



**SCD**  
**RaceReport vom**  
**24.02.2010**  
**'GTM Schwaben**  
**Rennen Nr. 1'**  
**Bahn: SCD Holz**  
**(40,23m)**

Quali									Gesamtergebnis								
Fahrer	PS	Rd	Min	ΔP1	ΔPN	Max	Ø		Fahrer	P	S	Rd	ΔP1	ΔPN	Min	Max	Ø
Fola	1	1	7,00	<b>7,662</b>			10,522	8,247	Sergey	1	10	<b>296,05</b>			7,741	52,893	8,193
Sven	2	1	7,00	<b>7,753</b>	+0,091	+0,091	10,371	8,187	Sven	2	10	<b>295,19</b>	-0,86	-0,86	7,802	15,230	8,057
Sergey	3	1	5,00	<b>7,772</b>	+0,110	+0,019	10,145	8,257	Fola	3	10	<b>295,07</b>	-0,98	-0,12	7,694	13,457	8,060
Chris	4	1	7,00	<b>7,883</b>	+0,221	+0,111	8,560	8,007	Chris	4	10	<b>292,20</b>	-3,85	-2,87	7,841	13,354	8,141
Wolfi	5	1	6,00	<b>7,961</b>	+0,299	+0,078	14,651	9,141	Martin	5	10	<b>289,67</b>	-6,38	-2,53	7,871	14,707	8,202
Ruedi	6	1	6,00	<b>8,007</b>	+0,345	+0,046	10,178	8,744	Ruedi	6	10	<b>287,69</b>	-8,36	-1,98	8,002	33,105	8,223
Martin	7	1	7,00	<b>8,047</b>	+0,385	+0,040	8,300	8,172	Wolfi	7	10	<b>287,56</b>	-8,49	-0,13	7,950	14,236	8,202
Dani	8	1	6,00	<b>8,052</b>	+0,390	+0,005	10,273	8,798	Tom	8	10	<b>282,64</b>	-13,41	-4,92	8,041	14,416	8,291
Tom	9	1	4,00	<b>8,078</b>	+0,416	+0,026	13,983	10,236	Dani	9	10	<b>279,80</b>	-16,25	-2,84	7,969	13,438	8,402
Ulrich	10	1	6,00	<b>8,112</b>	+0,450	+0,034	13,918	9,137	Berthold	10	10	<b>279,22</b>	-16,83	-0,58	8,188	32,984	8,594
Carsten	11	1	5,00	<b>8,153</b>	+0,491	+0,041	9,511	8,502	Christian	11	10	<b>279,04</b>	-17,01	-0,18	8,153	53,832	8,853
Andy	12	1	6,00	<b>8,191</b>	+0,529	+0,038	10,869	9,363	Andy	12	10	<b>277,44</b>	-18,61	-1,60	8,239	76,840	8,946
Christian	13	1	6,00	<b>8,199</b>	+0,537	+0,008	14,850	9,938	Ulrich	13	10	<b>277,26</b>	-18,79	-0,18	8,175	12,337	8,587
Rainer	14	1	6,00	<b>8,201</b>	+0,539	+0,002	10,347	8,886	Rainer	14	10	<b>275,42</b>	-20,63	-1,84	8,099	34,539	8,862
Berthold	15	1	6,00	<b>8,231</b>	+0,569	+0,030	10,674	8,993	Carsten	15	9	<b>247,99</b>	-48,06	-27,43	8,125	32,931	8,696

Rennen 1									Rennen 2								
Fahrer	P	S	Rd	ΔP1	ΔPN	Min	Max	Ø	Fahrer	P	S	Rd	ΔP1	ΔPN	Min	Max	Ø
Sven	1	5	<b>147,95</b>			7,802	13,376	8,238	Fola	1	5	<b>149,22</b>			7,706	12,169	8,281
Sergey	2	5	<b>147,89</b>	-0,06	-0,06	7,741	12,354	8,260	Sergey	2	5	<b>148,16</b>	-1,06	-1,06	7,835	52,893	8,642
Fola	3	5	<b>145,85</b>	-2,10	-2,04	7,694	13,457	8,352	Sven	3	5	<b>147,24</b>	-1,98	-0,92	7,847	15,230	8,394
Chris	4	5	<b>145,75</b>	-2,20	-0,10	7,841	12,941	8,377	Chris	4	5	<b>146,45</b>	-2,77	-0,79	7,882	13,354	8,435
Martin	5	5	<b>144,77</b>	-3,18	-0,98	7,871	14,707	8,427	Wolfi	5	5	<b>145,14</b>	-4,08	-1,31	7,950	14,236	8,335
Ruedi	6	5	<b>143,56</b>	-4,39	-1,21	8,025	15,688	8,440	Martin	6	5	<b>144,90</b>	-4,32	-0,24	7,901	13,250	8,543
Wolfi	7	5	<b>142,42</b>	-5,53	-1,14	7,962	12,895	8,576	Ruedi	7	5	<b>144,13</b>	-5,09	-0,77	8,002	33,105	8,518
Tom	8	5	<b>142,23</b>	-5,72	-0,19	8,041	11,949	8,510	Christian	8	5	<b>141,31</b>	-7,91	-2,82	8,153	53,832	9,116
Dani	9	5	<b>140,57</b>	-7,38	-1,66	8,044	13,128	8,663	Tom	9	5	<b>140,41</b>	-8,81	-0,90	8,059	14,416	8,594
Berthold	10	5	<b>140,10</b>	-7,85	-0,47	8,188	32,984	9,011	Dani	10	5	<b>139,23</b>	-9,99	-1,18	7,969	13,438	8,687
Andy	11	5	<b>140,03</b>	-7,92	-0,07	8,239	33,177	9,015	Berthold	11	5	<b>139,12</b>	-10,10	-0,11	8,218	13,292	8,698
Carsten	12	5	<b>138,99</b>	-8,96	-1,04	8,125	32,931	9,095	Ulrich	12	5	<b>139,01</b>	-10,21	-0,11	8,175	12,337	8,885
Ulrich	13	5	<b>138,25</b>	-9,70	-0,74	8,288	12,095	8,816	Rainer	13	5	<b>138,01</b>	-11,21	-1,00	8,099	21,124	9,019
Christian	14	5	<b>137,73</b>	-10,22	-0,52	8,205	33,416	9,184	Andy	14	5	<b>137,41</b>	-11,81	-0,60	8,244	76,840	9,444
Rainer	15	5	<b>137,41</b>	-10,54	-0,32	8,147	34,539	9,129	Carsten	15	4	<b>109,00</b>	-40,22	-28,41	8,202	11,991	8,845

**Top 20 Statistiken**

Schnellste Runde total				Bereinigter Durchschnitt				B.Standardabweichung <sup>3</sup>				Anomalien <sup>2</sup>		Ampelstart			Chaos/Stinwechsel			
Min	Fahrer	Zeit	B	bØ	Fahrer	Zeit	B	bσ	Fahrer	Zeit	B	Anz.	Fahrer	Min	Fahrer	Zeit	Chaos	Stint		
7,694	Fola	21:19	Gr	7,899	Fola	21:15	Gr	0,040	Sven	21:15	Bl	5	Ruedi	0,111	Wolfi	22:08	Anz.	80	Anz.	29
7,699	Fola	21:15	Gr	7,957	Sven	21:04	Or	0,049	Ruedi	22:18	Or	8	Chris	0,230	Sergey	20:59	Min	1s	Min	0,7m
7,706	Fola	22:47	Gr	7,963	Fola	23:02	Ge	0,050	Wolfi	21:15	Or	8	Sven	0,299	Christian	19:50	Max	66s	Max	11,6m
7,708	Fola	21:18	Gr	8,003	Sven	21:10	Gr	0,063	Tom	20:50	Or	8	Wolfi	0,300	Chris	22:39	Ø	13s	Ø	2,6m
7,729	Fola	22:46	Gr	8,027	Sven	21:15	Bl	0,065	Tom	22:28	Ge	9	Fola	0,301	Martin	20:22	-	-	-	-
7,734	Fola	21:19	Gr	8,027	Chris	23:02	Or	0,068	Ruedi	22:28	Bl	9	Ulrich	0,304	Sven	20:59	-	-	-	-
7,741	Sergey	20:59	Or	8,035	Sven	22:56	Gr	0,069	Ruedi	20:50	Bl	9	Tom	0,305	Sergey	22:39	-	-	-	-
7,743	Fola	22:47	Gr	8,050	Fola	21:10	Or	0,070	Fola	23:02	Ge	9	Berthold	0,330	Wolfi	20:59	-	-	-	-
7,744	Sergey	20:59	Or	8,051	Sergey	20:59	Or	0,074	Wolfi	22:18	Gr	9	Sergey	0,347	Tom	22:08	-	-	-	-
7,745	Sergey	20:59	Or	8,062	Wolfi	22:18	Gr	0,075	Ulrich	20:44	Or	10	Dani	0,348	Ruedi	22:08	-	-	-	-
7,748	Fola	22:47	Gr	8,066	Fola	22:45	Gr	0,082	Dani	20:44	Ro	11	Martin	0,358	Ruedi	20:22	-	-	-	-
7,755	Sergey	21:02	Or	8,067	Wolfi	21:15	Or	0,086	Chris	21:15	Ge	18	Christian	0,366	Andy	21:36	-	-	-	-
7,755	Sergey	21:00	Or	8,096	Ruedi	22:18	Or	0,089	Berthold	22:28	Gr	18	Carsten	0,369	Andy	19:50	-	-	-	-
7,756	Fola	22:48	Gr	8,097	Sergey	21:10	Bl	0,091	Rainer	21:47	Bl	18	Andy	0,370	Berthold	22:08	-	-	-	-
7,769	Fola	22:46	Gr	8,116	Sergey	21:04	Gr	0,109	Dani	20:39	Bl	26	Rainer	0,388	Chris	20:59	-	-	-	-
7,769	Sergey	20:59	Or	8,123	Sergey	22:39	Ge	0,114	Tom	20:44	Ge	-	-	0,399	Carsten	21:36	-	-	-	-
7,771	Fola	21:18	Gr	8,125	Wolfi	22:13	Or	0,115	Ulrich	20:50	Gr	-	-	0,400	Dani	20:22	-	-	-	-
7,773	Fola	21:19	Gr	8,126	Sergey	22:45	Or	0,125	Berthold	22:18	Ge	-	-	0,411	Rainer	19:50	-	-	-	-
7,774	Sergey	21:02	Or	8,131	Fola	22:39	Or	0,139	Tom	22:23	Ro	-	-	0,418	Carsten	19:50	-	-	-	-
7,775	Fola	22:49	Gr	8,138	Martin	23:02	Gr	0,151	Berthold	22:23	Or	-	-	0,420	Berthold	19:50	-	-	-	-

**Stints**

19:50	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Christian	Or	Nissan Calsonic	27	8,286	14,644	9,341	12,375	1,549	3/11%	8,914	10,646	0,862
Andy	Ge	Porsche GT3	<b>28</b>	8,355	14,115	9,178	<b>11,137</b>	<b>1,375</b>	3/11%	8,826	10,583	0,826
Carsten	Ro	Corvette C6R Bad Boy	27	8,418	14,363	9,481	11,862	1,546	5/19%	8,857	10,688	<b>0,720</b>
Rainer	Gr	Ferrari 575	<b>28</b>	<b>8,147</b>	12,545	<b>9,133</b>	12,178	1,470	4/14%	<b>8,643</b>	<b>10,459</b>	0,865

<b>Berthold</b>	Bl	Corvette Compuware 3	27	8,401	13,834	9,310	13,495	1,465	2/7%	8,962	10,590	0,782
<b>19:57</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Christian</b>	Gr	Nissan Calsonic	<b>28</b>	8,240	12,692	<b>8,553</b>	9,772	0,878	1/4%	<b>8,394</b>	8,751	0,301
<b>Berthold</b>	Ro	Corvette Compuware 3	<b>28</b>	8,497	9,262	8,737	<b>9,252</b>	<b>0,184</b>	0/0%	8,737	9,252	<b>0,184</b>
<b>Rainer</b>	Bl	Ferrari 575	26	8,365	12,300	9,052	11,736	1,122	4/16%	8,567	8,603	0,352
<b>Carsten</b>	Ge	Corvette C6R Bad Boy	<b>28</b>	<b>8,213</b>	13,274	8,592	10,454	0,416	1/4%	8,412	<b>8,568</b>	0,422
<b>Andy</b>	Or	Porsche GT3	27	8,287	12,040	8,664	10,058	0,823	1/4%	8,529	10,040	0,461
<b>20:02</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Rainer</b>	Ro	Ferrari 575	28	8,477	10,852	8,844	10,408	0,617	0/0%	8,844	10,408	0,617
<b>Christian</b>	Bl	Nissan Calsonic	28	8,379	12,760	8,820	11,265	0,991	2/7%	8,564	8,753	0,315
<b>Andy</b>	Gr	Porsche GT3	<b>29</b>	8,239	11,338	<b>8,587</b>	11,262	0,848	2/7%	<b>8,379</b>	<b>8,429</b>	0,380
<b>Carsten</b>	Or	Corvette C6R Bad Boy	28	<b>8,188</b>	12,158	8,643	10,999	0,958	1/4%	8,507	10,494	0,666
<b>Berthold</b>	Ge	Corvette Compuware 3	28	8,347	11,044	8,627	<b>9,743</b>	<b>0,570</b>	1/4%	8,534	9,357	<b>0,310</b>
<b>20:07</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Berthold</b>	Or	Corvette Compuware 3	<b>28</b>	8,315	32,984	9,716	11,312	<b>4,692</b>	2/7%	8,722	9,778	<b>0,467</b>
<b>Carsten</b>	Gr	Corvette C6R Bad Boy	<b>28</b>	<b>8,125</b>	32,931	9,686	11,835	4,736	2/7%	8,670	10,558	0,781
<b>Rainer</b>	Ge	Ferrari 575	<b>28</b>	8,247	34,539	<b>9,616</b>	12,709	5,061	2/7%	<b>8,495</b>	<b>9,558</b>	0,494
<b>Christian</b>	Ro	Nissan Calsonic	27	8,531	33,416	10,138	12,143	4,863	4/15%	8,861	10,424	0,582
<b>Andy</b>	Bl	Porsche GT3	<b>28</b>	8,380	33,177	9,675	<b>11,284</b>	4,757	2/7%	8,671	10,571	0,620
<b>20:12</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Rainer</b>	Or	Ferrari 575	28	8,256	12,489	8,996	12,227	1,217	2/7%	8,727	10,578	0,771
<b>Berthold</b>	Gr	Corvette Compuware 3	<b>29</b>	<b>8,188</b>	10,605	<b>8,680</b>	<b>10,340</b>	<b>0,770</b>	0/0%	8,680	10,340	0,770
<b>Carsten</b>	Bl	Corvette C6R Bad Boy	27	8,307	11,239	9,075	11,080	0,995	3/12%	8,809	10,408	<b>0,705</b>
<b>Christian</b>	Ge	Nissan Calsonic	27	8,205	14,781	9,099	12,117	1,633	3/12%	<b>8,591</b>	<b>10,097</b>	0,707
<b>Andy</b>	Ro	Porsche GT3	28	8,385	11,390	8,965	10,768	0,902	1/4%	8,872	10,670	0,778
<b>20:22</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Martin</b>	Ge	Corvette Compuware 3	<b>29</b>	<b>7,948</b>	11,045	<b>8,365</b>	10,770	0,814	1/3%	<b>8,270</b>	10,217	0,640
<b>Dani</b>	Or	Corvette C6R Bad Boy	28	8,044	11,006	8,617	10,758	0,879	1/4%	8,528	10,359	0,759
<b>Ulrich</b>	Bl	Toyota Supra	27	8,348	12,095	8,997	11,334	1,034	3/11%	8,685	10,171	<b>0,522</b>
<b>Ruedi</b>	Ro	Corvette C6R	27	8,209	10,458	8,740	<b>10,450</b>	<b>0,654</b>	0/0%	8,740	10,450	0,654
<b>Tom</b>	Gr	Corvette C6R 99	28	8,041	11,260	8,486	10,574	0,764	1/4%	8,383	<b>9,811</b>	0,545
<b>20:32</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Martin</b>	Or	Corvette Compuware 3	<b>29</b>	<b>7,891</b>	14,707	<b>8,393</b>	<b>10,158</b>	1,317	1/4%	<b>8,159</b>	8,993	0,453
<b>Ulrich</b>	Ro	Toyota Supra	27	8,618	10,472	9,088	10,394	<b>0,514</b>	0/0%	9,088	10,394	0,514
<b>Ruedi</b>	Ge	Corvette C6R	28	8,025	15,688	8,710	12,650	1,720	2/7%	8,273	8,769	0,565
<b>Tom</b>	Bl	Corvette C6R 99	28	8,207	11,094	8,713	10,896	0,788	1/4%	8,621	10,278	0,640
<b>Dani</b>	Gr	Corvette C6R Bad Boy	<b>29</b>	8,067	11,349	8,442	10,354	0,703	1/4%	8,334	<b>8,645</b>	<b>0,417</b>
<b>20:39</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Martin</b>	Gr	Corvette Compuware 3	<b>30</b>	<b>7,871</b>	10,611	<b>8,207</b>	10,129	0,677	0/0%	<b>8,207</b>	10,129	0,677
<b>Ruedi</b>	Or	Corvette C6R	<b>30</b>	8,055	10,368	8,281	<b>9,945</b>	<b>0,524</b>	0/0%	8,281	9,945	0,524
<b>Dani</b>	Bl	Corvette C6R Bad Boy	28	8,363	13,128	8,811	11,756	1,069	2/7%	8,521	8,753	<b>0,109</b>
<b>Tom</b>	Ro	Corvette C6R 99	28	8,320	11,860	8,745	10,599	0,743	1/4%	8,625	<b>8,749</b>	0,416
<b>Ulrich</b>	Ge	Toyota Supra	28	8,420	10,779	8,861	10,709	0,572	0/0%	8,861	10,709	0,572
<b>20:44</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Martin</b>	Bl	Corvette Compuware 3	<b>29</b>	<b>7,999</b>	11,028	8,428	10,729	0,838	1/4%	8,331	10,108	0,679
<b>Tom</b>	Ge	Corvette C6R 99	<b>29</b>	8,164	11,949	8,391	8,775	0,705	1/4%	8,259	8,377	0,114
<b>Dani</b>	Ro	Corvette C6R Bad Boy	27	8,632	11,205	8,870	8,944	0,483	1/4%	8,776	8,906	0,082
<b>Ruedi</b>	Gr	Corvette C6R	<b>29</b>	8,048	10,301	<b>8,205</b>	<b>8,292</b>	<b>0,414</b>	0/0%	<b>8,205</b>	<b>8,292</b>	0,414
<b>Ulrich</b>	Or	Toyota Supra	27	8,479	11,324	8,693	8,808	0,540	1/4%	8,588	8,707	<b>0,075</b>
<b>20:50</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Ulrich</b>	Gr	Toyota Supra	<b>29</b>	8,288	8,764	8,461	8,673	0,115	0/0%	8,461	8,673	0,115
<b>Dani</b>	Ge	Corvette C6R Bad Boy	28	8,265	10,668	8,594	10,588	0,637	0/0%	8,594	10,588	0,637
<b>Ruedi</b>	Bl	Corvette C6R	<b>29</b>	8,201	8,513	8,289	8,411	0,069	0/0%	8,289	8,411	0,069
<b>Martin</b>	Ro	Corvette Compuware 3	27	8,141	11,702	8,780	10,523	1,007	1/4%	8,663	10,347	0,832
<b>Tom</b>	Or	Corvette C6R 99	<b>29</b>	<b>8,127</b>	8,354	<b>8,232</b>	<b>8,337</b>	<b>0,063</b>	0/0%	<b>8,232</b>	<b>8,337</b>	<b>0,063</b>
<b>20:59</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Sergey</b>	Or	Audi R8	<b>30</b>	<b>7,741</b>	11,181	<b>8,155</b>	<b>9,856</b>	0,838	1/3%	<b>8,051</b>	<b>9,856</b>	<b>0,624</b>
<b>Sven</b>	Ge	BMW Z4	29	7,860	11,162	8,282	10,332	0,876	1/3%	8,179	10,032	0,691
<b>Wolfi</b>	Bl	Audi R8	27	8,028	11,559	8,892	11,507	1,118	2/7%	8,681	10,767	0,855
<b>Chris</b>	Gr	Porsche Cayman 122	29	7,841	10,180	8,298	10,053	<b>0,733</b>	0/0%	8,298	10,053	0,733
<b>Fola</b>	Ro	Audi R8	27	8,262	12,053	8,973	11,020	1,090	2/7%	8,768	10,655	0,820
<b>21:04</b>	<b>B</b>	<b>Auto</b>	<b>Rd</b>	<b>Min</b>	<b>Max</b>	<b>Ø</b>	<b>95%<sup>1</sup></b>	<b>σ<sup>3</sup></b>	<b>Anomalien<sup>2</sup></b>	<b>bØ</b>	<b>b95%</b>	<b>bσ</b>
<b>Sven</b>	Or	BMW Z4	<b>31</b>	7,813	11,123	<b>8,063</b>	<b>7,991</b>	0,678	1/3%	<b>7,957</b>	<b>7,991</b>	<b>0,361</b>
<b>Chris</b>	Bl	Porsche Cayman 122	29	8,061	10,229	8,362	9,989	<b>0,511</b>	0/0%	8,362	9,989	0,511
<b>Wolfi</b>	Ro	Audi R8	28	8,272	12,895	8,851	11,439	1,113	2/7%	8,586	9,991	0,560
<b>Fola</b>	Ge	Audi R8	30	7,880	12,041	8,280	10,024	0,847	1/3%	8,146	9,299	0,453

Sergey	Gr	Audi R8	29	7,800	11,208	8,227	10,404	0,928	1/4%	8,116	10,197	0,736
21:10	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Sergey	Bl	Audi R8	30	7,936	12,354	8,371	11,765	1,091	2/7%	8,097	8,235	0,395
Chris	Ro	Porsche Cayman 122	29	8,191	12,941	8,722	11,154	1,050	2/7%	8,466	8,870	0,411
Wolfi	Ge	Audi R8	29	8,017	10,728	8,490	10,703	0,883	0/0%	8,491	10,703	0,883
Sven	Gr	BMW Z4	30	7,802	13,376	8,189	9,857	1,112	1/3%	8,003	9,705	0,504
Fola	Or	Audi R8	29	7,847	13,457	8,356	11,215	1,247	2/7%	8,050	8,135	0,468
21:15	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Fola	Gr	Audi R8	31	7,694	9,956	7,899	7,951	0,395	0/0%	7,899	7,951	0,395
Sergey	Ro	Audi R8	29	8,109	9,907	8,272	8,314	0,324	0/0%	8,272	8,314	0,324
Wolfi	Or	Audi R8	30	7,970	8,225	8,067	8,168	0,050	0/0%	8,067	8,168	0,050
Sven	Bl	BMW Z4	30	7,970	8,118	8,027	8,103	0,040	0/0%	8,027	8,103	0,040
Chris	Ge	Porsche Cayman 122	29	8,055	8,506	8,166	8,434	0,086	0/0%	8,166	8,434	0,086
21:20	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Chris	Or	Porsche Cayman 122	29	7,966	10,451	8,338	10,216	0,674	0/0%	8,338	10,216	0,674
Sergey	Ge	Audi R8	29	7,969	10,199	8,278	10,081	0,635	0/0%	8,278	10,081	0,635
Wolfi	Gr	Audi R8	28	7,962	11,803	8,621	11,576	1,158	2/7%	8,376	10,757	0,783
Sven	Ro	BMW Z4	27	8,231	11,603	8,684	10,391	0,842	1/4%	8,567	10,121	0,610
Fola	Bl	Audi R8	28	7,953	10,419	8,305	10,418	0,620	0/0%	8,305	10,418	0,620
21:36	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Rainer	Or	Ferrari 575	29	8,099	21,124	9,127	12,039	2,513	3/10%	8,462	9,686	0,511
Ulrich	Gr	Toyota Supra	28	8,175	11,740	8,651	10,288	0,861	1/4%	8,536	10,231	0,621
Christian	Bl	Nissan Calsonic	28	8,282	10,619	8,659	10,354	0,718	0/0%	8,659	10,354	0,718
Carsten	Ge	Corvette C6R Bad Boy	27	8,202	11,546	8,873	11,468	0,876	2/7%	8,663	10,439	0,705
Andy	Ro	Porsche GT3	27	8,392	12,574	9,131	12,002	1,073	3/11%	8,757	10,211	0,589
21:41	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Carsten	Or	Corvette C6R Bad Boy	29	8,259	11,227	8,851	10,636	0,954	1/4%	8,763	10,604	0,849
Ulrich	Bl	Toyota Supra	28	8,436	10,708	8,885	10,604	0,789	0/0%	8,885	10,604	0,789
Christian	Ro	Nissan Calsonic	27	8,583	17,173	9,355	10,856	1,737	1/4%	9,043	10,711	0,701
Rainer	Gr	Ferrari 575	28	8,345	11,857	8,974	11,500	1,013	3/11%	8,652	9,800	0,344
Andy	Ge	Porsche GT3	27	8,244	19,658	9,236	11,035	2,293	2/8%	8,727	10,445	0,720
21:47	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Ulrich	Ro	Toyota Supra	27	8,608	11,793	9,227	11,451	0,904	2/8%	9,028	10,386	0,593
Christian	Ge	Nissan Calsonic	28	8,215	12,697	8,635	10,453	0,989	1/4%	8,479	10,395	0,579
Carsten	Gr	Corvette C6R Bad Boy	27	8,269	11,991	8,834	11,880	1,100	2/8%	8,575	10,379	0,646
Andy	Or	Porsche GT3	27	8,267	15,946	8,868	10,430	1,551	1/4%	8,585	10,171	0,585
Rainer	Bl	Ferrari 575	27	8,304	12,737	9,071	11,557	1,196	4/15%	8,597	8,690	0,091
21:53	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Andy	Gr	Porsche GT3	28	8,289	11,179	8,624	10,553	0,743	1/4%	8,526	10,221	0,552
Carsten	Bl	Corvette C6R Bad Boy	26	8,320	11,422	8,821	10,470	0,800	1/4%	8,713	10,197	0,602
Christian	Or	Nissan Calsonic	30	8,209	53,832	10,116	11,572	8,437	2/7%	8,443	10,135	0,512
Ulrich	Ge	Toyota Supra	28	8,288	11,637	8,804	10,868	0,901	1/4%	8,695	10,581	0,717
Rainer	Ro	Ferrari 575	27	8,464	11,511	9,025	11,472	0,847	2/8%	8,819	10,595	0,413
21:59	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Andy	Bl	Porsche GT3	28	8,391	76,840	11,334	11,258	13,105	2/7%	8,717	10,185	0,639
Ulrich	Or	Toyota Supra	28	8,286	12,337	8,878	10,708	0,972	1/4%	8,745	10,636	0,700
Rainer	Ge	Ferrari 575	28	8,371	11,590	8,892	11,093	0,899	2/7%	8,696	10,360	0,580
Christian	Gr	Nissan Calsonic	28	8,153	12,880	8,766	10,651	1,100	1/4%	8,608	10,349	0,749
22:08	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Berthold	Bl	Corvette Compuware 3	28	8,284	13,292	8,870	10,685	1,018	1/4%	8,707	10,373	0,544
Ruedi	Ro	Corvette C6R	27	8,296	33,105	9,820	12,939	4,771	3/11%	8,614	10,497	0,619
Dani	Gr	Corvette C6R Bad Boy	27	7,969	13,438	8,981	12,891	1,355	3/11%	8,537	10,727	0,891
Wolfi	Ge	Audi R8	28	8,027	14,236	8,673	13,702	1,248	2/7%	8,266	10,081	0,555
Tom	Or	Corvette C6R 99	27	8,059	14,416	9,030	13,900	1,611	3/11%	8,406	10,017	0,517
22:13	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Wolfi	Or	Audi R8	30	7,950	10,210	8,125	8,167	0,404	0/0%	8,125	8,167	0,404
Dani	Bl	Corvette C6R Bad Boy	29	8,212	12,069	8,496	10,055	0,776	1/4%	8,364	8,402	0,343
Tom	Gr	Corvette C6R 99	28	8,114	11,620	8,510	10,291	0,827	1/4%	8,390	10,247	0,558
Ruedi	Ge	Corvette C6R	29	8,102	10,218	8,294	8,405	0,382	0/0%	8,294	8,405	0,382
Berthold	Ro	Corvette Compuware 3	26	8,571	12,418	9,119	11,171	0,922	2/8%	8,886	9,093	0,437
22:18	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Tom	Bl	Corvette C6R 99	29	8,288	9,965	8,457	8,561	0,302	0/0%	8,457	8,561	0,302
Berthold	Ge	Corvette Compuware 3	28	8,350	8,912	8,522	8,863	0,125	0/0%	8,522	8,863	0,125
Wolfi	Gr	Audi R8	30	7,977	8,355	8,062	8,178	0,074	0/0%	8,062	8,178	0,074
Ruedi	Or	Corvette C6R	29	8,002	8,190	8,096	8,189	0,049	0/0%	8,096	8,189	0,049
Dani	Ro	Corvette C6R Bad Boy	27	8,407	11,564	8,809	10,670	0,702	1/4%	8,699	9,056	0,430

22:23	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Ruedi	Gr	Corvette C6R	30	8,032	10,430	8,185	8,228	0,434	0/0%	8,185	8,228	0,434
Berthold	Or	Corvette Compuware 3	28	8,380	11,189	8,663	9,068	0,525	1/4%	8,566	8,848	0,151
Dani	Ge	Corvette C6R Bad Boy	28	8,234	10,984	8,583	10,814	0,673	0/0%	8,583	10,814	0,673
Wolfi	Bl	Audi R8	28	8,153	10,570	8,355	8,499	0,450	0/0%	8,355	8,499	0,450
Tom	Ro	Corvette C6R 99	28	8,335	11,748	8,617	8,975	0,640	1/4%	8,497	8,747	0,139
22:28	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Wolfi	Ro	Audi R8	29	8,316	10,067	8,475	8,899	0,332	0/0%	8,475	8,899	0,332
Berthold	Gr	Corvette Compuware 3	29	8,218	8,578	8,351	8,553	0,089	0/0%	8,351	8,553	0,089
Dani	Or	Corvette C6R Bad Boy	28	8,332	10,003	8,578	9,806	0,395	0/0%	8,578	9,806	0,395
Ruedi	Bl	Corvette C6R	29	8,154	8,389	8,256	8,376	0,068	0/0%	8,256	8,376	0,068
Tom	Ge	Corvette C6R 99	28	8,203	8,511	8,362	8,503	0,065	0/0%	8,362	8,503	0,065
22:39	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Sergey	Ge	Audi R8	29	7,857	11,992	8,257	10,042	0,875	1/3%	8,123	9,751	0,509
Chris	Gr	Porsche Cayman 122	29	7,912	11,302	8,326	10,154	0,815	1/3%	8,220	9,945	0,589
Martin	Bl	Corvette Compuware 3	28	8,001	11,665	8,510	10,946	0,952	1/4%	8,394	10,287	0,737
Fola	Or	Audi R8	29	7,777	11,037	8,231	10,766	0,889	1/3%	8,131	10,069	0,718
Sven	Ro	BMW Z4	28	8,031	15,230	8,629	10,382	0,607	1/4%	8,384	10,341	0,618
22:45	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Martin	Ro	Corvette Compuware 3	29	8,105	12,214	8,584	10,530	0,916	1/4%	8,450	10,381	0,572
Fola	Gr	Audi R8	31	7,706	10,891	8,066	10,005	0,716	0/0%	8,066	10,005	0,716
Sergey	Or	Audi R8	31	7,835	10,432	8,126	9,697	0,587	0/0%	8,126	9,697	0,587
Sven	Ge	BMW Z4	30	7,905	10,966	8,210	10,262	0,567	0/0%	8,210	10,262	0,567
Chris	Bl	Porsche Cayman 122	29	8,063	10,719	8,386	10,357	0,601	0/0%	8,386	10,357	0,601
22:50	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Chris	Ro	Porsche Cayman 122	29	8,181	13,354	8,876	11,817	1,305	3/11%	8,484	10,528	0,507
Martin	Ge	Corvette Compuware 3	29	8,025	12,321	8,846	11,145	1,010	3/11%	8,526	10,238	0,791
Sven	Or	BMW Z4	30	7,885	10,153	8,372	10,055	0,775	0/0%	8,372	10,055	0,775
Fola	Bl	Audi R8	30	7,917	10,330	8,484	10,246	0,776	0/0%	8,484	10,246	0,776
Sergey	Gr	Audi R8	30	7,861	11,350	8,307	10,039	0,922	1/3%	8,198	10,025	0,728
22:56	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Sven	Gr	BMW Z4	30	7,847	11,906	8,394	11,559	1,195	3/10%	8,035	7,982	0,540
Sergey	Bl	Audi R8	29	7,974	13,952	8,501	11,105	1,311	2/7%	8,191	9,995	0,552
Martin	Or	Corvette Compuware 3	29	7,969	13,250	8,637	12,806	1,387	2/7%	8,299	10,185	0,651
Chris	Ge	Porsche Cayman 122	29	8,002	12,386	8,579	11,506	1,166	2/7%	8,320	10,593	0,692
Fola	Ro	Audi R8	29	7,964	12,169	8,680	11,646	1,208	3/11%	8,311	10,087	0,560
23:02	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Sergey	Ro	Audi R8	29	8,129	52,893	10,083	10,288	0,501	1/4%	8,498	9,413	0,507
Chris	Or	Porsche Cayman 122	30	7,882	8,837	8,027	8,419	0,177	0/0%	8,027	8,419	0,177
Sven	Bl	BMW Z4	29	8,037	10,833	8,373	10,081	0,730	0/0%	8,373	10,081	0,730
Martin	Gr	Corvette Compuware 3	29	7,901	10,118	8,138	9,924	0,541	0/0%	8,138	9,924	0,541
Fola	Ge	Audi R8	30	7,866	8,189	7,963	8,080	0,070	0/0%	7,963	8,080	0,070

**Hinweise:** <sup>1</sup> In der Statistik bezeichnet man für eine Wahrscheinlichkeitsfunktion das p%-Quantil (oder auch p-tes Perzentil oder Fraktile) als jenen Wert des Ereignisraumes, dem ein Wert von p% der Verteilungsfunktion zugeordnet ist. Es sind dann p% der Beobachtungen oder der Grundgesamtheit kleiner als das p%-Quantil. - <sup>2</sup> Rundenzeiten größer 11,000s werden als Anomalien gewertet - <sup>3</sup> Standardabweichung: Streuung der Rundenzeiten um ihren Mittelwert - **Allgemein:** die "b"-Werte auf der rechten Seite der Tabelle sind sog. "bereinigte" Werte. Bei der Berechnung werden Anomalien herausgerechnet.