56.136
IDEAL	0.801	32.652	45.859	1:19.311

20 Aaron W Yates
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	59.648	- P
1	19.013	33.010	1:15.800	2:07.823
1	-	34.084	1:01.319	- P
2	2.315	33.063	1:16.588	1:51.966
2	1:40.838	33.437	1:02.953	3:17.228 P
3	1.152	32.891	1:16.780	1:50.823
3	15.733	33.229	1:15.875	2:04.837
4	1.624	34.162	1:14.958	1:50.744
4	2.751	33.996	1:15.038	1:51.785
5	16:45.36	32.959	1:01.842	18:20.16 P
6	15.448	32.863	1:17.043	2:05.354
7	0.505	32.709	1:17.364	1:50.578
8	0.291	32.774	1:17.155	1:50.220
9	0.347	32.964	1:16.986	1:50.297

10 0.854 33.572 1:16.022 1:50.448
11 5:19.051 33.773 1:02.979 6:55.803 P
12 16.292 33.544 1:15.243 2:05.079
13 2:16.672 33.138 1:08.052 3:57.862 P
14 10.822 33.241 1:15.492 1:59.555
15 2.547 33.453 1:16.136 1:52.136
16 2.316 33.576 1:15.705 1:51.597
AVG 0.319 33.334 1:03.429 1:54.391
IDEAL 0.291 32.709 1:01.842 1:34.842

21 Pascal Picotte
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	- P
2	-	33.202	1:15.138	6:27.657
3	3.394	33.363	1:16.026	1:52.783
4	7.643	50.417	53.950	1:52.010
5	-	-	-	2:34.695 P
AVG	3.394	33.283	53.950	1:52.396
IDEAL	3.394	33.363	53.950	1:30.707

25 Marco Martinez
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	51.762	- P
1	32.306	34.929	1:10.863	2:18.099
2	14.052	34.835	1:09.649	1:58.535
3	12.998	34.677	1:11.897	1:59.571
4	11.232	35.078	1:10.931	1:57.241
5	22.935	40.739	56.028	1:59.702
6	-	-	-	2:35.326 P
7	-	35.093	1:09.887	23:49.96
8	14.323	35.203	1:10.174	1:59.700
9	12.705	34.673	1:11.848	1:59.226
10	11.968	35.345	1:10.392	1:57.705
11	-	-	-	2:15.512 P
12	-	35.356	1:11.045	9:30.889
13	-	-	-	1:58.419
AVG	12.226	35.593	56.028	2:00.624
IDEAL	11.232	34.673	56.028	1:41.933

26 Andrew Nelson
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	27.236	- P
2	55.587	34.434	1:11.208	2:41.229
3	10.457	34.124	1:12.577	1:57.158
4	8.529	34.331	1:12.938	1:55.798
5	8.757	33.626	1:13.357	1:55.740
6	7.064	34.136	1:13.495	1:54.695
7	8.882	35.459	1:10.731	1:55.072
8	-	-	-	2:07.845 P
9	-	34.794	1:11.997	4:13.673
10	-	-	-	2:06.702 P
11	-	34.411	1:12.442	4:07.078
12	8.777	34.995	1:12.447	1:56.218

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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26 Andrew Nelson
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
13	10.196	35.120	1:11.747	1:57.062
14	-	-	-	2:07.138 P
15	-	34.587	1:12.943	7:29.172
16	-	-	-	1:55.393
AVG	-	34.854	1:12.345	1:59.864
IDEAL	7.064	33.626	1:10.731	1:51.420

32 Eric Bostrom
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	1:00.724	- P
1	-	34.822	1:00.694	- P
1	4:06.693	33.636	1:05.924	5:46.452 P
2	13.997	33.719	1:14.068	2:01.784
2	43:37.25	33.046	1:08.378	45:18.67 P
3	5.911	33.558	1:14.000	1:53.469
3	22.825	33.536	1:02.915	1:59.276
4	6.975	33.523	1:13.119	1:53.617
4	2:04.562	33.011	1:06.805	3:44.378 P
5	8:55.197	33.599	1:04.001	10:32.79 P
5	10.296	32.556	1:17.474	2:00.325
6	14.121	32.943	1:16.358	2:03.422
6	1.662	33.015	1:15.056	1:49.732
7	2.247	34.478	1:14.118	1:50.843
7	3.370	33.257	1:15.821	1:52.448
8	5.663	33.880	1:14.103	1:53.647
9	4.801	33.275	1:15.256	1:53.332
10	4.132	33.584	1:14.486	1:52.202
11	7.235	34.064	1:12.411	1:53.710
12	6.008	33.253	1:15.905	1:55.166
13	2.699	33.099	1:15.822	1:51.621
14	2.902	33.471	1:15.158	1:51.530
15	4.081	34.679	1:13.770	1:52.530
AVG	1.662	33.546	1:10.839	1:54.627
IDEAL	1.662	32.556	1:02.915	1:37.133

38 Dean Mizdal
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:04.109	-
2	22.954	36.181	1:06.484	2:05.619
3	20.650	35.720	1:06.307	2:02.677
4	19.694	35.001	1:08.395	2:03.090
5	18.411	42.478	59.790	2:00.679
6	-	-	-	2:30.854 P
7	-	35.542	1:06.833	20:07.82
8	18.016	35.061	1:09.254	2:02.331
9	15.540	35.182	1:09.044	1:59.766
10	15.104	35.268	1:09.532	1:59.904
11	15.133	35.336	1:09.163	1:59.632
12	14.709	35.148	1:10.039	1:59.897
13	-	-	-	2:08.239 P

41 Joshua Kurt Hayes
Kawasaki ZX-10R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	55.337	- P
2	27.775	34.629	1:11.315	2:13.718
3	5:37.663	34.607	1:03.324	7:15.594 P
4	17.261	33.970	1:13.902	2:05.134
5	6.729	33.838	1:13.368	1:53.934
6	7.258	34.568	1:13.018	1:54.844
7	7:09.230	34.425	1:01.491	8:45.145 P
8	18.515	34.247	1:14.428	2:07.190
9	5.380	34.449	1:13.942	1:53.770
10	-	-	-	21:15.79 P
AVG	5.380	34.342	1:06.309	2:01.432
IDEAL	5.380	33.838	1:01.491	1:40.708

44 John Haner
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	50.117	- P
2	31.931	33.487	1:12.542	2:17.960
3	7.386	34.370	1:13.686	1:55.442
4	-	-	-	1:55.487
AVG	7.386	33.929	1:05.448	2:02.963
IDEAL	7.386	33.487	1:12.542	1:53.415

45 Lee Acree
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	50.827	- P
2	31.981	34.271	1:11.324	2:17.576
3	9.607	34.404	1:12.646	1:56.657
4	9.000	34.806	1:12.270	1:56.076
5	11.501	38.538	1:06.068	1:56.107
6	17.095	33.983	1:13.254	2:04.332
7	8.396	39.491	1:07.009	1:54.896
8	4:02.003	34.277	44.998	5:21.277 P
9	35.115	34.073	1:14.040	2:23.227
10	5.799	33.791	1:14.682	1:54.272
11	5.122	34.040	1:14.324	1:53.487
12	5.474	34.866	1:13.429	1:53.769
13	9:48.225	34.183	50.613	11:13.02 P
14	30.202	34.350	1:13.300	2:17.852
15	13.141	43.008	59.391	1:55.540
AVG	5.465	35.006	48.813	1:56.126
IDEAL	5.122	33.791	44.998	1:23.911

47 Chris Caylor
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	50.803	- P
1	32.254	34.548	1:10.717	2:17.519
2	10.860	35.334	1:11.491	1:57.685

3 11.059 33.915 1:12.471 1:57.445
4 10.974 35.445 1:09.351 1:55.770
5 5:16.289 34.558 42.871 6:33.717 P
6 38.967 34.503 1:12.290 2:25.760
7 14.217 52.456 49.779 1:56.453
8 8:42.255 34.501 1:04.415 10:21.17 P
9 18.173 34.126 1:12.197 2:04.496
10 7.829 33.561 1:14.431 1:55.821
11 5.730 33.753 1:14.433 1:53.916
12 12.131 50.372 51.768 1:54.271
13 9:17.155 34.524 1:03.943 10:55.62 P
14 16.582 33.811 1:14.215 2:04.607
15 6.357 34.259 1:13.495 1:54.111
AVG 6.043 34.340 46.325 1:57.456
IDEAL 5.730 33.561 42.871 1:22.162

51 Steve Rapp
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	58.064	- P
2	25.688	35.224	1:08.927	2:09.839
3	6:34.406	35.049	57.030	8:06.485 P
4	23.035	33.484	1:14.511	2:11.030
5	4.331	33.442	1:15.292	1:53.065
6	4.183	33.528	1:14.319	1:52.031
7	4.813	33.780	1:14.837	1:53.430
8	4.771	34.096	1:14.077	1:52.944
9	5.055	33.512	1:15.070	1:53.637
10	3.939	33.489	1:15.213	1:52.640
11	3.935	33.615	1:14.939	1:52.488
12	4.323	33.952	1:14.299	1:52.575
13	5.500	33.592	1:14.531	1:53.622
14	5.631	33.896	1:13.504	1:53.031
15	5.834	33.829	1:14.623	1:54.286
16	5.091	-	-	1:53.145
17	25.529	34.205	1:13.479	2:13.213
18	6.547	33.944	1:13.981	1:54.472
19	5.953	33.976	1:14.009	1:53.938
20	12:43.71	36.084	54.504	14:14.30 P
21	29.623	36.224	1:09.324	2:15.171
AVG	4.142	34.154	56.533	1:56.434
IDEAL	3.935	33.442	54.504	1:31.881

53 John Dugan
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	55.463	- P
1	29.406	35.275	1:09.474	2:14.157
2	13.338	35.331	1:10.908	1:59.577
3	10.943	35.070	1:11.789	1:57.802
4	9.989	34.846	1:12.105	1:56.940
5	10.929	35.102	1:10.554	1:56.585
6	-	-	-	2:11.310 P
7	-	34.855	1:11.420	9:18.374
8	10.443	35.049	1:11.934	1:57.426

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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53 John Dugan
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	10.102	34.741	1:12.046	1:56.890
10	9.580	34.276	1:12.756	1:56.612
11	11.089	34.735	1:10.315	1:56.139
12	-	-	-	2:13.249 P
AVG	10.257	34.584	1:11.706	2:00.722
IDEAL	9.580	34.276	1:10.315	1:54.171

58 Rick R Narup
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	47.867	- P
1	41.442	35.734	1:06.080	2:23.256
2	20.469	35.703	1:08.044	2:04.216
3	17.963	35.638	1:08.299	2:01.900
4	17.897	36.125	1:07.959	2:01.982
5	19.385	35.619	1:07.693	2:02.696
6	18.037	35.224	1:08.980	2:02.241
7	16.523	34.962	1:09.447	2:00.932
8	15.837	34.946	1:09.402	2:00.185
9	15.685	35.104	1:09.455	2:00.244
10	15.655	34.645	1:09.607	1:59.907
11	15.666	35.965	1:08.087	1:59.718
12	18.657	35.364	1:08.603	2:02.624
13	15.917	34.670	1:10.291	2:00.878
14	14.369	35.068	1:09.531	1:58.968
AVG	15.664	35.341	1:08.677	2:01.268
IDEAL	14.369	34.645	1:07.693	1:56.707

60 Greg J Fryer
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	44.059	- P
1	45.327	36.932	1:04.506	2:26.765
2	26.698	45.737	53.281	2:05.716
3	-	-	-	2:39.041 P
4	-	35.811	1:07.742	6:08.358
5	16.402	35.318	1:09.688	2:01.408
6	15.370	35.166	1:09.423	1:59.959
7	15.393	36.081	1:08.660	2:00.134
8	-	-	-	2:19.494 P
9	-	35.596	1:09.068	5:11.369
10	16.254	35.009	1:09.373	2:00.635
11	15.041	35.179	1:09.743	1:59.963
12	14.378	35.369	1:09.859	1:59.606
13	14.092	35.301	1:10.002	1:59.395
14	14.649	35.663	1:09.511	1:59.823
15	-	-	-	2:13.455 P
16	-	35.537	1:06.972	9:36.550
17	18.049	35.716	1:08.837	2:02.602
18	15.873	36.036	1:08.723	2:00.631
19	15.403	35.761	1:09.715	2:00.878
20	15.808	35.754	1:08.500	2:00.063

21 16.542 35.738 1:09.106 2:01.386

22 15.215 - - 2:00.261

AVG 15.497 35.650 53.281 2:02.600

IDEAL 14.092 35.009 53.281 1:42.382

61 Scott Jensen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	- P
1	6.11.571	37.906	42.573	7:32.050 P
2	45.098	36.086	1:06.680	2:27.864
3	18.574	35.597	1:08.816	2:02.986
4	2:01.711	-	-	2:15.075 P
5	-	35.546	1:09.289	3:31.913
6	14.891	35.239	1:09.837	1:59.967
7	14.401	35.099	1:09.970	1:59.470
8	13.234	35.559	1:10.002	1:58.795
9	13.994	35.288	1:09.413	1:58.695
10	15.564	35.210	1:08.693	1:59.467
11	16.302	35.338	1:09.014	2:00.654
12	15.213	35.026	1:09.635	1:59.873
13	13.925	35.171	1:10.545	1:59.642
14	12.515	35.360	1:10.592	1:58.467
15	12.560	35.301	1:10.448	1:58.309
16	-	-	-	2:07.183 P
17	-	35.089	1:10.906	13:26.49
18	12.133	35.214	1:10.871	1:58.218
19	12.645	34.701	1:10.971	1:58.317
20	14.473	35.978	1:07.719	1:58.170
AVG	13.320	35.484	1:08.110	2:00.831
IDEAL	12.133	34.701	1:06.680	1:53.514

63 Kevin Hanson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	45.309	- P
1	42.641	36.441	1:06.540	2:25.622
2	18.934	36.294	1:08.356	2:03.584
3	17.529	35.966	1:08.482	2:01.977
4	18.277	36.661	1:06.732	2:01.670
5	-	-	-	2:16.893 P
AVG	18.247	36.341	1:07.528	2:06.031
IDEAL	17.529	35.966	1:06.732	2:00.227

67 John Scott Wilson
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	43.217	- P
1	44.445	35.860	1:06.589	2:26.894
2	18.437	36.085	1:08.017	2:02.539
3	18.489	36.298	1:06.796	2:01.582
4	19.094	35.187	1:08.115	2:02.397
5	17.516	35.596	1:08.214	2:01.326
6	17.213	35.498	1:08.145	2:00.856
7	17.462	35.556	1:08.244	2:01.262
8	16.428	35.219	1:09.275	2:00.922

9 15.552 35.356 1:08.930 1:59.838

10 15.865 35.488 1:08.921 2:00.274

11 15.443 35.454 1:09.131 2:00.028

12 15.783 35.507 1:08.565 1:59.855

13 16.408 35.126 1:08.848 2:00.383

14 15.911 35.469 1:09.132 2:00.512

15 16.039 35.308 1:08.718 2:00.065

16 16.471 35.749 1:07.786 2:00.006

17 52.696 36.503 32.342 2:01.541

AVG 16.571 35.590 32.342 2:00.778

IDEAL 15.443 35.126 32.342 1:22.911

72 Larry Pegram
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	54.925	- P
2	25.644	34.020	1:13.626	2:13.290
3	1:45.527	-	-	2:02.327 P
4	-	33.452	1:14.994	3:25.149
5	6.971	36.372	1:09.764	1:53.106
6	-	-	-	2:09.749 P
7	-	33.440	1:14.913	21:27.76
8	4.315	34.249	1:14.418	1:52.982
9	5.245	33.554	1:15.393	1:54.192
10	6.389	34.308	1:11.786	1:52.483
11	-	-	-	2:06.755 P
12	-	33.223	1:16.177	7:40.481
13	2.219	33.266	1:16.035	1:51.519
14	2.461	33.429	1:15.781	1:51.672
15	3.149	33.335	1:15.427	1:51.911
16	-	-	-	2:02.392 P
AVG	2.340	33.877	1:12.770	1:58.531
IDEAL	2.219	33.266	1:09.764	1:45.248

74 Mike Sullivan
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	42.914	- P
1	41.820	34.664	1:10.582	2:27.066
2	13.336	35.271	1:10.657	1:59.264
3	12.260	34.698	1:11.943	1:58.901
4	11.377	34.634	1:11.062	1:57.073
5	11.496	34.902	1:11.876	1:58.274
6	12.533	35.020	1:09.631	1:57.183
7	12.950	35.043	1:11.655	1:59.647
8	10.888	34.819	1:12.337	1:58.045
9	9.452	34.766	1:12.546	1:56.764
10	9.685	34.705	1:12.381	1:56.771
11	9.542	35.023	1:12.289	1:56.853
12	9.794	35.061	1:12.147	1:57.002
13	9.572	34.606	1:12.743	1:56.921
14	9.144	35.103	1:12.021	1:56.268
15	8.970	34.167	1:13.615	1:56.752
16	8.116	34.502	1:12.660	1:55.278
17	9.759	34.832	1:11.783	1:56.373

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 - PRACTICE SESSION #1

74 Mike Sullivan
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
18	9.452	34.382	1:13.186	1:57.020
19	8.543	34.599	1:12.529	1:55.671
20	15.327	-	-	1:56.697
AVG	8.997	34.491	1:12.858	1:56.463
IDEAL	8.116	34.167	1:09.631	1:51.913

77 Jack E Pfeifer
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	56.657	-
1	25.909	34.092	1:11.920	2:11.921
2	10.317	34.485	1:11.226	1:56.028
3	10.832	34.280	1:11.800	1:56.912
4	-	-	-	2:04.811
5	-	34.180	1:11.829	10:58.51
6	10.571	34.140	1:11.434	1:56.145
7	16.079	35.588	1:05.130	1:56.797
8	-	-	-	2:12.959
AVG	10.573	34.461	1:10.556	2:00.609
IDEAL	10.317	34.140	1:05.130	1:49.587

78 David Bell
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:08.457	-
2	16.498	35.860	1:09.620	2:01.979
3	16.462	36.346	1:07.696	2:00.504
4	18.508	35.199	1:09.331	2:03.037
5	16.218	35.783	1:08.910	2:00.911
6	18.816	40.803	1:01.979	2:01.598
7	-	-	-	2:21.749
8	-	35.409	1:09.184	12:55.61
9	16.427	35.309	1:09.173	2:00.909
10	16.320	35.159	1:08.752	2:00.230
11	16.631	35.974	1:08.314	2:00.919
12	-	-	-	2:10.422
13	-	36.117	1:07.995	10:48.13
14	17.935	35.691	1:08.696	2:02.322
15	17.160	35.408	1:09.149	2:01.717
16	16.117	35.316	1:09.409	2:00.842
17	15.994	35.549	1:09.304	2:00.847
18	16.668	36.520	1:07.582	2:00.769
19	22.219	39.995	1:01.303	2:03.517
AVG	16.904	36.277	1:07.933	2:03.267
IDEAL	15.994	35.159	1:01.303	1:52.456

79 Rick Shaw
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	51.395	-
1	36.622	36.879	1:05.799	2:19.500
2	21.898	37.135	1:05.125	2:04.158

3	20.227	39.907	1:04.311	2:04.445
4	-	-	-	3:07.721
5	9:40.205	36.977	52.528	11:09.71
6	32.107	36.173	1:08.829	2:17.109
7	16.327	36.292	1:08.208	2:00.827
8	16.606	36.232	1:08.807	2:01.645
9	14:43.85	36.919	49.397	16:10.17
10	35.553	36.150	1:08.778	2:20.480
11	19.377	39.106	1:02.787	2:01.270
AVG	17.437	37.425	50.963	2:06.797
IDEAL	16.327	36.150	49.397	1:41.874

81 C R Gittere
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	38.354	-
1	49.370	36.085	1:05.997	2:31.452
2	18.598	35.575	1:09.079	2:03.252
3	-	-	-	2:21.286
4	-	35.014	1:08.581	5:23.418
5	16.053	38.538	1:06.318	2:00.910
6	-	-	-	2:23.289
7	-	34.799	1:10.082	13:23.08
8	12.914	34.789	1:11.277	1:58.981
9	13.664	37.101	1:06.844	1:57.609
10	-	-	-	2:16.333
11	-	37.681	-	5:07.292
12	28.390	34.920	1:09.914	2:13.224
13	-	-	-	2:15.696
AVG	13.289	36.056	1:08.511	2:06.572
IDEAL	12.914	34.789	1:06.318	1:54.022

84 Anthony W Fania
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:07.049	-
2	15.247	34.811	1:11.454	2:01.512
3	11.170	34.736	1:11.598	1:57.504
4	11.725	36.487	1:08.610	1:56.822
5	-	-	-	2:13.200
6	-	35.646	1:10.182	11:12.78
7	1:38.602	-	-	2:07.802
8	-	35.762	1:09.203	3:15.079
9	-	-	-	2:12.664
10	3:03.092	35.833	3:20.652	6:59.577
11	-	35.143	1:09.490	6:36.503
12	13.037	35.359	1:11.026	1:59.422
13	12.223	35.310	1:10.649	1:58.182
14	12.609	35.497	1:10.693	1:58.799
15	12.874	35.192	1:10.255	1:58.321
16	12.702	34.996	1:11.092	1:58.790
17	11.760	35.784	1:10.255	1:57.799
18	-	-	-	2:11.158
AVG	12.263	35.427	1:10.120	2:02.460
IDEAL	11.170	34.736	1:08.610	1:54.515

90 Jeffrey S Tigert
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	44.313	-
1	42.533	35.453	1:07.409	2:25.395
2	14.883	35.641	1:10.545	2:01.069
3	23.320	43.068	51.836	1:58.224
4	-	-	-	3:14.598
5	1:44.554	36.434	47.201	3:08.189
6	36.072	34.824	1:10.768	2:21.664
7	11.189	34.935	1:11.349	1:57.473
8	10.366	34.818	1:11.916	1:57.100
9	10.349	35.439	1:10.680	1:56.468
10	11.980	35.475	1:10.328	1:57.783
11	13.205	35.355	1:09.791	1:58.351
12	11.506	35.005	1:12.308	1:58.819
13	9.728	35.096	1:11.650	1:56.474
AVG	10.628	35.316	49.519	1:57.973
IDEAL	9.728	34.818	47.201	1:31.748

91 Eric Erling Haugo
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	49.273	-
1	41.329	-	-	2:20.427
2	31.886	35.858	1:06.640	2:14.383
3	19.401	35.817	1:07.948	2:03.167
4	17.750	36.060	1:07.791	2:01.601
5	18.115	36.172	1:07.416	2:01.703
6	1:43.204	-	-	2:14.725
7	-	36.237	1:06.438	3:14.870
8	21.147	36.187	1:06.192	2:03.526
9	20.310	36.461	1:07.001	2:03.772
10	19.285	36.444	1:07.364	2:03.093
10	-	-	-	2:13.890
11	-	35.827	1:07.951	2:33.72
12	17.309	35.775	1:08.617	2:01.701
13	16.802	35.435	1:08.598	2:00.835
14	16.101	35.396	1:08.986	2:00.483
15	15.827	35.393	1:08.935	2:00.155
16	15.687	35.555	1:09.153	2:00.395
17	16.646	-	-	2:00.243
AVG	16.780	35.901	1:07.788	2:03.556
IDEAL	15.687	35.393	1:06.192	1:57.273

96 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	42.817	-
2	39.458	33.964	1:12.966	2:26.388
3	8.672	34.220	1:12.481	1:55.374
4	7.505	33.796	1:14.757	1:56.058
5	5.195	33.776	1:14.445	1:53.415
6	5.270	33.782	1:14.737	1:53.790
7	4.272	33.612	1:15.353	1:53.236

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 - PRACTICE SESSION #1

96 Eric C Wood
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
8	11.560	42.766	58.450	1:52.776
9	-	-	-	2:34.719 P
10	-	33.979	1:14.136	12:35.37
11	5.680	34.024	1:14.521	1:54.225
12	17.982	44.873	51.001	1:53.856
13	-	-	-	2:40.841 P
14	-	34.232	1:14.470	7:39.310
15	5.374	34.084	1:14.296	1:53.754
16	5.839	34.251	1:14.231	1:54.321
17	14.953	43.062	56.207	1:54.222
18	-	-	-	2:34.304 P
AVG	-	34.114	55.219	1:53.859
IDEAL	4.272	33.612	51.001	1:28.885

97 Scott E Carpenter
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	41.042	- P
1	45.712	35.466	1:07.292	2:28.470
2	20.059	35.007	1:06.723	2:01.789
3	-	-	-	2:16.596 P
4	-	35.553	1:08.391	7:34.692
5	16.361	35.014	1:09.161	2:00.537
6	14.818	35.162	1:09.796	1:59.776
7	13.905	35.426	1:09.708	1:59.039
8	14.134	35.867	1:09.398	1:59.399
9	-	-	-	2:05.692 P
10	-	35.713	1:08.590	5:47.286
11	17.177	35.610	1:08.080	2:00.867
12	16.719	35.738	1:08.889	2:01.346
13	-	-	-	2:08.761 P
14	-	34.665	1:10.805	8:24.783
15	12.654	34.762	1:10.549	1:57.966
16	18.410	34.533	1:05.556	1:58.498
17	18.138	35.615	1:09.588	2:03.340
18	13.022	34.125	1:12.089	1:59.236
19	-	-	-	2:03.154 P
AVG	13.706	35.217	1:08.974	2:02.400
IDEAL	12.654	34.125	1:05.556	1:52.335

98 Jake P Zemke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	51.379	- P
1	-	33.543	58.333	- P
2	-	-	1:53.926	2:15.962
2	21.679	33.012	1:14.207	2:08.899
3	4.271	33.062	1:15.820	1:53.152
3	22:18.46	33.065	51.513	23:43.03 P
4	3.001	32.875	1:15.636	1:51.511
4	-	32.894	2.631	2:15.439
4	-	-	-	1:12.772

100 Byron Barbour
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
5	2.936	33.467	1:15.301	1:51.704
5	2.618	33.059	1:15.912	1:51.589
6	2.167	32.902	1:16.108	1:51.177
7	2.773	33.533	1:14.559	1:50.865
8	8:45.502	33.829	57.748	10:17.07 P
9	20.309	32.747	1:16.141	2:09.197
10	1.353	33.095	1:16.396	1:50.844
11	1.376	33.776	1:15.353	1:50.505
AVG	1.364	33.222	44.321	1:54.956
IDEAL	1.353	32.747	51.513	1:25.613

101 Jordan M Szoke
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	37.822	- P
1	56.014	37.552	1:01.939	2:35.505
2	28.330	36.759	1:04.083	2:09.172
3	24.329	36.712	1:05.915	2:06.956
4	20.223	36.408	1:07.226	2:03.857
5	19.006	37.111	1:06.600	2:02.717
6	-	-	-	3:07.311 P
7	-	36.431	1:07.837	7:20.771
8	19.393	36.423	1:06.226	2:02.041
8	-	-	-	2:24.108 P
8	-	-	-	1:54.973 P
9	-	37.072	1:07.037	6:28.793
10	19.662	37.262	1:06.729	2:03.653
11	-	-	-	2:27.277 P
12	-	36.235	1:07.640	4:07.346
13	17.904	36.231	1:08.125	2:02.260
14	17.420	35.985	1:08.309	2:01.715
15	19.138	35.919	1:08.358	2:03.414
16	-	-	-	2:17.553 P
AVG	18.964	36.623	1:06.617	2:05.334
IDEAL	17.420	35.919	1:04.083	1:57.422

102 Ron McGill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	47.788	- P
2	36.387	34.196	1:10.730	2:21.314
3	10.738	33.723	1:12.842	1:57.303
4	7.614	33.762	1:13.529	1:54.905
5	6.520	33.647	1:13.999	1:54.166
6	8.799	34.938	1:10.433	1:54.170
7	-	-	-	2:09.937 P
8	-	34.118	1:13.432	5:52.813
9	7.028	34.204	1:13.561	1:54.793
10	6.923	34.201	1:13.504	1:54.628
11	-	-	-	2:06.168 P
12	-	34.033	1:12.438	3:50.987
13	8.283	34.032	1:13.494	1:55.809
14	6.475	33.532	1:14.574	1:54.580
15	8.624	36.570	1:08.313	1:53.507
16	-	-	-	2:10.505 P

116 K Mark Crozier
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
17	-	34.129	1:13.094	8:14.841
18	6.832	34.087	1:13.736	1:54.655
19	6.802	34.113	1:13.465	1:54.380
20	8.364	38.193	1:07.880	1:54.437
21	-	-	-	2:13.829 P
AVG	6.885	34.448	1:11.106	1:58.611
IDEAL	6.475	33.532	1:07.880	1:47.886

119 Roger Bell
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	48.049	- P
2	38.540	35.382	1:08.892	2:22.813
3	16.383	35.652	1:08.931	2:00.967
4	15.701	34.867	1:10.365	2:00.932
5	14.782	35.052	1:09.165	1:58.998
6	15.376	35.504	1:09.125	2:00.005
7	-	-	-	2:11.967 P
AVG	15.561	35.291	1:05.754	2:02.574
IDEAL	14.782	34.867	1:08.892	1:58.540

120 Ron McGill
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	47.674	- P
1	41.070	36.428	1:05.500	2:22.998
2	21.342	36.389	1:06.966	2:04.698
3	18.687	35.426	1:08.924	2:03.037
4	16.174	35.588	1:08.731	2:00.493
5	17.693	35.376	1:07.944	2:01.013
6	15.429	35.137	1:10.589	2:01.154
7	14.205	35.945	1:09.391	1:59.540
8	17.584	35.504	1:07.384	2:00.472
9	-	-	-	2:19.211 P
AVG	15.269	35.724	1:08.179	2:03.702
IDEAL	14.205	35.137	1:06.966	1:56.308

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 1 OF 18 - MARCH 3-6, 2004



Chevrolet Superbike Championship presented by Parts Unlimited

INDIVIDUAL TIMES - PRACTICE SESSION #1

148 Mike T Walsh
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	27.504
1	1:09.389	38.295	58.336	2:46.020
2	31.760	36.863	1:03.681	2:12.304
3	27.305	36.760	1:02.136	2:06.201
4	24.736	35.667	1:07.254	2:07.657
AVG	26.020	36.896	1:02.852	2:08.721
IDEAL	24.736	35.667	1:02.136	2:02.539

151 Chuck Allen
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	49.422
1	39.553	37.670	1:05.072	2:22.295
2	21.299	36.451	1:09.050	2:06.800
3	19.189	37.388	1:06.412	2:02.989
4	22.150	37.092	1:05.694	2:04.937
5	21.685	36.863	1:07.515	2:06.062
6	19.773	36.320	1:07.796	2:03.889
7	18.833	37.101	1:07.534	2:03.468
8	19.908	36.556	1:08.023	2:04.487
8	2:01.058	37.239	49.469	3:27.767
9	36.074	36.590	1:07.435	2:22.098
10	19.729	36.133	1:07.944	2:03.805
11	18.695	35.814	1:08.382	2:02.890
12	-	-	-	2:21.650
13	-	36.566	1:07.540	7:52.926
14	19.371	36.160	1:08.589	2:04.120
15	19.823	36.580	1:07.416	2:03.819
16	20.441	36.224	1:07.909	2:04.575
17	19.279	36.998	1:07.347	2:03.624
AVG	20.013	36.691	1:07.479	2:05.508
IDEAL	18.695	35.814	1:05.694	2:00.203

155 Ben D Bostrom
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	54.543
0	-	34.145	56.087	-
1	2:39.601	34.181	1:00.409	4:14.190
1	6:11.542	33.748	1:03.332	7:48.622
2	3:07.150	33.653	1:02.098	4:42.901
2	16.617	33.064	1:15.408	2:05.089
3	17.492	33.646	1:15.046	2:06.184
3	3.442	33.257	1:15.748	1:52.447
4	5.466	33.978	1:13.412	1:52.856
4	25:24.76	34.546	59.555	26:58.86
5	20:38.34	34.146	56.353	22:08.84
5	20.906	33.426	1:14.708	2:09.040
6	22.875	33.068	1:15.833	2:11.776
6	4.489	-	-	1:53.241
7	3.993	33.376	1:14.582	1:51.952
8	3.291	32.444	1:17.332	1:53.066

157 John Mcgarity
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
9	0.983	33.270	1:15.686	1:49.939
10	4.329	33.343	1:14.815	1:52.488
11	3.331	32.909	1:16.601	1:52.841
12	2.443	33.315	1:15.237	1:50.995
13	6.508	34.717	1:11.216	1:52.441
AVG	0.983	33.575	1:00.349	1:56.286
IDEAL	0.983	32.444	56.353	1:29.780

187 Cory Denton West
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	56.736	-
2	29.025	34.978	1:08.776	2:12.779
3	15.471	35.241	1:09.367	2:00.080
4	15.654	35.185	1:08.729	1:59.568
5	-	-	-	2:10.275
6	-	35.125	1:09.048	6:01.194
7	-	-	-	2:10.397
AVG	15.562	35.132	1:06.531	2:06.620
IDEAL	15.471	34.978	1:08.729	1:59.178

199 Geoff May
UNK

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	32.562	-
2	59.807	36.383	1:03.170	2:39.360
3	3:07.350	57.749	26.779	4:31.878
4	3:08.380	35.875	51.530	4:35.785
5	3:30.360	35.561	52.594	4:58.515
6	33.906	35.210	1:08.093	2:17.209
7	17.957	35.262	1:08.731	2:01.950
8	6:32.855	35.562	46.742	7:55.159
9	38.244	35.129	1:09.791	2:23.163
10	15.208	35.015	1:09.541	1:59.764
11	15.441	34.974	1:09.426	1:59.841
12	15.709	35.053	1:09.339	2:00.101
13	20.239	48.923	51.242	2:00.404
14	8:15.260	-	-	9:34.495
AVG	16.079	35.402	26.779	2:06.062
IDEAL	15.208	34.974	26.779	1:16.961

261 James A Milroy
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
12	-	-	-	2:07.882
13	-	33.833	1:14.186	10:16.90
14	6.551	33.860	1:13.554	1:53.965
15	7.241	33.901	1:13.601	1:54.742
16	7.346	34.141	1:13.394	1:54.881
17	-	-	-	2:06.557
AVG	7.209	34.250	1:12.888	1:58.913
IDEAL	6.551	33.860	1:11.653	1:52.063

290 Paul A Schwemmer
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	40.719
1	49.492	36.543	1:04.520	2:30.555
2	22.067	36.294	1:07.362	2:05.722
3	18.337	36.372	1:08.148	2:02.857
4	19.419	37.848	1:05.112	2:02.379
5	25.631	37.013	1:03.819	2:06.464
6	-	-	-	2:28.280
7	-	36.406	1:07.510	6:21.565
8	18.930	36.710	1:07.519	2:03.158
9	20.106	37.402	1:06.071	2:03.579
10	-	-	-	2:14.678
11	-	36.778	1:06.291	7:04.858
12	21.317	36.504	1:06.556	2:04.377
13	20.734	37.029	1:06.386	2:04.149
14	-	-	-	2:12.875
15	-	36.746	1:05.982	16:48.32
16	23.743	39.850	1:01.092	2:04.685
AVG	19.807	37.038	1:05.874	2:05.902
IDEAL	18.337	36.294	1:01.092	1:55.723

300 Andy Denyer
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:05.096	-
AVG	-	-	1:05.096	-
IDEAL	-	-	-	-

300 Andy Denyer
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	-	36.336
1	21:36.52	39.815	52.906	23:09.24
2	40.303	39.661	1:00.955	2:20.919
3	30.427	39.610	1:02.493	2:12.530
4	-	-	-	2:19.453
5	4:27.881	40.754	52.970	6:01.605
6	38.692	39.536	1:02.807	2:21.035
7	30.984	39.737	1:01.142	2:11.863
8	32.397	39.725	1:01.048	2:13.169
9	31.746	39.463	1:02.284	2:13.493
10	30.351	39.519	1:02.117	2:11.987
11	30.822	40.970	1:00.530	2:12.322
12	31.918	39.721	1:02.035	2:13.674
13	29.756	39.267	1:03.410	2:12.432

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 - PRACTICE SESSION #1

300 Andy Denyer
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
14	29.116	39.711	1:02.081	2:10.908
15	-	-	-	2:19.074 P
AVG	29.116	39.711	1:02.081	2:14.991
IDEAL	29.116	39.267	52.970	2:01.353

301 Craig Fitzpatrick
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	52.952	- P
2	34.819	35.862	1:07.698	2:18.379
3	15.451	34.716	1:11.806	2:01.973
4	10.893	34.902	1:12.179	1:57.974
5	11.893	35.613	1:10.798	1:58.304
6	14.503	36.145	1:09.033	1:59.682
7	16.145	35.124	1:10.406	2:01.675
8	18.201	35.734	1:05.312	1:59.247
9	4:39.200	34.846	52.676	6:06.722 P
10	30.923	35.012	1:10.837	2:16.772
11	13.123	35.273	1:10.016	1:58.412
12	13.295	34.762	1:11.266	1:59.324
13	28.938	35.600	54.378	1:58.916
14	-	-	-	2:41.890 P
15	17:49.80	36.714	49.306	19:15.82 P
16	34.730	35.967	1:10.355	2:21.053
17	14.162	35.663	1:09.736	1:59.561
18	14.406	35.292	1:10.375	2:00.073
19	13.862	36.124	1:09.889	1:59.875
20	-	-	-	2:00.248
AVG	11.393	35.491	52.328	2:03.217
IDEAL	10.893	34.716	49.306	1:34.915

302 Dave Mabbutt
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	37.566	- P
1	-	-	-	2:37.413
2	-	-	57.282	1:26.758
3	36.117	39.594	59.664	2:15.375
4	33.492	40.511	59.580	2:13.583
5	34.492	39.954	59.249	2:13.695
6	33.639	40.461	59.749	2:13.849
7	33.039	39.809	1:00.705	2:13.553
8	32.127	38.881	1:01.712	2:12.720
9	29.774	39.352	1:02.018	2:11.145
10	29.214	39.217	1:02.122	2:10.553
11	10:52.94	39.066	49.074	12:21.08 P
12	41.846	38.710	1:02.684	2:23.240
13	27.344	39.007	1:03.108	2:09.459
14	28.004	38.943	1:03.304	2:10.251
15	27.330	38.713	1:03.075	2:09.119
16	28.229	38.597	1:02.666	2:09.492
17	28.124	38.463	1:02.986	2:09.574

18 28.357 38.325 1:03.031 2:09.713
 19 30.850 38.571 1:00.855 2:10.276
 20 - - - 2:24.189 **P**
 21 - 38.728 - 6:00.473
 AVG 28.883 39.117 49.074 2:12.750
 IDEAL 27.330 38.325 49.074 1:54.730

303 Nigel Manning-morton
Honda CBR1000RR

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	31.981	- P
1	1:07.743	42.282	54.494	2:44.519
2	42.279	40.740	57.309	2:20.327
3	37.383	39.777	59.527	2:16.686
4	31.391	38.820	1:02.850	2:13.062
5	29.396	37.655	1:02.658	2:09.708
6	28.474	38.135	1:03.482	2:10.092
7	25.743	37.975	1:05.068	2:08.785
8	24.400	39.641	1:03.008	2:07.049
8	14:22.48	39.288	35.697	15:37.46 P
9	55.562	38.232	1:03.627	2:37.421
10	26.932	39.141	1:03.413	2:09.486
11	-	-	-	2:23.010 P
12	-	-	-	20:03.39 P
AVG	26.387	39.244	1:01.544	2:13.134
IDEAL	24.400	37.655	57.309	1:59.364

304 Jonathan Power
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	32.445	- P
1	1:07.496	39.705	56.523	2:43.726
2	37.310	38.797	1:00.891	2:16.998
3	32.004	38.315	1:01.699	2:12.018
4	29.044	38.234	1:03.129	2:10.407
5	27.259	37.794	1:03.932	2:08.984
6	26.829	37.379	1:03.797	2:08.004
7	25.531	36.729	1:05.726	2:07.986
8	22.848	37.041	1:06.042	2:05.931
9	7:41.550	38.032	44.740	9:04.322 P
10	43.840	37.091	1:06.198	2:27.129
11	21.976	36.421	1:06.768	2:05.166
12	21.525	37.199	1:05.439	2:04.163
13	22.007	36.617	1:07.021	2:05.645
14	21.376	36.723	1:06.544	2:04.643
15	20.990	36.696	1:06.995	2:04.681
16	20.746	36.429	1:07.365	2:04.539
17	19.422	37.128	1:07.380	2:03.930
18	5:33.614	36.240	51.394	7:01.248 P
19	34.595	35.769	1:08.986	2:19.350
20	17.412	36.032	1:08.234	2:01.678
21	17.671	36.508	1:08.335	2:02.514
22	21.029	37.144	1:04.568	2:02.742
AVG	18.813	37.183	48.067	2:07.188
IDEAL	17.412	35.769	44.740	1:37.921

305 David Smith
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	42.351	- P
2	52.034	39.612	1:01.042	2:32.689
3	54.145	39.119	51.129	2:24.393 P
4	-	-	-	2:30.527 P
5	-	-	-	4:33.672 P
6	-	-	-	4:25.242 P
7	-	-	-	1:55.049 P
8	-	-	-	3:01.856 P
8	13.549	36.969	52.174	1:42.692 P
9	33.878	36.640	1:07.644	2:18.162
10	18.106	36.963	1:07.088	2:02.157
11	17.876	35.531	1:09.387	2:02.794
12	15.352	35.927	1:09.210	2:00.489
13	16.186	35.966	1:08.934	2:01.086
14	-	-	-	3:09.945 P
15	2:19.785	36.971	45.640	3:42.396 P
15	-	-	-	4:443 P
16	36.178	37.485	1:06.818	2:20.481
17	18.269	36.273	1:08.539	2:03.082
18	17.126	36.072	1:08.289	2:01.487
19	17.496	35.959	1:08.053	2:01.508
20	17.077	35.227	1:09.336	2:01.640
21	14.538	34.955	1:10.618	2:00.111
22	18.022	-	-	1:58.879
AVG	15.638	36.645	46.373	2:00.753
IDEAL	14.538	34.955	45.640	1:35.133

309 Bostjan Skubic
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	1:01.861	-
2	1:43.690	36.396	2.200	2:22.287 P
3	1:24.138	35.625	1:07.828	3:07.591
4	18.429	34.830	1:08.721	2:01.980
5	16.645	35.034	1:08.822	2:00.502
6	49.233	35.744	35.250	2:00.227
7	-	-	-	2:52.116 P
8	-	34.824	1:09.557	4:11.267
9	15.632	35.689	1:08.336	1:59.656
10	16.105	35.160	1:09.692	2:00.958
11	14.667	35.117	1:09.548	1:59.331
12	15.290	35.069	1:09.462	1:59.821
13	14.367	38.797	1:06.242	1:59.406
14	-	-	-	2:31.594 P
15	-	35.113	1:09.499	10:01.23
16	14.883	35.193	1:09.615	1:59.691
17	15.093	36.068	1:08.228	1:59.389
18	-	-	-	2:30.119 P
19	-	35.283	1:09.616	4:46.982
20	14.090	34.913	1:10.401	1:59.404
21	12.885	34.838	1:10.857	1:58.580

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 - PRACTICE SESSION #1

309 Bostjan Skubic
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
22	19.324	-	-	1:58.227
AVG	-	-	-	1:58.227
IDEAL	12.885	34.830	2.200	49.916

551 Thomas L Fournier
Ducati 999R

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	48.050	- P
2	44.903	38.606	1:00.520	2:24.028
3	-	-	-	14:56.39 P
AVG	44.903	38.606	54.285	2:24.028
IDEAL	44.903	38.606	1:00.520	2:24.028

561 Frank Trombino
Yamaha YZF-R1

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	43.784	- P
2	45.269	34.896	1:06.323	2:26.487
3	17.268	34.185	1:10.897	2:02.350
4	11.418	33.987	1:12.175	1:57.580
5	9.672	34.158	1:12.196	1:56.026
6	-	-	-	2:17.997 P
7	-	34.011	1:13.392	6:09.376
8	8.958	34.036	1:12.280	1:55.273
9	9.628	34.128	1:12.424	1:56.180
10	10.248	35.383	1:10.659	1:56.290
11	-	-	-	2:19.060 P
12	-	35.112	1:09.734	7:38.264
13	13.672	34.880	1:11.281	1:59.833
14	10.563	34.511	1:12.147	1:57.221
15	10.462	34.545	1:11.587	1:56.594
16	-	-	-	2:11.071 P
AVG	9.922	34.486	1:09.144	2:00.583
IDEAL	8.958	33.987	1:06.323	1:49.267

851 Michael A Hanley
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	52.533	- P
1	33.400	36.734	1:06.866	2:17.000
2	19.755	35.960	1:07.631	2:03.346
3	18.003	37.024	1:06.648	2:01.675
4	-	-	-	2:14.420 P
5	-	36.011	1:07.761	18:27.77
6	17.810	36.010	1:07.776	2:01.596
7	17.229	36.197	1:08.001	2:01.426
8	17.787	36.312	1:07.667	2:01.766
9	-	-	-	2:17.877 P
AVG	18.117	36.321	1:07.479	2:06.015
IDEAL	17.229	35.960	1:06.648	1:59.837

901 Corey Sarros
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	54.129	- P
1	31.846	35.314	1:09.010	2:16.170
2	15.727	37.010	1:07.691	2:00.428
3	18.626	35.345	1:07.745	2:01.717
4	18.258	36.382	1:07.086	2:01.726
5	19.309	36.212	1:07.116	2:02.637
6	18.939	35.209	1:08.301	2:02.448
7	17.775	36.071	1:07.466	2:01.312
8	-	-	-	2:31.659 P
9	-	36.984	1:06.797	9:02.066
10	18.787	35.594	1:08.304	2:02.685
11	16.783	36.988	1:07.311	2:01.082
12	19.075	35.912	1:07.081	2:02.067
13	19.572	36.979	1:06.070	2:02.621
14	-	-	-	2:15.843 P
AVG	17.659	36.167	1:07.498	2:03.142
IDEAL	15.727	35.209	1:06.070	1:57.006

940 J J Roetlin
Suzuki GSX-R1000

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
0	-	-	51.566	- P
1	33.665	34.816	1:09.450	2:17.952
2	13.478	35.304	1:10.556	1:59.338
3	-	-	-	2:11.723 P
4	-	34.775	1:10.277	7:23.281
5	11.376	34.167	1:12.686	1:58.229
6	8.781	34.448	1:12.668	1:55.897
7	9.087	-	-	1:55.770
8	-	-	-	2:21.200 P
9	-	34.106	1:13.057	4:52.745
10	8.511	34.139	1:12.749	1:55.399
11	23.017	34.482	57.855	1:55.354
12	-	-	-	2:19.883 P
13	-	34.416	1:12.924	6:00.989
14	8.558	35.494	1:11.469	1:55.521
15	11.396	34.190	1:11.980	1:57.566
16	10.430	34.719	1:11.686	1:56.835
17	10.371	34.591	1:12.160	1:57.122
18	9.929	34.880	1:11.871	1:56.680
19	11.169	35.312	1:10.662	1:57.144
20	-	-	-	2:09.223 P
AVG	8.973	34.656	57.855	1:58.700
IDEAL	8.511	34.139	57.855	1:40.505

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