

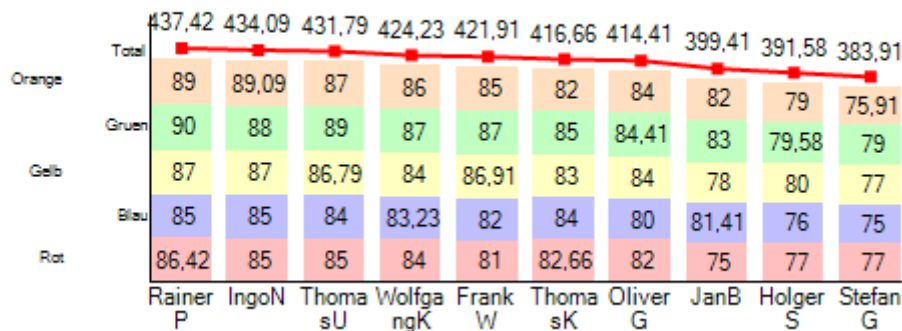


SCD
RaceReport vom
27.01.2018
'Scaleauto GT3
Rennen Nr. 1'
Bahn: SCD Holz
(40,724m)

| Quali | | | | | | | | Rennen | | | | | | | | |
|-----------|----|-------|--------------|--------|--------|--------|--------|-----------|----|----|---------------|--------|--------|--------|--------|-------|
| Fahrer | PS | Rd | Min | ΔP1 | ΔPN | Max | Ø | Fahrer | PS | Rd | ΔP1 | ΔPN | Min | Max | Ø | |
| WolfgangK | 1 | 15,00 | 7,982 | | | 10,151 | 8,484 | RainerP | 1 | 5 | 437,42 | | 7,824 | 24,662 | 8,274 | |
| RainerP | 2 | 16,00 | 8,094 | +0,112 | +0,112 | 9,662 | 8,477 | IngoN | 2 | 5 | 434,09 | -3,33 | -3,33 | 7,858 | 16,506 | 8,333 |
| ThomasU | 3 | 15,00 | 8,121 | +0,139 | +0,027 | 17,317 | 10,649 | ThomasU | 3 | 5 | 431,79 | -5,63 | -2,30 | 7,891 | 11,646 | 8,384 |
| IngoN | 4 | 15,00 | 8,174 | +0,192 | +0,053 | 10,275 | 9,047 | WolfgangK | 4 | 5 | 424,23 | -13,19 | -7,56 | 7,970 | 12,089 | 8,514 |
| OliverG | 5 | 16,00 | 8,232 | +0,250 | +0,058 | 12,309 | 9,131 | FrankW | 5 | 5 | 421,91 | -15,51 | -2,32 | 8,018 | 25,134 | 8,630 |
| JanB | 6 | 16,00 | 8,451 | +0,469 | +0,219 | 11,083 | 9,658 | ThomasK | 6 | 5 | 416,66 | -20,76 | -5,25 | 8,208 | 16,826 | 8,680 |
| ThomasK | 7 | 16,00 | 8,485 | +0,503 | +0,034 | 10,231 | 8,961 | OliverG | 7 | 5 | 414,41 | -23,01 | -2,25 | 8,191 | 12,183 | 8,736 |
| FrankW | 8 | 16,00 | 8,576 | +0,594 | +0,091 | 10,181 | 9,249 | JanB | 8 | 5 | 399,41 | -38,01 | -15,00 | 8,200 | 40,956 | 9,064 |
| StefanG | 9 | 15,00 | 8,851 | +0,869 | +0,275 | 14,520 | 10,214 | HolgerS | 9 | 5 | 391,58 | -45,84 | -7,83 | 8,471 | 17,653 | 9,253 |
| HolgerS | 10 | 15,00 | 9,283 | +1,301 | +0,432 | 10,925 | 10,201 | StefanG | 10 | 5 | 383,91 | -53,51 | -7,67 | 8,593 | 15,819 | 9,466 |

Rundenübersicht

Rennen 1



Top 20 Statistiken

| Schnellste Runde total | | | | Bereinigter Durchschnitt | | | | Bereinigte Standardabweichung ³ | | | | Anomalien ² | | Ampelstart | | | Chaossituationen Stintwechsel | | | |
|------------------------|---------|-------|----|--------------------------|-----------|-------|----|--|-----------|-------|----|------------------------|-----------|------------|-----------|-------|-------------------------------|-------|------|-------|
| Min | Fahrer | Zeit | B | bØ | Fahrer | Zeit | B | bσ | Fahrer | Zeit | B | Anzahl | Fahrer | Min | Fahrer | Zeit | Chaos | Stint | Min | Max |
| 7,824 | RainerP | 16:37 | Gr | 7,937 | RainerP | 16:26 | Gr | 0,118 | RainerP | 16:26 | Gr | 3 | IngoN | 0,214 | FrankW | 14:07 | Anz. | 114 | Anz. | 9 |
| 7,843 | RainerP | 16:40 | Gr | 8,067 | IngoN | 16:58 | Or | 0,138 | IngoN | 15:53 | Gr | 4 | RainerP | 0,315 | ThomasK | 14:07 | Min | 4s | Min | 3,7m |
| 7,852 | RainerP | 16:30 | Gr | 8,078 | RainerP | 16:09 | Or | 0,160 | ThomasK | 14:46 | Gr | 9 | ThomasU | 0,342 | RainerP | 15:53 | Max | 393s | Max | 21,4m |
| 7,858 | IngoN | 17:03 | Or | 8,094 | ThomasU | 16:09 | Gr | 0,162 | WolfgangK | 16:26 | Or | 12 | FrankW | 0,396 | JanB | 14:07 | ⚡ | 17s | ⚡ | 7,0m |
| 7,868 | RainerP | 16:37 | Gr | 8,121 | IngoN | 15:53 | Gr | 0,164 | OliverG | 15:53 | Bl | 13 | WolfgangK | 0,434 | HolgerS | 14:07 | - | - | - | - |
| 7,873 | IngoN | 16:04 | Gr | 8,190 | RainerP | 15:53 | Ge | 0,176 | OliverG | 16:42 | Or | 15 | OliverG | 0,488 | StefanG | 14:07 | - | - | - | - |
| 7,878 | RainerP | 16:37 | Gr | 8,194 | WolfgangK | 16:42 | Gr | 0,181 | IngoN | 16:09 | Bl | 16 | ThomasK | 0,496 | IngoN | 15:53 | - | - | - | - |
| 7,882 | RainerP | 16:40 | Gr | 8,213 | RainerP | 16:42 | Bl | 0,181 | OliverG | 16:26 | Ge | 30 | StefanG | 0,514 | ThomasU | 15:53 | - | - | - | - |
| 7,884 | RainerP | 16:35 | Gr | 8,216 | ThomasU | 16:58 | Ge | 0,183 | FrankW | 14:46 | Bl | 36 | JanB | 0,571 | OliverG | 15:53 | - | - | - | - |
| 7,887 | RainerP | 16:36 | Gr | 8,217 | IngoN | 16:42 | Ge | 0,183 | RainerP | 15:53 | Ge | 42 | HolgerS | Frühstart | WolfgangK | 15:53 | - | - | - | - |
| 7,888 | RainerP | 16:40 | Gr | 8,241 | WolfgangK | 16:26 | Or | 0,188 | HolgerS | 15:02 | Or | - | - | - | - | - | - | - | - | - |
| 7,890 | RainerP | 16:38 | Gr | 8,257 | FrankW | 14:23 | Gr | 0,191 | ThomasK | 15:02 | Bl | - | - | - | - | - | - | - | - | - |
| 7,891 | ThomasU | 16:12 | Gr | 8,270 | ThomasU | 15:53 | Or | 0,195 | HolgerS | 14:46 | Ge | - | - | - | - | - | - | - | - | - |
| 7,892 | RainerP | 16:40 | Gr | 8,311 | FrankW | 14:07 | Or | 0,197 | IngoN | 16:58 | Or | - | - | - | - | - | - | - | - | - |
| 7,901 | IngoN | 17:09 | Or | 8,314 | RainerP | 16:58 | Ro | 0,199 | FrankW | 14:07 | Or | - | - | - | - | - | - | - | - | - |
| 7,903 | IngoN | 17:05 | Or | 8,325 | ThomasK | 14:46 | Gr | 0,199 | ThomasK | 15:20 | Ro | - | - | - | - | - | - | - | - | - |
| 7,903 | RainerP | 16:36 | Gr | 8,329 | ThomasU | 16:42 | Ro | 0,211 | ThomasK | 14:23 | Or | - | - | - | - | - | - | - | - | - |
| 7,904 | RainerP | 16:35 | Gr | 8,349 | IngoN | 16:09 | Bl | 0,217 | StefanG | 14:23 | Bl | - | - | - | - | - | - | - | - | - |
| 7,905 | ThomasU | 16:14 | Gr | 8,370 | ThomasU | 16:26 | Bl | 0,217 | HolgerS | 14:23 | Ro | - | - | - | - | - | - | - | - | - |
| 7,908 | ThomasU | 16:24 | Gr | 8,396 | IngoN | 16:26 | Ro | 0,220 | StefanG | 15:02 | Ge | - | - | - | - | - | - | - | - | - |

Top 10 Schnellste Runde pro Spur

| Rot | | | Blau | | | Gelb | | | Grün | | | Orange | | |
|-------|---------|-------|-------|---------|-------|-------|---------|-------|-------|---------|-------|--------|--------|-------|
| Min | Fahrer | Zeit | Min | Fahrer | Zeit | Min | Fahrer | Zeit | Min | Fahrer | Zeit | Min | Fahrer | Zeit |
| 8,092 | ThomasU | 16:53 | 8,089 | RainerP | 16:47 | 7,982 | RainerP | 16:00 | 7,824 | RainerP | 16:37 | 7,858 | IngoN | 17:03 |
| 8,108 | ThomasU | 16:53 | 8,090 | RainerP | 16:53 | 7,983 | IngoN | 16:50 | 7,843 | RainerP | 16:40 | 7,901 | IngoN | 17:09 |
| 8,113 | ThomasU | 16:49 | 8,100 | RainerP | 16:52 | 7,988 | RainerP | 15:59 | 7,852 | RainerP | 16:30 | 7,903 | IngoN | 17:05 |
| 8,134 | IngoN | 16:40 | 8,100 | RainerP | 16:47 | 8,007 | IngoN | 16:52 | 7,868 | RainerP | 16:37 | 7,929 | IngoN | 17:05 |
| 8,143 | IngoN | 16:40 | 8,111 | RainerP | 16:45 | 8,012 | IngoN | 16:52 | 7,873 | IngoN | 16:04 | 7,934 | IngoN | 17:09 |

| | | | | | | | | | | | | | | |
|-------|-----------|-------|-------|---------|-------|-------|---------|-------|-------|---------|-------|-------|-------|-------|
| 8,145 | ThomasU | 16:49 | 8,114 | RainerP | 16:52 | 8,021 | RainerP | 16:06 | 7,878 | RainerP | 16:37 | 7,938 | IngoN | 17:03 |
| 8,149 | RainerP | 17:01 | 8,123 | RainerP | 16:48 | 8,024 | IngoN | 16:51 | 7,882 | RainerP | 16:40 | 7,938 | IngoN | 17:06 |
| 8,150 | ThomasU | 16:52 | 8,125 | RainerP | 16:45 | 8,025 | RainerP | 15:55 | 7,884 | RainerP | 16:35 | 7,956 | IngoN | 17:00 |
| 8,156 | IngoN | 16:41 | 8,132 | RainerP | 16:55 | 8,027 | RainerP | 16:05 | 7,887 | RainerP | 16:36 | 7,959 | IngoN | 17:03 |
| 8,157 | WolfgangK | 15:58 | 8,132 | RainerP | 16:55 | 8,028 | RainerP | 15:58 | 7,888 | RainerP | 16:40 | 7,963 | IngoN | 17:10 |

| Stints | | | | | | | | | | | | |
|-----------|----|----------|-----------|--------------|--------|--------------|------------------|----------------|------------------------|--------------|--------------|--------------|
| 14:07 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| JanB | Ro | Audi | 75 | 8,249 | 40,956 | 9,541 | 11,814 | 3,818 | 13/17% | 8,717 | 9,450 | 0,311 |
| Thomask | Ge | BMW | 83 | 8,247 | 16,826 | 8,616 | 9,079 | 0,952 | 1/1% | 8,516 | 8,914 | 0,270 |
| StefanG | Gr | BMW M3 | 79 | 8,593 | 11,445 | 9,087 | 9,678 | 0,438 | 3/4% | 9,020 | 9,460 | 0,250 |
| FrankW | Or | Audi | 85 | 8,018 | 14,895 | 8,413 | 8,957 | 0,773 | 2/2% | 8,311 | 8,727 | 0,199 |
| Holgers | Bl | Mercedes | 76 | 8,842 | 17,653 | 9,364 | 10,376 | 1,111 | 6/8% | 9,134 | 9,671 | 0,233 |
| 14:23 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| Holgers | Ro | Mercedes | 77 | 8,836 | 11,063 | 9,334 | 10,685 | 0,560 | 14/18% | 9,073 | 9,691 | 0,217 |
| FrankW | Gr | Audi | 87 | 8,029 | 9,368 | 8,257 | 8,754 | 0,220 | 0/0% | 8,257 | 8,754 | 0,220 |
| JanB | Ge | Audi | 78 | 8,331 | 26,163 | 9,224 | 11,657 | 2,474 | 9/12% | 8,588 | 9,435 | 0,276 |
| Thomask | Or | BMW | 82 | 8,344 | 11,769 | 8,690 | 10,151 | 0,638 | 6/7% | 8,526 | 8,935 | 0,211 |
| StefanG | Bl | BMW M3 | 75 | 8,968 | 13,667 | 9,588 | 11,669 | 0,919 | 8/11% | 9,322 | 9,798 | 0,217 |
| 14:46 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| Thomask | Gr | BMW | 85 | 8,208 | 10,579 | 8,396 | 9,248 | 0,397 | 3/4% | 8,325 | 8,748 | 0,160 |
| FrankW | Bl | Audi | 82 | 8,323 | 15,952 | 8,738 | 10,205 | 0,905 | 4/5% | 8,577 | 9,012 | 0,183 |
| JanB | Or | Audi | 82 | 8,257 | 10,644 | 8,664 | 10,075 | 0,445 | 4/5% | 8,577 | 8,923 | 0,223 |
| Holgers | Ge | Mercedes | 80 | 8,673 | 11,844 | 8,972 | 10,002 | 0,501 | 4/5% | 8,874 | 9,276 | 0,195 |
| StefanG | Ro | BMW M3 | 77 | 8,860 | 11,560 | 9,324 | 9,978 | 0,366 | 3/4% | 9,272 | 9,801 | 0,227 |
| 15:02 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| JanB | Gr | Audi | 83 | 8,200 | 11,637 | 8,649 | 10,449 | 0,665 | 6/7% | 8,498 | 9,786 | 0,404 |
| Thomask | Bl | BMW | 84 | 8,321 | 13,835 | 8,570 | 9,138 | 0,701 | 2/2% | 8,468 | 8,780 | 0,191 |
| FrankW | Ro | Audi | 81 | 8,302 | 25,134 | 8,870 | 10,977 | 1,924 | 4/5% | 8,566 | 8,911 | 0,252 |
| Holgers | Or | Mercedes | 79 | 8,471 | 12,256 | 9,084 | 11,291 | 0,799 | 9/11% | 8,818 | 9,179 | 0,188 |
| StefanG | Ge | BMW M3 | 77 | 8,652 | 15,819 | 9,353 | 11,686 | 1,068 | 8/10% | 9,056 | 9,564 | 0,220 |
| 15:20 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| Holgers | Gr | Mercedes | 79 | 8,552 | 11,637 | 9,051 | 10,801 | 0,650 | 9/11% | 8,844 | 9,459 | 0,282 |
| FrankW | Ge | Audi | 84 | 8,141 | 11,542 | 8,487 | 9,336 | 0,504 | 2/2% | 8,418 | 8,962 | 0,247 |
| JanB | Bl | Audi | 81 | 8,409 | 12,546 | 8,853 | 10,569 | 0,705 | 4/5% | 8,712 | 9,360 | 0,275 |
| Thomask | Ro | BMW | 82 | 8,297 | 13,397 | 8,717 | 10,325 | 0,881 | 4/5% | 8,534 | 8,837 | 0,199 |
| StefanG | Or | BMW M3 | 75 | 8,787 | 13,757 | 9,498 | 11,913 | 0,930 | 8/11% | 9,218 | 9,683 | 0,232 |
| 15:53 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| RainerP | Ge | Audi | 87 | 7,982 | 10,668 | 8,218 | 8,581 | 0,323 | 1/1% | 8,190 | 8,533 | 0,183 |
| IngoN | Gr | Mercedes | 88 | 7,873 | 8,735 | 8,121 | 8,363 | 0,138 | 0/0% | 8,121 | 8,363 | 0,138 |
| OliverG | Bl | Mercedes | 80 | 8,507 | 12,183 | 8,971 | 10,970 | 0,735 | 7/9% | 8,759 | 9,067 | 0,164 |
| ThomasU | Or | Audi | 87 | 8,028 | 9,907 | 8,270 | 8,602 | 0,281 | 0/0% | 8,270 | 8,602 | 0,281 |
| WolfgangK | Ro | Viper | 84 | 8,157 | 11,809 | 8,521 | 9,791 | 0,444 | 2/2% | 8,451 | 9,236 | 0,346 |
| 16:09 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| RainerP | Or | Audi | 89 | 7,964 | 9,783 | 8,078 | 8,370 | 0,278 | 0/0% | 8,078 | 8,370 | 0,278 |
| IngoN | Bl | Mercedes | 85 | 8,217 | 16,506 | 8,445 | 8,808 | 0,900 | 1/1% | 8,349 | 8,772 | 0,181 |
| WolfgangK | Ge | Viper | 84 | 8,207 | 11,895 | 8,529 | 10,006 | 0,562 | 4/5% | 8,430 | 9,294 | 0,318 |
| OliverG | Ro | Mercedes | 82 | 8,456 | 10,020 | 8,740 | 9,631 | 0,297 | 1/1% | 8,724 | 9,617 | 0,263 |
| ThomasU | Gr | Audi | 89 | 7,891 | 9,872 | 8,094 | 9,204 | 0,348 | 0/0% | 8,094 | 9,204 | 0,348 |
| 16:26 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| WolfgangK | Or | Viper | 86 | 8,110 | 11,348 | 8,299 | 8,831 | 0,411 | 2/2% | 8,241 | 8,615 | 0,162 |
| IngoN | Ro | Mercedes | 85 | 8,134 | 10,998 | 8,446 | 9,853 | 0,544 | 2/2% | 8,396 | 9,754 | 0,443 |
| OliverG | Ge | Mercedes | 84 | 8,253 | 11,400 | 8,534 | 8,937 | 0,465 | 2/2% | 8,465 | 8,899 | 0,181 |
| RainerP | Gr | Audi | 90 | 7,824 | 8,600 | 7,937 | 8,235 | 0,118 | 0/0% | 7,937 | 8,235 | 0,118 |
| ThomasU | Bl | Audi | 84 | 8,196 | 11,639 | 8,482 | 10,341 | 0,579 | 4/5% | 8,370 | 9,279 | 0,280 |
| 16:42 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| ThomasU | Ro | Audi | 85 | 8,092 | 11,483 | 8,412 | 9,952 | 0,594 | 3/4% | 8,329 | 9,645 | 0,411 |
| WolfgangK | Gr | Viper | 87 | 7,970 | 9,884 | 8,194 | 9,656 | 0,370 | 0/0% | 8,194 | 9,656 | 0,370 |
| RainerP | Bl | Audi | 85 | 8,089 | 24,662 | 8,464 | 9,876 | 1,833 | 3/4% | 8,213 | 8,452 | 0,271 |
| IngoN | Ge | Mercedes | 87 | 7,983 | 9,869 | 8,217 | 8,954 | 0,306 | 0/0% | 8,217 | 8,954 | 0,306 |
| OliverG | Or | Mercedes | 84 | 8,251 | 10,659 | 8,522 | 8,980 | 0,248 | 2/2% | 8,477 | 8,917 | 0,176 |
| 16:58 | B | Auto | Rd | Min | Max | Ø | 95% ¹ | σ ³ | Anomalien ² | bØ | b95% | bσ |
| WolfgangK | Bl | Viper | 83 | 8,297 | 12,089 | 8,637 | 10,500 | 0,659 | 5/6% | 8,486 | 9,282 | 0,274 |
| ThomasU | Ge | Audi | 86 | 8,041 | 11,646 | 8,284 | 9,623 | 0,540 | 2/2% | 8,216 | 9,203 | 0,306 |
| IngoN | Or | Mercedes | 89 | 7,858 | 9,559 | 8,067 | 8,364 | 0,197 | 0/0% | 8,067 | 8,364 | 0,197 |
| OliverG | Gr | Mercedes | 84 | 8,191 | 10,330 | 8,508 | 9,735 | 0,397 | 3/4% | 8,444 | 8,783 | 0,223 |

| | | | | | | | | | | | | |
|----------------|----|------|----|-------|-------|-------|-------|-------|------|-------|-------|-------|
| RainerP | Ro | Audi | 86 | 8,149 | 9,742 | 8,314 | 8,515 | 0,228 | 0/0% | 8,314 | 8,515 | 0,228 |
|----------------|----|------|----|-------|-------|-------|-------|-------|------|-------|-------|-------|

Hinweise: ¹ In der Statistik bezeichnet man für eine Wahrscheinlichkeitsfunktion das p%-Quantil (oder auch p-tes Perzentil oder Fraktil) 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. - ² Rundenzeiten größer 10,000s werden als Anomalien gewertet - ³ 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 engültige Wertung übernommen werden.

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