



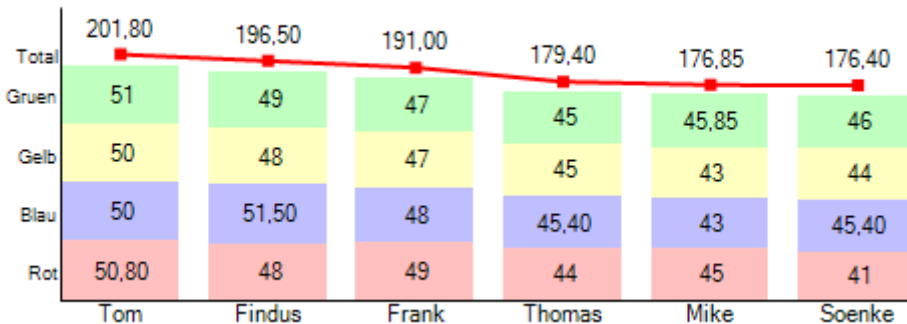
**SCD**

**RaceReport vom  
28.01.2014  
'SlotIt Rennen Nr. 1'  
Bahn: SCD Carrera  
(23,97m)**

| Quali  |   |   |      |       |        |        |        | Rennen |        |   |   |        |        |        |       |        |       |
|--------|---|---|------|-------|--------|--------|--------|--------|--------|---|---|--------|--------|--------|-------|--------|-------|
| Fahrer | P | S | Rd   | Min   | ΔP1    | ΔPN    | Max    | Ø      | Fahrer | P | S | Rd     | ΔP1    | ΔPN    | Min   | Max    | Ø     |
| Findus | 1 | 1 | 8,00 | 5,512 |        |        | 5,802  | 5,604  | Tom    | 1 | 4 | 201,80 |        |        | 5,081 | 9,487  | 5,964 |
| Tom    | 2 | 1 | 8,00 | 5,577 | +0,065 | +0,065 | 11,717 | 6,935  | Findus | 2 | 4 | 196,50 | -5,30  | -5,30  | 5,354 | 9,889  | 6,123 |
| Frank  | 3 | 1 | 7,00 | 5,586 | +0,074 | +0,009 | 8,664  | 6,264  | Frank  | 3 | 4 | 191,00 | -10,80 | -5,50  | 5,754 | 11,528 | 6,339 |
| Mike   | 4 | 1 | 5,00 | 6,035 | +0,523 | +0,449 | 11,734 | 8,792  | Thomas | 4 | 4 | 179,40 | -22,40 | -11,60 | 6,020 | 9,448  | 6,710 |
| Soenke | 5 | 1 | 7,00 | 6,192 | +0,680 | +0,157 | 9,918  | 7,732  | Mike   | 5 | 4 | 176,85 | -24,95 | -2,55  | 5,760 | 17,435 | 6,817 |
| Thomas | 6 | 1 | 5,00 | 6,507 | +0,995 | +0,315 | 15,386 | 9,157  | Soenke | 6 | 4 | 176,40 | -25,40 | -0,45  | 5,833 | 14,018 | 6,823 |

**Rundenübersicht**

**Rennen 1**



**Top 20 Statistiken**

| Schnellste Runde total |        |       |    | Bereinigter Durchschnitt |        |       |    | Bereinigte Standardabweichung <sup>3</sup> |        |       |    | Anomalien <sup>2</sup> |        | Ampelstart |        |       | Chaossituationen Stintwechsel |       |      |      |
|------------------------|--------|-------|----|--------------------------|--------|-------|----|--|--------|-------|----|------------------------|--------|------------|--------|-------|-------------------------------|-------|------|------|
| Min                    | Fahrer | Zeit  | B  | bØ                       | Fahrer | Zeit  | B  | bØ   | Fahrer | Zeit  | B  | Anzahl                 | Fahrer | Min        | Fahrer | Zeit  | Chaos                         | Stint |      |      |
| 5,081                  | Tom    | 19:44 | Ge | 5,693                    | Tom    | 19:47 | Gr | 0,114                                      | Tom    | 20:21 | Ro | 6                      | Tom    | 0,907      | Findus | 19:40 | Anz.                          | 52    | Anz. | 5    |
| 5,354                  | Findus | 20:09 | Bl | 5,705                    | Tom    | 19:56 | Bl | 0,140                                      | Frank  | 19:40 | Gr | 9                      | Frank  | 3,166      | Mike   | 19:40 | Min                           | 5s    | Min  | 2,1m |
| 5,415                  | Findus | 20:08 | Bl | 5,739                    | Findus | 20:04 | Bl | 0,155                                      | Tom    | 19:40 | Ge | 10                     | Thomas | Frühstart  | Frank  | 19:40 | Max                           | 31s   | Max  | 4,7m |
| 5,429                  | Findus | 20:08 | Bl | 5,806                    | Findus | 19:56 | Gr | 0,181                                      | Findus | 19:40 | Ro | 14                     | Findus | Frühstart  | Tom    | 19:40 | Ø                             | 13s   | Ø    | 3,2m |
| 5,485                  | Findus | 19:58 | Gr | 5,813                    | Tom    | 19:40 | Ge | 0,200                                      | Frank  | 20:14 | Ro | 18                     | Soenke | -          | -      | -     | -                             | -     | -    | -    |
| 5,501                  | Findus | 20:05 | Bl | 5,875                    | Findus | 19:40 | Ro | 0,202                                      | Thomas | 20:14 | Bl | 21                     | Mike   | -          | -      | -     | -                             | -     | -    | -    |
| 5,508                  | Findus | 20:12 | Bl | 5,878                    | Findus | 19:47 | Ge | 0,238                                      | Frank  | 20:21 | Ge | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,518                  | Findus | 19:52 | Ge | 5,911                    | Tom    | 20:21 | Ro | 0,250                                      | Findus | 19:56 | Gr | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,537                  | Tom    | 19:48 | Gr | 6,004                    | Frank  | 19:40 | Gr | 0,253                                      | Tom    | 19:56 | Bl | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,549                  | Findus | 20:05 | Bl | 6,018                    | Frank  | 20:14 | Ro | 0,255                                      | Thomas | 19:47 | Ro | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,552                  | Findus | 20:11 | Bl | 6,148                    | Frank  | 19:47 | Bl | 0,272                                      | Mike   | 19:40 | Bl | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,553                  | Tom    | 20:02 | Bl | 6,193                    | Frank  | 20:21 | Ge | 0,281                                      | Mike   | 20:21 | Gr | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,559                  | Tom    | 19:54 | Gr | 6,331                    | Mike   | 19:40 | Bl | 0,292                                      | Tom    | 19:47 | Gr | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,561                  | Tom    | 19:51 | Gr | 6,347                    | Soenke | 20:04 | Ge | 0,309                                      | Thomas | 20:04 | Gr | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,567                  | Tom    | 19:54 | Gr | 6,383                    | Mike   | 20:21 | Gr | 0,363                                      | Mike   | 20:14 | Ge | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,569                  | Findus | 20:11 | Bl | 6,387                    | Mike   | 20:14 | Ge | 0,379                                      | Thomas | 19:56 | Ge | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,578                  | Tom    | 19:49 | Gr | 6,392                    | Soenke | 20:21 | Bl | 0,380                                      | Soenke | 19:56 | Ro | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,580                  | Tom    | 20:02 | Bl | 6,395                    | Thomas | 19:56 | Ge | 0,402                                      | Findus | 19:47 | Ge | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,585                  | Findus | 20:07 | Bl | 6,412                    | Mike   | 20:04 | Ro | 0,410                                      | Mike   | 20:04 | Ro | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |
| 5,587                  | Tom    | 19:54 | Gr | 6,428                    | Soenke | 20:14 | Gr | 0,447                                      | Findus | 20:04 | Bl | -                      | -      | -          | -      | -     | -                             | -     | -    | -    |

**Top 10 Schnellste Runde pro Spur**

| Rot   |        |       | Blau  |        |       | Gelb  |        |       | Gruen |        |       |
|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|
| Min   | Fahrer | Zeit  | Min   | Fahrer | Zeit  | Min   | Fahrer | Zeit  | Min   | Fahrer | Zeit  |
| 5,595 | Findus | 19:44 | 5,354 | Findus | 20:09 | 5,081 | Tom    | 19:44 | 5,485 | Findus | 19:58 |
| 5,633 | Findus | 19:46 | 5,415 | Findus | 20:08 | 5,518 | Findus | 19:52 | 5,537 | Tom    | 19:48 |
| 5,659 | Findus | 19:46 | 5,429 | Findus | 20:08 | 5,607 | Tom    | 19:45 | 5,559 | Tom    | 19:54 |
| 5,661 | Findus | 19:46 | 5,501 | Findus | 20:05 | 5,622 | Tom    | 19:46 | 5,561 | Tom    | 19:51 |
| 5,662 | Findus | 19:41 | 5,508 | Findus | 20:12 | 5,633 | Tom    | 19:45 | 5,567 | Tom    | 19:54 |

|       |        |       |       |        |       |       |     |       |       |     |       |
|-------|--------|-------|-------|--------|-------|-------|-----|-------|-------|-----|-------|
| 5,669 | Findus | 19:44 | 5,549 | Findus | 20:05 | 5,641 | Tom | 19:41 | 5,578 | Tom | 19:49 |
| 5,675 | Findus | 19:45 | 5,552 | Findus | 20:11 | 5,645 | Tom | 19:46 | 5,587 | Tom | 19:54 |
| 5,675 | Findus | 19:45 | 5,553 | Tom    | 20:02 | 5,648 | Tom | 19:45 | 5,587 | Tom | 19:55 |
| 5,677 | Findus | 19:43 | 5,569 | Findus | 20:11 | 5,649 | Tom | 19:45 | 5,590 | Tom | 19:54 |
| 5,682 | Findus | 19:46 | 5,580 | Tom    | 20:02 | 5,655 | Tom | 19:46 | 5,604 | Tom | 19:55 |

### Stints

| 19:40  | B  | Auto    | Rd | Min   | Max    | Ø     | 95% <sup>1</sup> | σ <sup>3</sup> | Anomalien <sup>2</sup> | bØ    | b95%  | bσ    |
|--------|----|---------|----|-------|--------|-------|------------------|----------------|------------------------|-------|-------|-------|
| Findus | Ro | Porsche | 48 | 5,595 | 9,346  | 6,116 | 8,523            | 0,851          | 4/8%                   | 5,875 | 6,187 | 0,181 |
| Tom    | Ge | Lancia  | 50 | 5,081 | 9,487  | 5,942 | 7,881            | 0,517          | 2/4%                   | 5,813 | 6,018 | 0,155 |
| Mike   | Bl | Porsche | 43 | 5,760 | 17,435 | 6,788 | 9,672            | 1,875          | 4/9%                   | 6,331 | 7,052 | 0,272 |
| Frank  | Gr | Porsche | 47 | 5,773 | 11,528 | 6,338 | 9,192            | 0,876          | 4/9%                   | 6,004 | 6,173 | 0,140 |
| 19:47  | B  | Auto    | Rd | Min   | Max    | Ø     | 95% <sup>1</sup> | σ <sup>3</sup> | Anomalien <sup>2</sup> | bØ    | b95%  | bσ    |
| Findus | Ge | Porsche | 48 | 5,518 | 9,499  | 6,178 | 8,853            | 0,949          | 5/10%                  | 5,878 | 7,227 | 0,402 |
| Tom    | Gr | Lancia  | 51 | 5,537 | 8,808  | 5,805 | 7,096            | 0,624          | 2/4%                   | 5,693 | 7,062 | 0,292 |
| Frank  | Bl | Porsche | 48 | 5,754 | 7,916  | 6,148 | 7,685            | 0,562          | 0/0%                   | 6,148 | 7,685 | 0,562 |
| Thomas | Ro | Porsche | 44 | 6,020 | 9,448  | 6,690 | 8,255            | 0,574          | 2/5%                   | 6,587 | 7,018 | 0,255 |
| 19:56  | B  | Auto    | Rd | Min   | Max    | Ø     | 95% <sup>1</sup> | σ <sup>3</sup> | Anomalien <sup>2</sup> | bØ    | b95%  | bσ    |
| Thomas | Ge | Porsche | 45 | 6,094 | 8,854  | 6,501 | 8,671            | 0,605          | 2/4%                   | 6,395 | 7,765 | 0,379 |
| Findus | Gr | Porsche | 49 | 5,485 | 9,889  | 6,006 | 9,348            | 0,844          | 3/6%                   | 5,806 | 6,730 | 0,250 |
| Tom    | Bl | Lancia  | 50 | 5,553 | 9,306  | 5,845 | 9,089            | 0,534          | 2/4%                   | 5,705 | 6,249 | 0,253 |
| Soenke | Ro | Porsche | 41 | 5,833 | 14,018 | 7,129 | 13,572           | 1,953          | 6/15%                  | 6,496 | 7,246 | 0,380 |
| 20:04  | B  | Auto    | Rd | Min   | Max    | Ø     | 95% <sup>1</sup> | σ <sup>3</sup> | Anomalien <sup>2</sup> | bØ    | b95%  | bσ    |
| Soenke | Ge | Porsche | 44 | 5,891 | 9,761  | 6,779 | 9,463            | 1,072          | 7/16%                  | 6,347 | 7,821 | 0,467 |
| Thomas | Gr | Porsche | 45 | 6,174 | 9,187  | 6,609 | 8,495            | 0,559          | 2/4%                   | 6,506 | 7,611 | 0,309 |
| Findus | Bl | Porsche | 51 | 5,354 | 8,064  | 5,830 | 7,764            | 0,625          | 2/4%                   | 5,739 | 7,531 | 0,447 |
| Mike   | Ro | Porsche | 45 | 6,017 | 10,193 | 6,596 | 8,913            | 0,812          | 3/7%                   | 6,412 | 7,548 | 0,410 |
| 20:14  | B  | Auto    | Rd | Min   | Max    | Ø     | 95% <sup>1</sup> | σ <sup>3</sup> | Anomalien <sup>2</sup> | bØ    | b95%  | bσ    |
| Frank  | Ro | Porsche | 49 | 5,848 | 9,185  | 6,083 | 7,191            | 0,485          | 1/2%                   | 6,018 | 6,375 | 0,200 |
| Mike   | Ge | Porsche | 43 | 6,067 | 10,133 | 6,885 | 8,820            | 0,992          | 10/23%                 | 6,387 | 7,395 | 0,363 |
| Soenke | Gr | Porsche | 46 | 5,955 | 8,279  | 6,503 | 8,004            | 0,610          | 2/4%                   | 6,428 | 7,791 | 0,506 |
| Thomas | Bl | Porsche | 45 | 6,068 | 8,767  | 6,608 | 8,610            | 0,563          | 3/7%                   | 6,471 | 6,972 | 0,202 |
| 20:21  | B  | Auto    | Rd | Min   | Max    | Ø     | 95% <sup>1</sup> | σ <sup>3</sup> | Anomalien <sup>2</sup> | bØ    | b95%  | bσ    |
| Tom    | Ro | Lancia  | 50 | 5,769 | 6,253  | 5,911 | 6,216            | 0,114          | 0/0%                   | 5,911 | 6,216 | 0,114 |
| Mike   | Gr | Porsche | 45 | 5,901 | 10,008 | 6,548 | 8,279            | 0,702          | 3/7%                   | 6,383 | 6,966 | 0,281 |
| Frank  | Ge | Porsche | 47 | 5,926 | 9,521  | 6,398 | 8,438            | 0,673          | 4/9%                   | 6,193 | 6,990 | 0,238 |
| Soenke | Bl | Porsche | 45 | 5,934 | 12,354 | 6,617 | 8,902            | 1,131          | 3/7%                   | 6,392 | 7,876 | 0,564 |

**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 8,000s werden als Anomalien gewertet - <sup>3</sup> Standardabweichung: Streuung der Rundenzeiten um ihren Mittelwert - **Allgemeine Hinweise:** die "b"-Werte auf der rechten Seite der Tabelle sind sog. "bereinigte" Werte. Bei der Berechnung werden Anomalien herausgerechnet. Mit einem \* werden Gastfahrer gekennzeichnet, die nicht in die endgültige Wertung übernommen werden.