



**SCD**  
**RaceReport vom**  
**29.04.2010**  
**'MINI-Z Rennen**  
**Nr. 3&4'**  
**Bahn: SCD Holz**  
**(40,23m)**

Quali									Gesamtergebnis								
Fahrer	P	S	Rd	Min	ΔP1	ΔPN	Max	Ø	Fahrer	P	S	Rd	ΔP1	ΔPN	Min	Max	Ø
Ruedi	1	1	2,00	<b>7,684</b>			7,996	7,840	Sergey	1	10	<b>222,40</b>			7,868	14,011	7,847
Wolfi	2	1	7,00	<b>7,711</b>	+0,027	+0,027	8,101	7,792	Ruedi	2	10	<b>221,70</b>	-0,70	-0,70	7,852	13,378	7,904
ThomasK	3	1	6,00	<b>7,738</b>	+0,054	+0,027	7,989	7,830	Sven	3	10	<b>221,09</b>	-1,31	-0,61	7,954	12,057	7,914
Sergey	4	1	7,00	<b>7,824</b>	+0,140	+0,086	8,125	7,900	Findus	4	10	<b>218,01</b>	-4,39	-3,08	7,970	12,089	8,029
Sven	5	1	7,00	<b>7,839</b>	+0,155	+0,015	9,797	8,386	Wolfi	5	10	<b>217,99</b>	-4,41	-0,02	7,822	12,191	8,202
Findus	6	1	7,00	<b>8,050</b>	+0,366	+0,211	8,375	8,141	Angelo	6	10	<b>213,05</b>	-9,35	-4,94	7,915	13,905	8,299
ThomasK	7	1	7,00	<b>8,120</b>	+0,436	+0,070	8,300	8,202	ThomasK	7	10	<b>212,25</b>	-10,15	-0,80	8,061	13,700	8,287
Carsten	8	1	7,00	<b>8,146</b>	+0,462	+0,026	9,762	8,483	Carsten	8	10	<b>212,16</b>	-10,24	-0,09	8,156	13,209	8,316
Berthold	9	1	5,00	<b>8,268</b>	+0,584	+0,122	13,765	9,588	Berthold	9	10	<b>206,04</b>	-16,36	-6,12	8,150	13,496	8,558
Angelo	10	1	5,00	<b>8,868</b>	+1,184	+0,600	13,387	10,785	Thomas	10	10	<b>205,18</b>	-17,22	-0,86	7,884	85,397	8,574

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>110,83</b>			7,954	11,633	8,296	Sergey	1	5	<b>111,82</b>			7,880	10,032	8,071
Sergey	2	5	<b>110,58</b>	-0,25	-0,25	7,868	14,011	8,317	Ruedi	2	5	<b>111,28</b>	-0,54	-0,54	7,852	10,863	8,129
Ruedi	3	5	<b>110,42</b>	-0,41	-0,16	7,880	13,378	8,326	Sven	3	5	<b>110,26</b>	-1,56	-1,02	7,962	12,057	8,212
Wolfi	4	5	<b>108,42</b>	-2,41	-2,00	7,822	12,191	8,486	Findus	4	5	<b>110,15</b>	-1,67	-0,11	7,970	10,369	8,214
Findus	5	5	<b>107,86</b>	-2,97	-0,56	8,044	12,089	8,542	Thomas	5	5	<b>109,88</b>	-1,94	-0,27	7,914	11,816	8,381
Carsten	6	5	<b>106,32</b>	-4,51	-1,54	8,196	13,209	8,758	Wolfi	6	5	<b>109,57</b>	-2,25	-0,31	7,858	11,685	8,245
Angelo	7	5	<b>105,60</b>	-5,23	-0,72	7,973	13,905	8,757	Angelo	7	5	<b>107,45</b>	-4,37	-2,12	7,915	12,711	8,579
ThomasK	8	5	<b>105,40</b>	-5,43	-0,20	8,071	13,700	8,760	ThomasK	8	5	<b>106,85</b>	-4,97	-0,60	8,061	13,293	8,571
Berthold	9	5	<b>103,13</b>	-7,70	-2,27	8,150	13,496	8,951	Carsten	9	5	<b>105,84</b>	-5,98	-1,01	8,156	12,287	8,710
Thomas	10	5	<b>95,30</b>	-15,53	-7,83	7,884	85,397	9,662	Berthold	10	5	<b>102,91</b>	-8,91	-2,93	8,273	13,185	8,950

**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	Anz.	33s	Max	0s	Max	13,6m
7,822	Wolfi	21:04	Ge	7,910	Ruedi	22:07	Gr	0,019	Sergey	22:07	Or	13	Sven	0,182	Sven	22:03	Anz.	33	Anz.	19				
7,822	Wolfi	21:04	Ge	7,922	Wolfi	21:03	Ge	0,024	Ruedi	21:12	Or	13	Ruedi	0,195	Ruedi	22:03	Min	0s	Min	0,7m				
7,852	Ruedi	22:09	Gr	7,927	Wolfi	22:03	Gr	0,027	Ruedi	22:07	Gr	13	Sergey	0,199	Findus	22:03	Max	33s	Max	13,6m				
7,858	Wolfi	22:05	Gr	7,942	Sergey	22:11	Gr	0,029	Sven	21:21	Gr	18	Findus	0,215	Carsten	21:38	Ø	13s	Ø	2,6m				
7,859	Wolfi	21:05	Ge	7,951	Sergey	22:03	Ge	0,030	Thomas	21:46	Ge	26	ThomasK	0,215	Sergey	22:03	-	-	-	-				
7,866	Wolfi	21:05	Ge	7,954	Ruedi	21:08	Ge	0,030	Sergey	22:11	Gr	27	Wolfi	0,230	Angelo	21:38	-	-	-	-				
7,868	Sergey	21:06	Gr	7,961	Thomas	21:46	Ge	0,035	Wolfi	22:03	Gr	29	Thomas	0,283	Findus	20:33	-	-	-	-				
7,869	Ruedi	22:03	Or	7,961	Sergey	22:07	Or	0,036	Carsten	20:42	Gr	35	Carsten	0,285	Sven	21:04	-	-	-	-				
7,870	Wolfi	21:04	Ge	7,964	Sergey	21:03	Gr	0,036	Sergey	22:03	Ge	38	Berthold	0,285	Thomas	21:38	-	-	-	-				
7,871	Ruedi	22:09	Gr	7,978	Ruedi	21:16	Gr	0,037	Findus	22:11	Ge	41	Angelo	0,297	Angelo	20:33	-	-	-	-				
7,872	Wolfi	21:05	Ge	7,983	Thomas	21:03	Or	0,038	Sven	21:16	Or	-	-	0,302	Wolfi	21:04	-	-	-	-				
7,875	Ruedi	22:09	Gr	7,992	Ruedi	22:03	Or	0,038	Sergey	21:04	Gr	-	-	0,306	Sergey	21:04	-	-	-	-				
7,880	Wolfi	22:05	Gr	7,995	Thomas	21:55	Gr	0,040	Thomas	21:55	Gr	-	-	0,306	Wolfi	22:03	-	-	-	-				
7,880	Sergey	22:04	Ge	8,014	Thomas	21:21	Ge	0,040	Sven	22:11	Or	-	-	0,312	Thomas	21:04	-	-	-	-				
7,880	Ruedi	22:03	Or	8,015	Wolfi	21:12	Gr	0,040	Wolfi	22:19	Or	-	-	0,317	Carsten	20:33	-	-	-	-				
7,880	Ruedi	21:08	Ge	8,020	Ruedi	22:19	Ge	0,041	Sergey	21:21	Or	-	-	0,329	Ruedi	21:04	-	-	-	-				
7,881	Sergey	22:03	Ge	8,022	Sven	21:12	Ge	0,042	Wolfi	21:04	Ge	-	-	0,370	ThomasK	21:38	-	-	-	-				
7,881	Wolfi	22:06	Gr	8,022	Wolfi	22:14	Ge	0,042	Thomas	21:50	Or	-	-	0,409	Berthold	21:38	-	-	-	-				
7,884	Thomas	21:04	Or	8,024	Sven	22:14	Gr	0,045	Findus	20:33	Ro	-	-	0,496	Berthold	20:33	-	-	-	-				
7,884	Wolfi	22:04	Gr	8,047	Sergey	21:16	Ge	0,046	Wolfi	21:08	Or	-	-	0,499	ThomasK	20:33	-	-	-	-				

**Stints**

20:32	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Findus	Ro	Enzo	<b>21</b>	8,163	12,005	8,866	11,336	1,179	5/24%	8,268	<b>8,306</b>	<b>0,045</b>
Angelo	Bl	Mazda	20	<b>8,070</b>	13,905	9,259	11,622	1,588	8/40%	<b>8,193</b>	8,353	0,097
Berthold	Gr	McLaren	<b>21</b>	8,249	10,486	8,908	10,413	0,847	5/24%	8,451	8,700	0,096
ThomasK	Ge	Enzo	<b>21</b>	8,071	12,623	8,766	10,420	1,167	4/19%	8,262	8,568	0,130
Carsten	Or	Sauber	<b>21</b>	8,203	10,411	<b>8,730</b>	<b>10,284</b>	<b>0,792</b>	5/24%	8,318	8,502	0,087
20:42	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Carsten	Gr	Sauber	21	8,196	12,137	8,545	10,255	0,868	2/10%	8,251	8,309	<b>0,036</b>
ThomasK	Or	Enzo	21	8,238	10,412	8,458	8,839	<b>0,470</b>	1/5%	8,355	8,536	0,065
Angelo	Ro	Mazda	20	8,350	10,308	8,866	10,149	0,730	5/26%	8,442	8,513	0,077
Findus	Ge	Enzo	<b>22</b>	<b>8,085</b>	10,384	<b>8,267</b>	<b>8,305</b>	0,489	1/5%	<b>8,161</b>	<b>8,290</b>	0,050
Berthold	Bl	McLaren	20	8,276	10,748	8,769	10,687	0,797	3/16%	8,435	8,515	0,115
20:46	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ

Angelo	Ge	Mazda	22	7,973	11,078	8,429	10,218	0,865	3/14%	8,092	8,215	0,058
Thomask	Gr	Enzo	22	8,123	13,700	8,564	10,250	1,262	2/10%	8,205	8,344	0,056
Berthold	Ro	McLaren	20	8,489	13,496	9,317	12,481	1,386	6/32%	8,666	8,793	0,102
Carsten	Bl	Sauber	21	8,331	13,209	8,971	10,613	1,240	4/20%	8,428	8,549	0,076
Findus	Or	Enzo	21	8,188	10,373	8,522	10,369	0,646	2/10%	8,317	8,408	0,142
20:50	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Angelo	Or	Mazda	22	8,104	10,714	8,376	9,680	0,629	2/10%	8,185	8,244	0,063
Findus	Gr	Enzo	22	8,044	10,354	8,254	8,287	0,485	1/5%	8,149	8,266	0,064
Berthold	Ge	McLaren	21	8,150	10,252	8,575	10,108	0,555	3/15%	8,299	8,448	0,093
Thomask	Bl	Enzo	21	8,282	10,895	8,534	8,576	0,560	1/5%	8,409	8,516	0,071
Carsten	Ro	Sauber	20	8,479	10,076	8,699	9,997	0,473	2/11%	8,541	8,638	0,054
20:54	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Carsten	Ge	Sauber	22	8,228	10,190	8,838	10,118	0,798	6/29%	8,349	8,585	0,136
Berthold	Or	McLaren	21	8,537	12,863	9,198	11,904	1,156	5/25%	8,672	8,797	0,093
Thomask	Ro	Enzo	20	8,508	12,110	9,527	11,781	1,153	7/37%	8,659	8,768	0,084
Findus	Bl	Enzo	21	8,203	12,089	8,811	10,515	0,997	4/20%	8,318	8,523	0,107
Angelo	Gr	Mazda	21	8,062	11,585	8,895	11,163	1,169	6/30%	8,178	8,334	0,096
21:03	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Thomas	Or	Mazda	21	7,884	12,064	8,619	11,156	1,261	5/24%	7,983	8,095	0,072
Wolfi	Ge	Enzo	22	7,822	10,374	8,287	9,996	0,810	4/18%	7,922	7,981	0,042
Sergey	Gr	Enzo	22	7,868	10,052	8,144	9,835	0,590	2/9%	7,964	8,012	0,038
Ruedi	Ro	Mazda	21	8,076	11,511	8,586	10,966	1,008	3/14%	8,195	8,293	0,061
Sven	Bl	Lambo	22	7,983	9,934	8,246	9,866	0,539	2/9%	8,081	8,204	0,055
21:08	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Sergey	Bl	Enzo	22	7,979	10,583	8,353	10,153	0,592	3/14%	8,084	8,266	0,108
Ruedi	Ge	Mazda	23	7,880	9,910	8,043	8,056	0,049	1/5%	7,954	8,047	0,049
Thomas	Gr	Mazda	19	7,942	29,685	9,511	10,234	5,078	3/17%	8,082	8,464	0,194
Sven	Ro	Lambo	21	8,150	10,145	8,408	10,076	0,418	2/10%	8,219	8,325	0,056
Wolfi	Or	Enzo	21	8,051	11,349	8,471	9,997	0,573	3/15%	8,124	8,179	0,046
21:12	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Sven	Ge	Lambo	23	7,954	9,905	8,107	8,293	0,407	1/5%	8,022	8,079	0,068
Wolfi	Gr	Enzo	22	7,947	10,690	8,251	10,296	0,749	2/10%	8,015	8,086	0,058
Thomas	Bl	Mazda	21	8,044	19,120	8,716	8,451	2,450	1/5%	8,168	8,333	0,070
Sergey	Ro	Enzo	22	8,129	10,356	8,391	8,665	0,463	1/5%	8,293	8,408	0,108
Ruedi	Or	Mazda	22	8,022	10,606	8,296	10,135	0,693	2/10%	8,077	8,108	0,024
21:16	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Wolfi	Bl	Enzo	22	7,966	12,191	8,619	11,191	1,221	4/19%	8,070	8,225	0,063
Sven	Or	Lambo	22	8,106	11,633	8,630	10,201	0,990	4/19%	8,179	8,240	0,038
Thomas	Ro	Mazda	11	8,343	85,397	17,646	85,397	-	7/70%	8,416	8,458	-
Sergey	Ge	Enzo	22	7,962	14,011	8,545	10,540	1,420	3/14%	8,047	8,104	0,066
Ruedi	Gr	Mazda	22	7,900	13,378	8,452	10,347	1,317	3/14%	7,978	8,086	0,073
21:21	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Wolfi	Ro	Enzo	21	8,186	10,874	8,827	10,738	0,917	5/25%	8,326	8,464	0,109
Thomas	Ge	Mazda	23	7,926	8,143	8,014	8,137	0,061	0/0%	8,014	8,137	0,061
Sven	Gr	Lambo	22	8,054	8,166	8,103	8,134	0,029	0/0%	8,103	8,134	0,029
Ruedi	Bl	Mazda	22	8,076	10,825	8,267	8,261	0,587	1/5%	8,139	8,206	0,048
Sergey	Or	Enzo	22	8,017	9,838	8,159	8,166	0,040	1/5%	8,075	8,134	0,041
21:37	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Carsten	Ro	Sauber	20	8,277	11,084	8,841	10,451	0,804	4/20%	8,469	8,639	0,099
Angelo	Ge	Mazda	22	7,915	10,012	8,241	9,793	0,550	2/9%	8,075	8,177	0,075
Berthold	Gr	McLaren	20	8,332	11,331	8,873	10,661	0,865	4/20%	8,492	8,760	0,118
Thomas	Bl	Mazda	21	8,005	10,148	8,460	9,826	0,650	4/19%	8,170	8,219	0,051
Thomask	Or	Enzo	21	8,154	10,530	8,633	10,075	0,672	4/19%	8,341	8,605	0,115
21:42	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Carsten	Ge	Sauber	22	8,171	10,005	8,340	8,382	0,384	1/5%	8,257	8,326	0,048
Berthold	Bl	McLaren	21	8,398	8,822	8,563	8,655	0,091	0/0%	8,563	8,655	0,091
Thomas	Ro	Mazda	22	8,191	9,543	8,384	8,604	0,277	1/5%	8,326	8,468	0,086
Angelo	Or	Mazda	22	7,994	10,499	8,280	9,568	0,600	2/10%	8,096	8,217	0,053
Thomask	Gr	Enzo	22	8,061	8,444	8,168	8,240	0,078	0/0%	8,168	8,240	0,078
21:46	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Berthold	Ro	McLaren	20	8,635	13,185	9,256	11,112	1,130	4/21%	8,806	8,951	0,103
Carsten	Or	Sauber	20	8,239	11,948	8,957	11,828	1,330	4/21%	8,306	8,415	0,064
Thomas	Ge	Mazda	22	7,914	10,053	8,061	8,031	0,457	1/5%	7,961	8,008	0,030
Angelo	Gr	Mazda	22	8,018	9,967	8,297	9,542	0,493	2/10%	8,144	8,231	0,073
Thomask	Bl	Enzo	21	8,242	13,293	8,626	8,512	1,101	1/5%	8,381	8,499	0,088
21:50	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ

<b>Thomas</b>	Or	Mazda	<b>22</b>	<b>8,004</b>	11,011	<b>8,561</b>	10,964	1,008	4/19%	<b>8,092</b>	<b>8,147</b>	<b>0,042</b>
<b>Carsten</b>	Gr	Sauber	<b>22</b>	8,156	12,287	8,639	10,334	1,030	3/14%	8,257	8,410	0,065
<b>Berthold</b>	Ge	McLaren	21	8,273	12,154	8,955	<b>10,218</b>	0,948	4/20%	8,542	8,860	0,174
<b>Angelo</b>	Bl	Mazda	21	8,171	10,476	8,660	10,343	<b>0,772</b>	4/20%	8,299	8,459	0,131
<b>Thomask</b>	Ro	Enzo	21	8,417	11,672	8,979	11,104	1,003	4/20%	8,512	8,649	0,068
<b>21:55</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>Thomas</b>	Gr	Mazda	<b>22</b>	<b>7,938</b>	11,816	<b>8,439</b>	11,259	0,843	3/14%	<b>7,995</b>	<b>8,079</b>	<b>0,040</b>
<b>Angelo</b>	Ro	Mazda	20	8,444	12,711	9,526	12,466	1,215	7/37%	8,558	8,645	0,078
<b>Carsten</b>	Bl	Sauber	21	8,332	10,616	8,808	10,578	0,663	4/20%	8,438	8,548	0,076
<b>Berthold</b>	Or	McLaren	20	8,399	11,779	9,124	10,599	0,896	4/21%	8,659	8,831	0,135
<b>Thomask</b>	Ge	Enzo	21	8,075	10,324	8,463	<b>10,067</b>	<b>0,609</b>	2/10%	8,271	8,420	0,139
<b>22:03</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>Ruedi</b>	Or	Mazda	<b>22</b>	7,869	9,887	8,147	9,514	0,514	2/9%	7,992	8,057	0,051
<b>Sven</b>	Ro	Porsche 962C	21	8,021	9,938	8,336	9,666	0,496	2/10%	8,182	8,292	0,062
<b>Findus</b>	Bl	Porsche 962	21	8,045	10,257	8,343	10,238	0,643	2/10%	8,142	8,241	0,046
<b>Sergey</b>	Ge	Enzo	<b>22</b>	7,880	9,921	<b>8,040</b>	<b>8,207</b>	<b>0,424</b>	1/5%	7,951	8,063	0,036
<b>Wolfi</b>	Gr	Mazda	<b>22</b>	<b>7,858</b>	10,909	8,062	8,241	0,639	1/5%	<b>7,927</b>	<b>7,994</b>	<b>0,035</b>
<b>22:07</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>Sven</b>	Ge	Porsche 962C	<b>23</b>	7,980	8,188	8,056	8,179	0,053	0/0%	8,056	8,179	0,053
<b>Findus</b>	Ro	Porsche 962	22	8,134	10,291	8,429	9,979	0,573	2/10%	8,250	8,378	0,092
<b>Sergey</b>	Or	Enzo	<b>23</b>	7,932	8,012	7,961	7,998	<b>0,019</b>	0/0%	7,961	7,998	<b>0,019</b>
<b>Wolfi</b>	Bl	Mazda	22	8,007	9,197	8,149	8,181	0,245	1/5%	8,096	8,162	0,048
<b>Ruedi</b>	Gr	Mazda	22	<b>7,852</b>	7,952	<b>7,910</b>	<b>7,951</b>	0,027	0/0%	<b>7,910</b>	<b>7,951</b>	0,027
<b>22:11</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>Ruedi</b>	Bl	Mazda	<b>23</b>	8,020	8,466	8,153	8,329	0,068	0/0%	8,153	8,329	0,068
<b>Wolfi</b>	Ro	Mazda	21	8,093	11,685	8,599	10,160	0,930	4/20%	8,193	8,310	0,057
<b>Sven</b>	Or	Porsche 962C	22	8,032	8,213	8,102	8,208	0,040	0/0%	8,102	8,208	0,040
<b>Sergey</b>	Gr	Enzo	22	<b>7,890</b>	8,017	<b>7,942</b>	<b>8,015</b>	<b>0,030</b>	0/0%	<b>7,942</b>	<b>8,015</b>	<b>0,030</b>
<b>Findus</b>	Ge	Porsche 962	22	7,980	8,134	8,076	8,131	0,037	0/0%	8,076	8,131	0,037
<b>22:14</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>	Bl	Enzo	<b>23</b>	7,987	10,032	<b>8,153</b>	8,202	<b>0,423</b>	1/5%	8,064	8,171	0,053
<b>Findus</b>	Or	Porsche 962	22	7,977	10,369	8,175	<b>8,160</b>	0,506	1/5%	8,065	8,146	0,053
<b>Sven</b>	Gr	Porsche 962C	22	7,962	12,057	8,216	8,187	0,880	1/5%	8,024	<b>8,099</b>	<b>0,051</b>
<b>Wolfi</b>	Ge	Mazda	22	<b>7,931</b>	10,329	8,209	9,646	0,602	2/10%	<b>8,022</b>	8,106	0,057
<b>Ruedi</b>	Ro	Mazda	21	8,188	10,863	8,432	8,655	0,581	1/5%	8,304	8,522	0,114
<b>22:19</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>Findus</b>	Gr	Porsche 962	<b>23</b>	7,970	8,150	8,053	8,148	0,051	0/0%	8,053	8,148	0,051
<b>Ruedi</b>	Ge	Mazda	<b>23</b>	<b>7,937</b>	8,141	<b>8,020</b>	<b>8,078</b>	<b>0,048</b>	0/0%	<b>8,020</b>	<b>8,078</b>	0,048
<b>Sven</b>	Bl	Porsche 962C	22	8,229	9,731	8,354	8,505	0,321	1/5%	8,286	8,354	0,063
<b>Wolfi</b>	Or	Mazda	22	8,064	10,132	8,232	8,214	0,437	1/5%	8,137	8,209	<b>0,040</b>
<b>Sergey</b>	Ro	Enzo	21	8,121	9,625	8,270	8,479	0,329	1/5%	8,198	8,288	0,083

**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 10,000s 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.