



**SCD**

**RaceReport vom 12.10.2018**

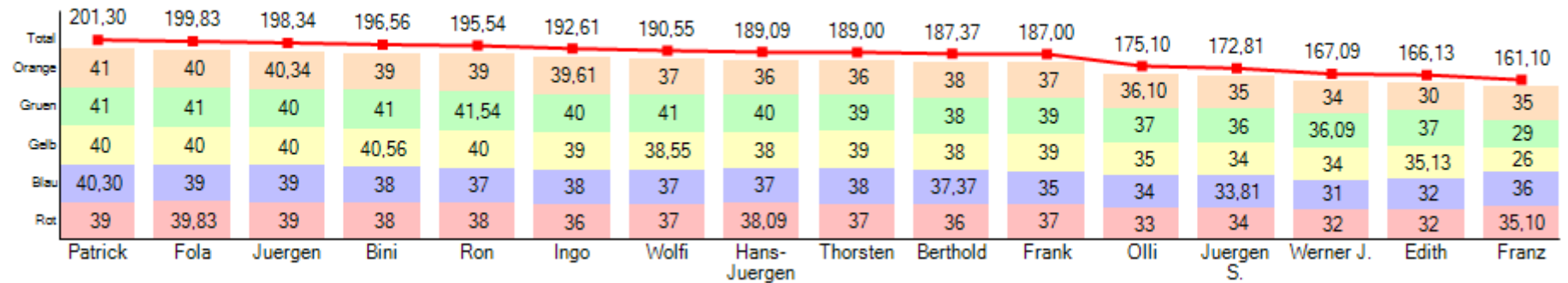
**'GT Masters Si'**

**Bahn: SCD Holz (40,724m)**

Quali									Rennen								
Fahrer	P	S	Rd	Min	ΔP1	ΔPN	Max	Ø	Fahrer	P	S	Rd	ΔP1	ΔPN	Min	Max	Ø
Patrick	1	1	5,00	<b>6,908</b>			7,023	6,966	Patrick	1	5	<b>201,30</b>			7,092	9,250	7,537
Fola	2	1	5,00	<b>6,935</b>	+0,027	+0,027	7,507	7,096	Fola	2	5	<b>199,83</b>	-1,47	-1,47	7,123	9,301	7,607
Bini	3	1	5,00	<b>6,977</b>	+0,069	+0,042	7,324	7,148	Juergen	3	5	<b>198,34</b>	-2,96	-1,49	7,162	10,570	7,658
Juergen	4	1	5,00	<b>7,048</b>	+0,140	+0,071	7,163	7,119	Bini	4	5	<b>196,56</b>	-4,74	-1,78	7,157	10,270	7,700
Ron	5	1	5,00	<b>7,117</b>	+0,209	+0,069	7,206	7,147	Ron	5	5	<b>195,54</b>	-5,76	-1,02	7,263	11,545	7,720
Thorsten	6	1	5,00	<b>7,183</b>	+0,275	+0,066	11,280	8,085	Ingo	6	5	<b>192,61</b>	-8,69	-2,93	7,358	11,281	7,881
Hans-Juergen	7	1	5,00	<b>7,219</b>	+0,311	+0,036	10,595	8,274	Wolfi	7	5	<b>190,55</b>	-10,75	-2,06	7,308	13,577	7,946
Wolfi	8	1	5,00	<b>7,238</b>	+0,330	+0,019	7,471	7,352	Hans-Juergen	8	5	<b>189,09</b>	-12,21	-1,46	7,470	16,320	8,021
Ingo	9	1	5,00	<b>7,260</b>	+0,352	+0,022	10,228	8,216	Thorsten	9	5	<b>189,00</b>	-12,30	-0,09	7,330	19,680	8,042
Frank	10	1	5,00	<b>7,287</b>	+0,379	+0,027	7,359	7,321	Berthold	10	5	<b>187,37</b>	-13,93	-1,63	7,548	10,578	8,115
Berthold	11	1	5,00	<b>7,294</b>	+0,386	+0,007	7,430	7,373	Frank	11	5	<b>187,00</b>	-14,30	-0,37	7,408	15,120	8,072
Franz	12	1	5,00	<b>7,483</b>	+0,575	+0,189	9,950	8,001	Olli	12	5	<b>175,10</b>	-26,20	-11,90	7,601	16,887	8,674
Edith	13	1	5,00	<b>7,575</b>	+0,667	+0,092	13,790	9,044	Juergen S.	13	5	<b>172,81</b>	-28,49	-2,29	7,806	17,995	8,855
Olli	14	1	5,00	<b>7,675</b>	+0,767	+0,100	10,513	8,345	Werner J.	14	5	<b>167,09</b>	-34,21	-5,72	7,910	12,268	9,045
Werner J.	15	1	5,00	<b>7,963</b>	+1,055	+0,288	9,824	8,441	Edith	15	5	<b>166,13</b>	-35,17	-0,96	7,716	18,719	9,179
Juergen S.	16	1	5,00	<b>7,993</b>	+1,085	+0,030	17,445	10,677	Franz	16	5	<b>161,10</b>	-40,20	-5,03	7,680	73,543	9,408

**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	bσ	Fahrer	Zeit	B	Anzahl	Fahrer	Min	Fahrer	Zeit	Chaos	Stint	Min	Max
7,092	Patrick	22:51	Gr	7,226	Bini	22:36	Gr	0,038	Patrick	22:56	Bl	0	Fola	0,252	Ingo	21:49	Anz.	40	Anz.	15
7,097	Patrick	22:51	Gr	7,226	Ron	22:56	Gr	0,049	Ingo	21:55	Bl	0	Patrick	0,305	Patrick	22:29	Min	4s	Min	1,1m
7,102	Patrick	22:50	Gr	7,238	Patrick	22:49	Gr	0,053	Juergen	22:49	Ge	1	Bini	0,308	Hans-Juergen	21:49	Max	556s	Max	15,8m
7,105	Patrick	22:50	Gr	7,240	Fola	22:42	Gr	0,053	Fola	22:42	Gr	1	Ingo	0,344	Juergen	22:29	⚡	32s	⚡	3,7m
7,112	Patrick	22:50	Gr	7,310	Patrick	22:42	Or	0,056	Juergen	22:36	Bl	2	Juergen	0,348	Wolfi	21:49	-	-	-	-
7,118	Patrick	22:50	Gr	7,315	Wolfi	21:55	Gr	0,060	Patrick	22:36	Ge	2	Berthold	0,351	Bini	22:29	-	-	-	-

7,123	Fola	22:47	Gr	7,341	Patrick	22:36	Ge	0,061	Ingo	21:49	Gr	3	Wolff	0,364	Thorsten	21:49	-	-	-	-
7,123	Patrick	22:52	Gr	7,344	Juergen	22:49	Ge	0,064	Juergen	22:42	Ro	4	Hans-Juergen	0,408	Ron	22:29	-	-	-	-
7,126	Fola	22:47	Gr	7,359	Ron	22:42	Ge	0,067	Fola	22:49	Bl	4	Ron	0,425	Frank	21:49	-	-	-	-
7,131	Patrick	22:52	Gr	7,360	Juergen	22:56	Or	0,068	Juergen	22:56	Or	4	Thorsten	0,456	Olli	20:46	-	-	-	-
7,133	Patrick	22:51	Gr	7,404	Bini	22:56	Ge	0,068	Frank	22:02	Ge	10	Frank	0,476	Fola	22:29	-	-	-	-
7,135	Patrick	22:50	Gr	7,422	Hans-Juergen	22:02	Gr	0,073	Ron	22:42	Ge	12	Franz	0,650	Werner J.	20:46	-	-	-	-
7,136	Patrick	22:51	Gr	7,422	Ron	22:49	Or	0,075	Ron	22:56	Gr	14	Olli	0,661	Berthold	20:46	-	-	-	-
7,138	Patrick	22:54	Gr	7,432	Juergen	22:29	Gr	0,077	Hans-Juergen	22:02	Gr	14	Juergen S.	0,702	Franz	20:46	-	-	-	-
7,139	Patrick	22:54	Gr	7,441	Thorsten	22:09	Gr	0,078	Ingo	22:09	Ge	20	Edith	10,132	Edith	20:46	-	-	-	-
7,147	Patrick	22:52	Gr	7,451	Ingo	21:49	Gr	0,084	Ron	22:36	Ro	20	Werner J.	-	-	-	-	-	-	-
7,148	Patrick	22:52	Gr	7,453	Patrick	22:56	Bl	0,087	Patrick	22:42	Or	-	-	-	-	-	-	-	-	-
7,151	Patrick	22:53	Gr	7,468	Fola	22:29	Ge	0,088	Bini	22:56	Ge	-	-	-	-	-	-	-	-	-
7,153	Patrick	22:50	Gr	7,471	Frank	22:16	Gr	0,088	Ron	22:49	Or	-	-	-	-	-	-	-	-	-
7,154	Patrick	22:54	Gr	7,509	Fola	22:36	Or	0,092	Ingo	22:16	Or	-	-	-	-	-	-	-	-	-

### Top 10 Schnellste Runde pro Spur

Rot			Blau			Gelb			Gruen			Orange		
Min	Fahrer	Zeit	Min	Fahrer	Zeit	Min	Fahrer	Zeit	Min	Fahrer	Zeit	Min	Fahrer	Zeit
7,414	Patrick	22:30	7,452	Patrick	23:01	7,237	Fola	22:31	7,092	Patrick	22:51	7,338	Bini	22:31
7,437	Patrick	22:31	7,454	Patrick	22:59	7,265	Fola	22:34	7,097	Patrick	22:51	7,346	Patrick	22:44
7,441	Patrick	22:33	7,478	Patrick	23:00	7,289	Fola	22:34	7,102	Patrick	22:50	7,356	Fola	22:40
7,446	Patrick	22:31	7,482	Patrick	22:58	7,290	Patrick	22:39	7,105	Patrick	22:50	7,368	Bini	22:32
7,461	Patrick	22:31	7,484	Patrick	23:01	7,290	Fola	22:34	7,112	Patrick	22:50	7,373	Patrick	22:45
7,471	Patrick	22:34	7,490	Patrick	23:00	7,297	Fola	22:34	7,118	Patrick	22:50	7,373	Patrick	22:44
7,479	Patrick	22:31	7,490	Patrick	23:00	7,300	Patrick	22:38	7,123	Patrick	22:52	7,373	Bini	22:32
7,486	Patrick	22:30	7,499	Patrick	23:00	7,305	Fola	22:34	7,123	Fola	22:47	7,379	Fola	22:37
7,489	Patrick	22:34	7,501	Patrick	23:00	7,306	Patrick	22:39	7,126	Fola	22:47	7,379	Patrick	22:46
7,492	Patrick	22:32	7,508	Patrick	22:59	7,313	Fola	22:31	7,131	Patrick	22:52	7,379	Patrick	22:46

### Stints

20:46	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
	Ge	Corvette C6	26	7,801	73,543	11,237	20,044	12,971	3/12%	8,005	<b>8,295</b>	<b>0,119</b>
	Gr	BMW M1	<b>37</b>	<b>7,601</b>	10,021	<b>8,053</b>	9,336	0,536	1/3%	<b>7,999</b>	8,303	0,424
	Bl	Audi R8	31	8,383	12,268	9,392	11,014	0,980	7/23%	8,942	9,502	0,360
	Ro	Ford GT	36	7,792	10,058	8,183	<b>8,946</b>	<b>0,458</b>	1/3%	8,130	8,823	0,326
	Or	Audi R8	30	7,997	18,719	9,934	12,587	2,403	6/20%	9,066	9,680	0,531
21:07	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
	Or	Corvette C6	35	8,013	12,017	8,483	10,643	0,831	3/9%	8,249	9,494	0,367
	Ge	Ford GT	<b>38</b>	<b>7,660</b>	9,791	<b>7,774</b>	<b>8,040</b>	<b>0,098</b>	0/0%	<b>7,774</b>	<b>8,040</b>	<b>0,098</b>
	Gr	Audi R8	37	7,716	10,678	8,115	10,139	0,665	2/5%	7,984	9,060	0,360
	Bl	BMW M1	34	8,166	11,467	8,802	11,385	0,851	4/12%	8,523	9,152	0,303
	Ro	Pagani	34	8,368	10,379	8,832	10,194	0,552	5/15%	8,602	9,045	0,168
21:15	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
	Ro	Audi R8	32	8,745	12,245	9,345	11,020	0,747	6/19%	9,014	9,997	0,312
	Or	Ford GT	<b>38</b>	<b>7,888</b>	8,532	<b>7,930</b>	<b>8,397</b>	<b>0,127</b>	0/0%	<b>7,930</b>	<b>8,397</b>	<b>0,127</b>

<b>Franz</b>	Gr	Corvette C6	29	<b>7,680</b>	69,577	10,225	69,577	11,635	2/7%	7,990	9,091	0,298
<b>Juergen S.</b>	Ge	Pagani	34	8,101	15,975	8,843	11,532	1,504	3/9%	8,469	9,928	0,494
<b>Edith</b>	Bl	Audi R8	32	8,129	18,389	9,195	10,394	1,799	2/6%	8,848	9,727	0,518
<b>21:22</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>Franz</b>	Bl	Corvette C6	36	7,976	10,028	8,112	8,745	0,345	1/3%	8,057	8,441	<b>0,151</b>
<b>Werner J.</b>	Ge	Audi R8	34	8,173	10,788	8,664	10,535	0,714	3/9%	8,480	9,844	0,423
<b>Berthold</b>	Gr	Ford GT	<b>38</b>	<b>7,548</b>	8,628	<b>7,813</b>	<b>8,415</b>	<b>0,212</b>	0/0%	<b>7,813</b>	<b>8,415</b>	0,212
<b>Juergen S.</b>	Or	Pagani	35	8,099	11,940	8,508	10,335	0,783	3/9%	8,290	8,638	0,152
<b>Olli</b>	Ro	BMW M1	33	8,155	16,887	8,944	10,445	1,535	2/6%	8,640	9,639	0,394
<b>21:29</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>Edith</b>	Ro	Audi R8	32	8,610	13,057	9,242	12,279	0,978	5/16%	8,863	9,860	0,295
<b>Werner J.</b>	Or	Audi R8	34	8,143	10,906	8,545	9,469	0,474	1/3%	8,474	9,176	0,259
<b>Olli</b>	Ge	BMW M1	35	7,914	12,352	8,338	11,288	1,044	4/11%	7,973	8,296	<b>0,110</b>
<b>Berthold</b>	Bl	Ford GT	<b>37</b>	<b>7,791</b>	10,578	<b>8,023</b>	<b>8,740</b>	<b>0,458</b>	1/3%	<b>7,952</b>	<b>8,290</b>	0,177
<b>Juergen S.</b>	Gr	Pagani	36	7,806	9,708	8,234	9,625	0,533	0/0%	8,234	9,625	0,533
<b>21:37</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>Franz</b>	Ro	Corvette C6	35	8,032	15,981	8,554	11,604	1,484	3/9%	8,156	9,562	0,379
<b>Olli</b>	Or	BMW M1	<b>36</b>	8,035	11,339	<b>8,304</b>	11,116	0,828	3/8%	<b>8,046</b>	<b>8,567</b>	<b>0,169</b>
<b>Werner J.</b>	Gr	Audi R8	<b>36</b>	<b>7,910</b>	12,128	8,305	10,472	0,906	3/8%	8,060	9,550	0,419
<b>Juergen S.</b>	Bl	Pagani	33	8,192	17,995	8,867	12,818	1,858	3/9%	8,372	8,850	0,217
<b>Edith</b>	Ge	Audi R8	35	7,940	10,603	8,533	<b>10,411</b>	<b>0,703</b>	5/14%	8,231	8,982	0,310
<b>21:49</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>Ingo</b>	Gr	Mercedes AMG	<b>40</b>	<b>7,358</b>	7,780	<b>7,451</b>	<b>7,529</b>	<b>0,061</b>	0/0%	<b>7,451</b>	<b>7,529</b>	<b>0,061</b>
<b>Hans-Juergen</b>	Ge	Corvette C7	38	7,580	9,711	7,816	8,093	0,340	0/0%	7,816	8,093	0,340
<b>Wolfi</b>	Or	Corvette C7	37	7,642	11,464	7,913	8,120	0,617	1/3%	7,815	8,052	0,132
<b>Thorsten</b>	Ro	Lamborghini	37	7,673	11,987	8,029	9,148	0,778	1/3%	7,919	8,936	0,393
<b>Frank</b>	Bl	Corvette C6	35	7,832	13,273	8,325	10,345	1,008	3/9%	8,030	8,144	0,323
<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>Frank</b>	Ro	Corvette C6	37	7,775	15,120	8,000	9,479	1,221	1/3%	7,802	8,610	0,298
<b>Wolfi</b>	Gr	Corvette C7	<b>41</b>	<b>7,308</b>	8,921	<b>7,315</b>	<b>7,580</b>	0,248	0/0%	<b>7,315</b>	<b>7,580</b>	0,248
<b>Thorsten</b>	Ge	Lamborghini	39	7,513	9,210	7,630	8,152	0,270	0/0%	7,630	8,152	0,270
<b>Hans-Juergen</b>	Or	Corvette C7	36	7,657	16,320	8,136	10,180	1,484	2/6%	7,835	8,331	0,192
<b>Ingo</b>	Bl	Mercedes AMG	38	7,705	7,924	7,807	7,917	<b>0,049</b>	0/0%	7,807	7,917	<b>0,049</b>
<b>22:02</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>Hans-Juergen</b>	Gr	Corvette C7	<b>40</b>	<b>7,470</b>	10,352	<b>7,496</b>	7,876	0,447	1/2%	<b>7,422</b>	<b>7,773</b>	0,077
<b>Frank</b>	Ge	Corvette C6	39	7,526	11,073	7,635	<b>7,822</b>	0,559	1/3%	7,544	7,777	<b>0,068</b>
<b>Ingo</b>	Ro	Mercedes AMG	36	7,874	11,281	8,258	9,947	0,762	1/3%	8,171	9,845	0,571
<b>Wolfi</b>	Bl	Corvette C7	37	7,755	9,659	7,934	8,812	<b>0,339</b>	0/0%	7,934	8,812	0,339
<b>Thorsten</b>	Or	Lamborghini	36	7,617	19,680	8,277	10,191	2,067	2/6%	7,885	8,841	0,429
<b>22:09</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>Wolfi</b>	Ro	Corvette C7	37	7,851	10,253	7,992	9,088	0,474	1/3%	7,929	9,049	0,321
<b>Frank</b>	Or	Corvette C6	37	7,679	11,097	8,052	10,543	0,731	4/11%	7,747	8,170	0,144
<b>Ingo</b>	Ge	Mercedes AMG	<b>39</b>	7,551	7,821	<b>7,554</b>	<b>7,771</b>	<b>0,078</b>	0/0%	7,554	<b>7,771</b>	<b>0,078</b>
<b>Thorsten</b>	Gr	Lamborghini	<b>39</b>	<b>7,330</b>	14,871	7,632	8,132	1,204	1/3%	<b>7,441</b>	7,954	0,149

Hans-Juergen		Bl	Corvette C7	37	7,820	8,782	7,963	8,191	0,176	0/0%	7,963	8,191	0,176
22:16		B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Ingo	Or	Mercedes AMG	39	7,643	7,987	7,567	7,983	0,092	0/0%	7,567	7,983	0,092	
Hans-Juergen		Ro	Corvette C7	38	7,781	10,138	7,883	8,494	0,385	1/3%	7,822	8,201	0,149
Thorsten		Bl	Lamborghini	38	7,729	9,231	7,827	8,229	0,244	0/0%	7,827	8,229	0,244
Frank		Gr	Corvette C6	39	7,408	10,280	7,543	7,973	0,460	1/3%	7,471	7,761	0,105
Wolfi		Ge	Corvette C7	38	7,485	13,577	7,790	8,921	1,014	1/3%	7,634	8,746	0,296
22:29		B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Juergen	Gr	Audi R8	40	7,162	9,450	7,432	8,965	0,539	0/0%	7,432	8,965	0,539	
Patrick		Ro	Audi R8	39	7,414	8,869	7,606	7,845	0,257	0/0%	7,606	7,845	0,257
Bini		Or	MC Laren	39	7,338	8,572	7,587	7,941	0,149	0/0%	7,587	7,941	0,149
Ron		Bl	Acura	37	7,659	11,536	7,976	8,187	0,754	2/5%	7,803	7,930	0,097
Fola		Ge	Klickenhaus	40	7,237	9,301	7,468	7,879	0,327	0/0%	7,468	7,879	0,327
22:36		B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Ron		Ro	Acura	38	7,640	10,583	7,767	7,930	0,467	1/3%	7,691	7,924	0,084
Bini		Gr	MC Laren	41	7,157	8,539	7,226	7,411	0,211	0/0%	7,226	7,411	0,211
Patrick		Ge	Audi R8	40	7,290	7,539	7,341	7,521	0,060	0/0%	7,341	7,521	0,060
Juergen		Bl	Audi R8	39	7,547	10,392	7,688	7,805	0,447	1/3%	7,617	7,770	0,056
Fola		Or	Klickenhaus	40	7,356	7,921	7,509	7,751	0,103	0/0%	7,509	7,751	0,103
22:42		B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Patrick		Or	Audi R8	41	7,346	7,845	7,310	7,715	0,087	0/0%	7,310	7,715	0,087
Ron		Ge	Acura	40	7,381	7,750	7,359	7,644	0,073	0/0%	7,359	7,644	0,073
Bini		Bl	MC Laren	38	7,546	10,270	7,773	8,300	0,441	1/3%	7,705	8,136	0,177
Fola		Gr	Klickenhaus	41	7,123	7,383	7,240	7,342	0,053	0/0%	7,240	7,342	0,053
Juergen		Ro	Audi R8	39	7,563	7,750	7,622	7,724	0,064	0/0%	7,622	7,724	0,064
22:49		B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Ron		Or	Acura	39	7,469	11,545	7,528	7,854	0,649	1/3%	7,422	7,822	0,088
Bini		Ro	MC Laren	38	7,576	9,354	7,754	8,905	0,348	0/0%	7,754	8,905	0,348
Juergen		Ge	Audi R8	40	7,340	7,628	7,344	7,514	0,053	0/0%	7,344	7,514	0,053
Fola		Bl	Klickenhaus	39	7,517	7,811	7,521	7,723	0,067	0/0%	7,521	7,723	0,067
Patrick		Gr	Audi R8	41	7,092	9,250	7,238	8,262	0,372	0/0%	7,238	8,262	0,372
22:56		B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Fola		Ro	Klickenhaus	39	7,523	9,183	7,540	8,547	0,301	0/0%	7,540	8,547	0,301
Juergen		Or	Audi R8	40	7,396	10,570	7,440	8,697	0,498	1/2%	7,360	7,644	0,068
Ron		Gr	Acura	41	7,263	8,659	7,226	7,581	0,075	0/0%	7,226	7,581	0,075
Bini		Ge	MC Laren	40	7,414	8,182	7,404	7,819	0,088	0/0%	7,404	7,819	0,088
Patrick		Bl	Audi R8	40	7,452	7,620	7,452	7,580	0,038	0/0%	7,453	7,580	0,038

**Hinweise:** <sup>1</sup> 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. - <sup>2</sup> Rundenzeiten größer 10,000s 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.