



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 - PRACTICE SESSION #2

4 Dirk Buylinckx
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:14.126	41.334	32.747	2:28.206
3	1:00.206	38.999	31.793	2:10.998
4	57.371	38.714	32.976	2:09.061
5	56.763	38.032	32.296	2:07.090
6	57.479	38.578	31.789	2:07.847
7	57.701	38.758	32.765	2:09.223
8	57.105	38.974	32.275	2:08.354
9	57.280	39.026	31.598	2:07.904
10	56.061	38.821	32.496	2:07.378
11	56.112	38.212	32.722	2:07.046
12	56.201	38.604	32.440	2:07.245
13	59.388	39.778	32.618	2:11.784
14	57.442	38.397	32.872	2:08.710
AVG	57.426	38.941	32.414	2:10.065
IDEAL	56.061	38.032	31.598	2:05.691

6 Markus Barth
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:13.750	41.468	33.003	2:28.220
3	1:01.478	41.239	32.189	2:14.906
4	56.825	59.686	1:34.509	3:31.020
5	1:22.189	52.607	34.529	2:49.326
6	56.607	38.434	32.187	2:07.228
7	55.673	38.168	32.158	2:05.999
8	55.959	39.252	32.274	2:07.485
9	56.409	38.204	32.314	2:06.927
10	1:00.100	50.791	43.170	2:34.060
11	59.388	39.049	32.813	2:11.250
12	1:06.064	40.923	34.011	2:20.998
AVG	58.723	39.592	32.831	2:12.877
IDEAL	55.673	38.168	32.158	2:05.999

7 Thomas Hinterreiter
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:12.144	40.026	33.914	2:26.084
3	58.556	38.272	32.115	2:08.943
4	57.283	38.412	32.473	2:08.168
5	56.035	38.537	31.750	2:06.323
6	56.832	38.007	31.618	2:06.457
7	55.300	39.069	32.718	2:07.087
8	55.418	38.065	33.036	2:06.520
9	56.158	38.545	32.612	2:07.314
10	55.879	39.217	31.854	2:06.951
11	56.099	38.468	32.558	2:07.125
12	56.396	38.449	32.108	2:06.953
13	56.352	37.670	31.894	2:05.916
14	56.442	37.884	31.673	2:05.999

9 Guillaume Dietrich
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:22.407	42.392	32.969	2:37.768
3	59.857	42.832	36.792	2:19.480
4	1:03.117	40.640	32.236	2:15.994
5	57.327	38.223	32.280	2:07.829
6	57.294	38.182	32.765	2:08.241
7	56.665	47.075	2:11.752	3:55.492
8	1:04.764	38.529	32.104	2:15.397
9	55.900	38.191	32.560	2:06.651
10	56.355	38.664	32.951	2:07.971
11	56.678	50.437	5:14.386	7:01.500
AVG	58.662	39.707	33.082	2:11.652
IDEAL	55.900	38.182	32.104	2:06.186

11 Robert van der Molen
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:19.737	43.181	33.615	2:36.533
3	1:01.377	39.811	33.006	2:14.195
4	59.174	39.527	33.018	2:11.719
5	58.063	40.231	33.051	2:11.345
6	58.464	39.905	32.926	2:11.295
7	57.754	38.758	32.852	2:09.364
8	57.948	39.296	33.368	2:10.612
9	57.669	39.141	33.396	2:10.206
10	57.758	39.186	33.541	2:10.485
11	58.218	39.010	32.860	2:10.088
12	59.913	39.168	33.271	2:12.352
13	58.679	39.563	34.164	2:12.406
14	58.716	40.235	34.324	2:13.275
AVG	58.644	39.770	33.338	2:11.445
IDEAL	57.669	38.758	32.852	2:09.279

12 Ricky Orlando
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:20.388	39.263	33.606	2:33.257
3	57.838	39.186	32.146	2:09.170
4	56.937	39.561	32.674	2:09.172
5	57.283	38.137	32.547	2:07.967
6	56.979	38.760	32.577	2:08.316
7	56.871	38.199	33.258	2:08.328
8	57.077	38.405	32.508	2:07.990
9	56.522	38.673	32.807	2:08.001
10	56.763	38.204	32.579	2:07.547
11	57.731	39.139	33.241	2:10.111
12	56.852	38.892	33.200	2:08.944
13	56.961	39.636	58.196	2:34.793

14 Jeroen Oudeman
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.374	41.718	34.899	2:31.990
3	59.442	40.236	37.287	2:16.965
4	1:01.730	39.747	32.116	2:13.592
5	57.023	39.222	32.496	2:08.741
6	57.558	38.832	31.969	2:08.358
7	56.963	38.958	32.074	2:07.996
8	56.758	38.754	32.844	2:08.356
9	57.319	39.036	31.824	2:08.178
AVG	58.113	39.563	33.189	2:13.022
IDEAL	56.758	38.754	31.824	2:07.335

16 Franz Aschenbrenner
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:19.059	40.940	33.390	2:33.388
3	1:00.789	39.998	33.503	2:14.291
4	59.841	38.931	32.829	2:11.600
5	59.139	40.275	33.462	2:12.876
6	59.322	39.510	4:08.361	5:47.193
7	1:10.675	41.077	33.976	2:25.729
8	59.968	40.586	33.845	2:14.399
9	58.874	-	-	2:18.273
10	58.605	39.816	33.408	2:11.829
11	58.439	39.827	33.520	2:11.786
12	58.780	39.720	33.440	2:11.940
AVG	59.306	40.068	33.486	2:16.611
IDEAL	58.439	38.931	32.829	2:10.198

17 Michal Bursa
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:13.637	41.495	33.121	2:28.253
3	1:04.634	41.332	3:39.427	5:25.393
4	-	-	-	5:48.718
5	1:11.399	40.393	33.906	2:25.697
6	58.945	40.145	34.342	2:13.432
7	58.188	39.942	34.212	2:12.342
8	58.213	40.639	36.685	2:15.537
9	58.647	39.404	33.601	2:11.651
10	57.363	39.399	33.437	2:10.198
AVG	59.331	40.344	34.186	2:16.730
IDEAL	57.363	39.399	33.121	2:09.883

19 Gavin Hogan
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:22.388	40.676	32.575	2:35.639

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 #2

19 Cavin Hogan
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
3	58.132	38.527	32.441	2:09.100
4	57.752	38.643	32.479	2:08.873
5	57.774	39.781	32.731	2:10.286
6	58.647	39.162	32.549	2:10.358
7	57.713	39.629	34.782	2:12.124
8	59.030	39.047	32.904	2:10.981
9	56.993	40.114	33.106	2:10.214
10	58.464	39.730	32.403	2:10.597
11	57.797	38.609	33.594	2:09.100
12	57.723	38.454	33.598	2:09.775
13	57.776	39.216	33.259	2:10.251
AVG	57.982	39.174	33.077	2:10.233
IDEAL	56.993	38.454	32.403	2:07.850

21 Stéphane Mertens
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.560	40.850	33.884	2:30.295
3	59.210	39.692	33.047	2:11.948
4	57.179	38.463	32.638	2:08.280
5	56.568	38.317	33.206	2:08.091
6	57.071	39.001	3:58.248	5:34.320
7	1:33.587	39.677	32.079	2:45.343
8	56.119	38.542	31.676	2:06.337
9	57.084	38.122	31.716	2:06.923
10	56.084	38.349	32.622	2:07.054
11	55.504	37.995	32.054	2:05.553
12	55.402	38.360	32.673	2:06.435
AVG	56.691	38.852	32.559	2:10.102
IDEAL	55.402	37.995	31.676	2:05.072

23 Oriol Fernández
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:28.678	40.605	32.365	2:41.648
3	57.075	38.365	31.795	2:07.235
4	56.504	38.780	32.894	2:08.179
5	55.555	37.609	32.675	2:05.839
6	55.910	37.745	31.497	2:05.152
7	56.161	37.829	31.924	2:05.914
8	54.966	37.587	31.942	2:04.495
9	55.696	37.483	32.124	2:05.304
10	55.356	38.039	31.888	2:05.283
11	55.147	37.725	31.801	2:04.673
12	54.692	37.757	31.714	2:04.163
13	55.434	37.572	31.475	2:04.481
14	56.388	37.763	31.975	2:06.126
AVG	55.740	38.066	32.005	2:05.570
IDEAL	54.692	37.483	31.475	2:03.651

26 Sylvester Lemanski
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:17.436	43.514	34.079	2:35.029
3	1:03.394	41.409	33.581	2:18.383
4	1:01.852	41.545	33.795	2:17.193
5	1:01.048	40.904	33.658	2:15.610
6	1:00.289	41.084	34.313	2:15.686
7	59.844	40.502	34.511	2:14.857
8	59.823	42.305	34.354	2:16.482
9	1:01.031	40.685	34.724	2:16.440
10	1:00.968	42.817	34.514	2:18.299
11	1:00.600	40.694	34.454	2:15.748
12	59.984	40.605	34.497	2:15.086
13	1:00.038	40.345	34.496	2:14.879
AVG	1:00.806	41.367	34.248	2:17.808
IDEAL	59.823	40.345	33.581	2:13.749

27 José Maria Martín
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.649	40.827	33.797	2:30.273
3	57.775	39.595	33.083	2:10.453
4	57.080	39.001	32.873	2:08.954
5	57.498	39.203	32.998	2:09.699
6	57.132	38.616	33.442	2:09.190
7	56.657	39.260	32.203	2:08.120
8	56.348	38.965	32.661	2:07.974
9	56.010	38.567	32.549	2:07.126
10	56.243	38.642	32.673	2:07.558
11	56.419	-	-	2:21.665
12	57.551	43.735	4:25.611	6:06.897
AVG	56.871	39.641	32.920	2:12.101
IDEAL	56.010	38.567	32.203	2:06.780

29 Nate Kern
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:10.147	39.220	32.303	2:21.670
3	59.423	38.794	32.420	2:10.637
4	56.794	37.749	32.309	2:06.853
5	56.351	37.800	32.154	2:06.305
6	58.523	38.543	3:28.111	5:05.176
AVG	57.773	38.421	32.297	2:11.366
IDEAL	56.351	37.749	32.154	2:06.254

33 Greg White
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:17.647	42.453	34.573	2:34.673
3	1:01.656	40.467	33.643	2:15.766
4	59.489	40.413	33.649	2:13.552

5	59.214	40.065	33.729	2:13.008
6	59.183	40.750	33.703	2:13.636
7	57.815	39.788	33.627	2:11.230
8	57.747	40.048	33.575	2:11.370
9	57.721	39.562	33.600	2:10.884
10	57.776	40.082	33.586	2:11.444
11	57.796	39.413	33.726	2:10.935
12	57.960	39.885	33.633	2:11.478
13	57.399	39.622	33.538	2:10.559
AVG	58.523	40.212	33.715	2:14.044
IDEAL	57.399	39.413	33.538	2:10.350

36 Alex Busquets
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.088	41.751	34.152	2:30.991
3	1:01.195	39.806	33.334	2:14.335
4	59.184	39.296	33.517	2:11.997
5	58.675	39.766	33.188	2:11.629
6	58.481	39.173	32.433	2:10.087
7	58.305	38.477	32.587	2:09.369
8	58.171	40.362	32.508	2:11.042
9	58.795	39.452	33.001	2:11.248
10	1:02.398	41.802	33.147	2:17.347
11	59.074	40.192	32.471	2:11.737
12	1:00.759	40.042	34.885	2:15.686
13	1:01.475	41.082	33.639	2:16.196
AVG	59.683	40.100	33.239	2:14.305
IDEAL	58.171	38.477	32.433	2:09.081

38 Frank Shockley
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.160	41.465	33.806	2:30.431
3	1:00.542	39.729	33.872	2:14.143
4	58.679	40.480	33.106	2:12.265
5	59.505	39.432	32.756	2:11.693
6	58.894	39.519	32.491	2:10.904
7	58.094	38.633	32.739	2:09.466
8	57.849	39.129	32.812	2:09.791
9	58.050	38.562	32.889	2:09.501
10	57.588	39.596	33.327	2:10.511
11	58.414	42.305	1:26.596	3:07.315
12	1:04.041	39.786	34.082	2:17.908
13	58.375	40.205	34.059	2:12.638
AVG	59.094	39.903	33.267	2:13.568
IDEAL	57.588	38.562	32.491	2:08.641

41 Klaus Nies
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:14.548	42.109	34.283	2:30.940
3	59.848	39.562	32.795	2:12.205

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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41 Klaus Nies
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
4	58.591	40.516	32.778	2:11.885
5	57.755	39.384	33.154	2:10.292
6	58.105	39.131	32.574	2:09.810
7	59.113	39.652	32.104	2:10.869
8	57.583	38.123	32.506	2:08.212
9	57.699	38.388	31.875	2:07.962
10	56.920	38.297	32.266	2:07.483
11	56.740	38.272	32.174	2:07.185
12	56.329	38.489	32.622	2:07.440
13	58.255	40.096	32.871	2:11.222
14	56.968	39.905	32.053	2:08.926
AVG	57.642	39.114	32.452	2:09.208
IDEAL	56.329	38.123	31.875	2:06.327

44 Javier Valera
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.140	41.565	32.894	2:29.598
3	59.731	39.355	33.188	2:12.275
4	57.983	1:00.182	35.003	2:33.167
5	2:20.701	42.773	35.667	3:39.141
6	1:06.850	39.584	32.216	2:18.650
7	56.260	38.211	32.888	2:07.358
8	56.802	41.268	32.066	2:10.135
9	56.319	38.094	32.814	2:07.227
10	56.322	38.149	32.389	2:06.860
11	55.832	38.621	33.274	2:07.727
12	1:00.147	38.860	33.678	2:12.685
13	56.660	39.471	32.604	2:08.735
AVG	58.291	39.632	33.223	2:12.125
IDEAL	55.832	38.094	32.066	2:05.992

45 Sébastien Legrelle
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:26.264	39.392	33.330	2:38.986
3	55.962	38.271	31.873	2:06.106
4	58.074	38.486	33.059	2:09.619
5	54.754	37.263	32.208	2:04.225
6	54.334	37.968	32.397	2:04.698
7	54.944	37.928	32.220	2:05.092
8	56.028	37.930	31.428	2:05.386
9	54.978	37.680	31.501	2:04.158
10	54.625	38.215	31.570	2:04.410
11	56.406	38.170	31.795	2:06.371
12	55.519	37.917	31.874	2:05.310
13	54.800	37.915	32.619	2:05.333
14	56.394	37.564	32.601	2:06.559
AVG	55.568	38.054	32.190	2:05.606
IDEAL	54.334	37.263	31.428	2:03.025

46 Brian Parriott
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:21.037	40.368	34.265	2:35.670
3	56.757	38.414	32.303	2:07.474
4	56.559	38.293	32.422	2:07.274
5	55.550	38.261	32.247	2:06.058
6	55.366	38.025	31.799	2:05.190
7	54.716	38.034	32.112	2:04.862
8	54.660	37.529	31.540	2:03.729
9	55.700	38.030	32.042	2:05.772
10	55.350	37.655	31.563	2:04.568
11	55.134	37.548	32.178	2:04.860
12	56.060	37.742	32.510	2:06.311
13	54.538	38.198	32.534	2:05.271
14	54.680	38.301	32.517	2:05.498
AVG	55.423	38.185	32.310	2:05.572
IDEAL	54.538	37.529	31.540	2:03.607

47 Richard Cooper
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:19.624	39.603	32.601	2:31.828
3	57.157	38.240	32.317	2:07.714
4	59.013	38.107	32.442	2:09.562
5	56.210	37.276	32.306	2:05.792
6	55.340	37.889	31.858	2:05.087
7	55.539	37.626	31.802	2:04.967
8	55.138	37.382	31.225	2:03.745
9	55.279	37.283	31.261	2:03.822
10	55.740	37.357	31.360	2:04.457
11	56.222	38.035	32.179	2:06.437
12	55.036	38.135	31.982	2:05.153
13	56.060	37.789	31.809	2:05.658
AVG	56.067	37.894	31.928	2:05.672
IDEAL	55.036	37.276	31.225	2:03.537

50 Andreas Bildl
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:14.973	40.934	33.534	2:29.440
3	59.475	40.572	32.567	2:12.615
4	59.308	38.946	32.873	2:11.127
5	58.187	40.224	32.997	2:11.408
6	57.987	39.401	33.548	2:10.936
7	57.205	38.589	32.397	2:08.191
8	57.314	38.637	32.647	2:08.598
9	58.363	39.023	32.967	2:10.354
10	58.347	39.944	33.783	2:12.074
11	58.295	39.069	32.912	2:10.276
12	58.072	39.397	32.549	2:10.018
13	57.535	39.475	33.156	2:10.166

14 58.457 38.918 33.869 2:11.244
 AVG 58.231 39.432 33.119 2:11.978
 IDEAL 57.205 38.589 32.397 2:08.191

61 Brad Hendry
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	33.494	-
2	58.978	40.133	33.396	2:12.506
3	59.233	39.696	44.914	2:23.844
4	2:25.418	38.665	32.751	3:36.834
5	57.709	38.651	33.012	2:09.372
6	58.349	39.000	33.125	2:10.474
7	59.065	39.698	33.508	2:12.271
8	59.422	38.819	32.995	2:11.236
9	57.558	38.447	32.952	2:08.957
10	58.084	38.507	33.464	2:10.054
11	58.298	39.642	33.367	2:11.307
AVG	58.522	39.126	33.206	2:12.225
IDEAL	57.558	38.447	32.751	2:08.756

63 Stefan Heinrichs
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.385	41.257	34.360	2:31.002
3	1:03.253	39.575	33.144	2:15.972
4	59.237	39.437	33.358	2:12.031
5	58.924	39.669	32.926	2:11.519
6	57.763	38.593	32.361	2:08.717
7	58.180	38.744	32.323	2:09.247
8	57.950	38.863	2:08.720	3:45.532
9	1:24.331	39.069	32.002	2:35.403
10	57.927	38.023	32.702	2:08.652
11	58.055	38.790	32.832	2:09.677
12	59.358	39.121	33.271	2:11.750
13	57.717	38.675	32.428	2:08.819
AVG	58.836	39.151	32.883	2:12.739
IDEAL	57.717	38.023	32.002	2:07.742

66 Jorge Diaz
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:12.497	41.226	33.489	2:27.211
3	59.007	39.658	33.498	2:12.164
4	58.839	55.595	35.407	2:29.841
5	1:04.146	-	-	2:31.168
6	1:04.739	40.066	33.974	2:18.779
7	58.181	39.886	33.117	2:11.185
8	58.539	39.204	33.775	2:11.518
9	58.392	39.320	33.091	2:10.803
10	58.973	40.670	33.500	2:13.143
11	1:09.340	49.951	58.699	2:57.990
11	-	-	-	1:22.492
12	1:10.717	41.517	33.931	2:26.165

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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AVG	1:01.128	40.193	33.754	2:18.423
IDEAL	58.181	39.204	33.091	2:10.477

69 Giulio Rangheri
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:24.706	40.501	32.566	2:37.773
3	58.368	38.947	32.378	2:09.693
4	58.430	38.994	32.807	2:10.231
5	58.498	38.890	32.966	2:10.354
6	58.145	39.410	32.836	2:10.391
7	58.657	39.167	34.097	2:11.921
8	58.593	39.447	33.197	2:11.237
9	58.043	38.666	33.366	2:10.075
10	58.383	39.217	33.143	2:10.743
11	58.650	38.564	32.593	2:09.807
12	57.572	39.125	33.238	2:09.935
13	59.471	38.435	32.378	2:10.284
AVG	58.437	39.114	32.964	2:10.425
IDEAL	57.572	38.435	32.378	2:08.385

71 Gwen Giabbani
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:15.960	40.743	33.186	2:29.889
3	1:07.767	39.339	32.607	2:19.714
4	58.560	39.474	32.047	2:10.080
5	56.178	37.924	32.115	2:06.216
6	56.861	38.162	31.642	2:06.666
7	56.937	38.213	32.033	2:07.182
8	55.837	38.178	32.019	2:06.035
9	55.705	38.736	33.064	2:07.504
10	55.917	38.806	32.162	2:06.885
11	55.418	38.490	33.273	2:07.181
12	55.763	38.542	32.548	2:06.853
13	55.677	37.920	31.947	2:05.544
14	55.976	38.176	32.189	2:06.341
AVG	56.257	38.670	32.372	2:09.699
IDEAL	55.418	37.920	31.642	2:04.980

77 Barry Burrell
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:12.848	41.246	32.972	2:27.066
3	59.829	38.923	32.307	2:11.059
4	58.140	-	-	3:08.368
5	1:33.075	46.892	43.114	3:03.081
6	58.268	39.691	33.889	2:11.847
7	1:00.762	39.550	32.894	2:13.207
8	56.648	38.778	32.382	2:07.808
9	56.893	38.185	32.024	2:07.101
10	57.406	38.387	32.456	2:08.250
11	56.007	38.227	32.197	2:06.430

12	55.789	37.726	32.545	2:06.061
13	56.239	38.668	32.862	2:07.768

AVG	57.434	38.828	32.643	2:10.242
IDEAL	55.789	37.726	32.024	2:05.539

94 John Glaefke
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:16.829	42.692	33.948	2:33.470
3	1:01.430	40.259	33.726	2:15.415
4	59.433	40.008	34.063	2:13.504
5	59.786	39.598	33.529	2:12.912
6	59.680	39.832	34.288	2:13.800
7	59.576	41.028	35.047	2:15.651
8	1:00.063	40.187	34.261	2:14.511
9	59.920	40.882	34.835	2:15.637
10	59.716	40.642	34.714	2:15.072
11	59.228	-	-	2:38.874
12	1:00.013	40.303	34.619	2:14.934
13	59.539	40.302	34.441	2:14.283
AVG	59.853	40.521	34.315	2:18.172
IDEAL	59.433	39.598	33.529	2:12.560

95 Jon Simisky
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:22.470	40.641	33.551	2:36.662
3	58.985	39.787	33.765	2:12.537
AVG	58.985	40.214	33.658	2:24.599
IDEAL	58.985	39.787	33.551	2:12.323

96 Massimo Rosetti
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:24.655	40.292	33.203	2:38.149
3	58.036	38.595	32.856	2:09.486
4	58.541	38.358	32.529	2:09.429
5	58.217	40.008	33.064	2:11.289
6	57.890	38.723	32.401	2:09.014
7	57.618	39.616	34.357	2:11.591
8	58.854	38.941	33.490	2:11.285
9	57.391	38.955	33.864	2:10.211
10	58.605	39.261	32.631	2:10.497
11	57.420	39.337	33.306	2:10.063
12	57.918	38.930	32.879	2:09.727
13	58.070	38.679	33.500	2:10.249
AVG	58.051	39.141	33.173	2:10.258
IDEAL	57.391	38.358	32.401	2:08.150

98 Katja Poensgen
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:19.094	42.298	33.548	2:34.940

3	1:02.593	39.702	32.609	2:14.904
4	59.049	39.582	33.033	2:11.663

5	58.780	39.353	32.698	2:10.831
6	58.465	39.076	32.698	2:10.239

7	58.285	39.439	33.106	2:10.830
8	58.324	39.744	33.408	2:11.476

9	58.480	39.493	33.343	2:11.316
10	58.618	39.915	33.526	2:12.059

11	58.275	39.443	33.445	2:11.163
12	58.319	39.237	33.294	2:10.850

13	59.615	41.032	33.830	2:14.477
AVG	58.982	39.860	33.212	2:13.729
IDEAL	58.275	39.076	32.609	2:09.960

99 Roberto Panichi
BMW R1100 S

LAP	SEG 1	SEG 2	SEG 3	LAPTIME
1	-	-	-	-
2	1:11.373	40.098	32.781	2:24.252
3	58.144	39.154	33.420	2:10.718
4	56.918	38.018	32.153	2:07.089
5	56.323	38.664	32.649	2:07.637
6	55.770	39.298	33.004	2:08.072
7	56.079	38.329	33.012	2:07.420
8	55.679	38.250	32.424	2:06.353
9	56.089	39.255	32.121	2:07.465
10	55.641	38.686	32.661	2:06.988
11	56.229	38.040	32.761	2:07.030
12	55.655	39.025	40.640	2:15.321
AVG	56.253	38.802	32.698	2:09.849
IDEAL	55.641	38.018	32.121	2:05.780

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