

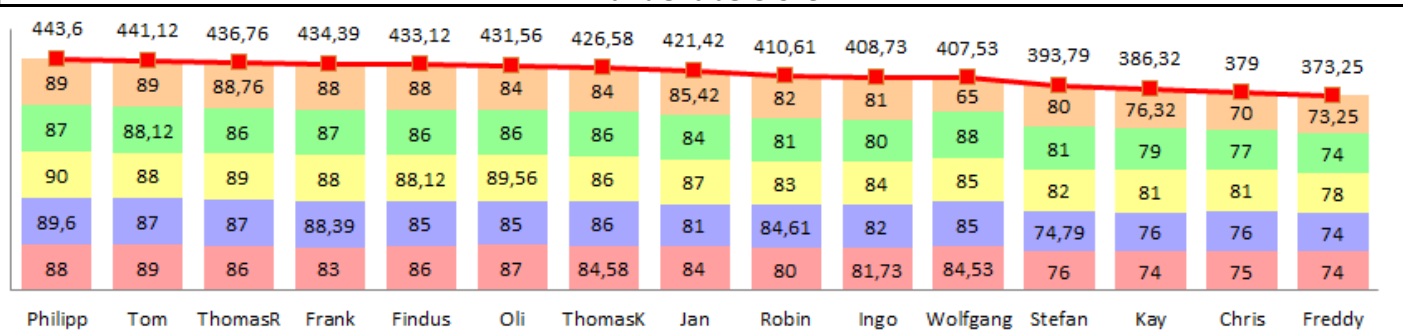


**SCD**

**RaceReport vom 23.11.2019**  
**'ScaleautoGT3 Rennen Nr. 2'**  
**Bahn: SCD Holz (40,32m)**

Quali									Rennen							
Fahrer	PS	Rd	Min	ΔP1	ΔPN	Max	Ø		Fahrer	PS	Rd	ΔP1	ΔPN	Min	Max	Ø
Philipp	1	1	4,00	<b>7,904</b>		13,604	9,691		Philipp	1	5	<b>443,60</b>		7,818	14,340	8,139
Wolfgang	2	1	4,00	<b>8,034</b>	+0,130	18,554	10,708		Tom	2	5	<b>441,12</b>	-2,48	7,877	17,856	8,220
Oli	3	1	6,00	<b>8,040</b>	+0,136	9,396	8,316		ThomasR	3	5	<b>436,76</b>	-6,84	7,871	11,888	8,304
ThomasR	4	1	5,00	<b>8,194</b>	+0,290	14,042	9,488		Frank	4	5	<b>434,39</b>	-9,21	7,887	11,980	8,313
Tom	5	1	5,00	<b>8,206</b>	+0,302	8,315	8,256		Findus	5	5	<b>433,12</b>	-10,48	8,000	10,229	8,359
Frank	6	1	5,00	<b>8,253</b>	+0,349	9,852	8,649		Oli	6	5	<b>431,56</b>	-12,04	7,921	13,036	8,380
ThomasK	7	1	5,00	<b>8,292</b>	+0,388	10,067	8,724		ThomasK	7	5	<b>426,58</b>	-17,02	8,108	16,555	8,484
Findus	8	1	5,00	<b>8,316</b>	+0,412	15,185	9,763		Jan	8	5	<b>421,42</b>	-22,18	7,998	42,989	8,575
Jan	9	1	4,00	<b>8,636</b>	+0,732	10,784	9,419		Robin	9	5	<b>410,61</b>	-32,99	8,274	13,474	8,814
Chris	10	1	5,00	<b>8,703</b>	+0,799	13,614	10,177		Ingo	10	5	<b>408,73</b>	-34,87	8,115	30,039	8,874
Robin	11	1	5,00	<b>8,723</b>	+0,819	13,214	10,364		Wolfgang	11	5	<b>407,53</b>	-36,07	7,940	116,683	8,923
Stefan	12	1	5,00	<b>8,740</b>	+0,836	10,072	9,102		Stefan	12	5	<b>393,79</b>	-49,81	8,333	50,739	9,180
Ingo	13	1	3,00	<b>8,845</b>	+0,941	13,368	10,951		Kay	13	5	<b>386,32</b>	-57,28	8,518	15,317	9,363
Freddy	14	1	4,00	<b>9,229</b>	+1,325	11,224	10,320		Chris	14	5	<b>379,00</b>	-64,60	8,309	89,773	9,533
Kay	15	1	4,00	<b>9,565</b>	+1,661	11,797	10,668		Freddy	15	5	<b>373,25</b>	-70,35	8,197	15,525	9,719

**Rundenübersicht**



**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		
7,818	Philipp	18:03	Ge	7,875	Philipp	17:52	Ge	0,075	Philipp	17:52	Ge	2	Findus	0,238	Freddy	14:22	Anz.	248	Anz.	14
7,828	Philipp	18:00	Ge	7,978	Philipp	18:46	Bl	0,084	Findus	17:12	Ge	3	Tom	0,242	Stefan	14:22	Min	3s	Min	3,5m
7,860	Philipp	18:02	Ge	8,030	Tom	18:08	Ge	0,117	Philipp	18:46	Bl	4	Philipp	0,285	Ingo	14:22	Max	58s	Max	16,0m
7,861	Philipp	17:58	Ge	8,048	Tom	17:52	Ro	0,129	Stefan	14:22	Ge	7	ThomasR	0,302	Findus	16:05	Ø	13s	Ø	6,9m
7,864	Philipp	18:03	Ge	8,049	Oli	18:46	Ge	0,134	Robin	15:19	Gr	9	Jan	0,303	Oli	17:37	-	-	-	-
7,865	Philipp	17:57	Ge	8,053	Philipp	18:08	Or	0,137	ThomasK	16:23	Or	9	ThomasK	0,325	Wolfgang	17:37	-	-	-	-
7,871	Philipp	18:06	Ge	8,070	ThomasR	18:27	Ge	0,140	Tom	17:52	Ro	10	Oli	0,351	Chris	16:05	-	-	-	-
7,871	ThomasR	18:35	Ge	8,080	Tom	18:27	Or	0,143	Findus	16:23	Gr	13	Frank	0,373	Philipp	17:37	-	-	-	-
7,873	ThomasR	18:36	Ge	8,082	Frank	16:23	Ge	0,154	Findus	16:55	Ro	15	Wolfgang	0,379	Robin	14:22	-	-	-	-
7,877	Tom	18:17	Ge	8,088	Philipp	17:36	Ge	0,156	Jan	16:05	Gr	19	Stefan	0,419	Kay	14:22	-	-	-	-
7,878	Philipp	17:59	Ge	8,101	Frank	17:12	Bl	0,160	Tom	18:27	Or	25	Ingo	0,421	ThomasR	17:37	-	-	-	-
7,879	Philipp	17:59	Ge	8,116	Frank	16:39	Or	0,165	Philipp	18:08	Or	31	Robin	0,423	Frank	16:05	-	-	-	-
7,880	ThomasR	18:40	Ge	8,126	ThomasR	18:46	Or	0,172	Stefan	14:59	Gr	41	Kay	0,442	ThomasK	16:05	-	-	-	-
7,884	Philipp	17:53	Ge	8,127	Wolfgang	17:52	Or	0,177	Frank	16:55	Gr	63	Chris	0,529	Tom	17:37	-	-	-	-
7,886	ThomasR	18:40	Ge	8,140	Findus	17:12	Ge	0,185	Kay	14:22	Bl	134	Freddy	Frühstart	Jan	16:05	-	-	-	-
7,887	Philipp	17:54	Ge	8,151	Frank	16:55	Ge	0,186	ThomasK	16:05	Ge	-	-	-	-	-	-	-	-	-
7,887	Frank	16:37	Ge	8,167	Philipp	18:27	Gr	0,187	Tom	18:46	Gr	-	-	-	-	-	-	-	-	-
7,889	ThomasR	18:36	Ge	8,175	Findus	16:05	Or	0,187	Robin	14:22	Ro	-	-	-	-	-	-	-	-	-
7,889	Tom	18:17	Ge	8,186	Jan	16:55	Ge	0,190	Stefan	15:19	Bl	-	-	-	-	-	-	-	-	-
7,889	Philipp	17:58	Ge	8,186	Tom	18:46	Gr	0,193	Jan	16:23	Bl	-	-	-	-	-	-	-	-	-

**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
7,915	Philipp	17:38	7,910	Frank	17:23	7,818	Philipp	18:03	7,940	Wolfgang	18:24	7,910	Philipp	18:19
7,918	Philipp	17:47	7,914	ThomasR	18:07	7,828	Philipp	18:00	7,942	Frank	17:09	7,920	ThomasR	18:57
7,922	Philipp	17:49	7,914	Frank	17:16	7,860	Philipp	18:02	7,951	Philipp	18:40	7,922	Tom	18:40
7,926	Philipp	17:45	7,918	Frank	17:20	7,861	Philipp	17:58	7,959	Wolfgang	18:24	7,925	Philipp	18:21
7,942	Philipp	17:39	7,919	Philipp	19:00	7,864	Philipp	18:03	7,963	Wolfgang	18:23	7,933	Philipp	18:20
7,943	Philipp	17:47	7,934	Frank	17:16	7,865	Philipp	17:57	7,963	Frank	17:03	7,939	Philipp	18:20
7,947	Philipp	17:38	7,935	Frank	17:19	7,871	ThomasR	18:35	7,970	Frank	17:03	7,943	ThomasR	18:59
7,957	Philipp	17:49	7,936	Frank	17:19	7,871	Philipp	18:06	7,972	Wolfgang	18:23	7,945	ThomasR	18:58
7,958	Philipp	17:37	7,944	Frank	17:22	7,873	ThomasR	18:36	7,977	Frank	17:09	7,948	Philipp	18:18
7,962	Philipp	17:38	7,951	Frank	17:23	7,877	Tom	18:17	7,978	Philipp	18:37	7,956	Frank	16:48

## Stints

14:22	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Stefan	Ge	Porsche	82	8,333	13,872	8,680	8,892	0,662	3/4%	8,571	8,810	0,129
Ingo	Or	SLS-D	81	8,421	10,745	8,832	9,498	0,452	4/5%	8,742	9,225	0,216
Kay	Bl	SLS	76	8,802	12,012	9,388	11,125	0,709	10/13%	9,135	9,474	0,185
Freddy	Gr	M3	74	8,420	15,164	9,688	11,618	1,309	33/45%	8,735	9,569	0,343
Robin	Ro	Z4	80	8,446	11,719	8,930	10,862	0,702	8/10%	8,700	9,100	0,187
14:38	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Stefan	Or	Porsche	80	8,605	18,098	9,016	9,999	1,245	3/4%	8,804	9,600	0,291
Kay	Ro	SLS	74	9,000	15,317	9,683	11,354	0,996	18/24%	9,237	9,802	0,228
Robin	Ge	Z4	83	8,274	13,474	8,681	10,462	0,797	8/10%	8,453	8,861	0,254
Ingo	Gr	SLS-D	80	8,372	30,039	9,010	10,899	2,464	5/6%	8,619	9,183	0,248
Freddy	Bl	M3	74	8,358	13,904	9,727	12,612	1,428	28/38%	8,764	9,748	0,397
14:59	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Kay	Ge	SLS	81	8,518	12,124	8,892	9,552	0,493	2/2%	8,825	9,415	0,256
Robin	Or	Z4	82	8,384	11,042	8,775	10,562	0,592	6/7%	8,623	8,975	0,240
Ingo	Bl	SLS-D	82	8,337	11,518	8,779	9,807	0,514	3/4%	8,699	9,381	0,301
Stefan	Gr	Porsche	81	8,460	12,929	8,830	9,373	0,696	3/4%	8,707	9,040	0,172
Freddy	Ro	M3	74	8,519	14,062	9,667	12,360	1,264	25/34%	8,885	9,677	0,351
15:19	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Stefan	Bl	Porsche	74	8,587	46,214	9,577	11,281	4,780	6/8%	8,728	9,142	0,190
Freddy	Ge	M3	78	8,197	13,696	9,170	11,458	1,000	21/27%	8,563	9,529	0,391
Robin	Gr	Z4	81	8,307	11,140	8,750	10,465	0,617	8/10%	8,555	8,824	0,134
Ingo	Ro	SLS-D	81	8,350	11,132	8,816	10,182	0,566	9/11%	8,634	9,010	0,218
Kay	Or	SLS	76	8,670	13,523	9,325	10,822	0,710	5/7%	9,165	9,654	0,262
15:37	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Robin	Bl	Z4	84	8,381	10,085	8,516	8,945	0,259	1/1%	8,497	8,851	0,202
Kay	Gr	SLS	79	8,663	11,574	9,087	10,319	0,494	6/8%	8,961	9,659	0,241
Stefan	Ro	Porsche	76	8,500	50,739	9,396	10,100	4,844	4/5%	8,777	9,567	0,276
Ingo	Ge	SLS-D	84	8,115	11,519	8,512	10,028	0,557	4/5%	8,402	8,823	0,226
Freddy	Or	M3	73	8,497	15,525	9,847	12,985	1,467	27/37%	8,951	9,938	0,413
16:05	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Thomask	Ge	Audi	86	8,110	10,226	8,349	8,605	0,339	2/2%	8,306	8,489	0,186
Frank	Ro	Audi	83	8,091	11,980	8,606	10,943	0,862	8/10%	8,345	8,622	0,267
Findus	Or	SLS	88	8,000	9,010	8,175	8,745	0,195	0/0%	8,175	8,745	0,195
Chris	Bl	Porsche	76	8,592	19,043	9,458	11,607	1,478	14/18%	8,934	9,557	0,296
Jan	Gr	Audi	84	8,238	12,274	8,505	8,730	0,242	2/2%	8,439	8,655	0,156
16:23	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Jan	Bl	Audi	81	8,201	42,989	8,825	8,902	3,865	1/1%	8,398	8,857	0,193
Frank	Ge	Audi	88	7,887	9,948	8,082	8,439	0,326	0/0%	8,082	8,439	0,326
Thomask	Or	Audi	84	8,147	16,555	8,514	8,853	1,025	3/4%	8,343	8,688	0,137
Chris	Ro	Porsche	75	8,482	14,056	9,471	11,687	1,075	18/24%	8,943	9,637	0,278
Findus	Gr	SLS	86	8,178	10,195	8,333	8,557	0,249	1/1%	8,311	8,553	0,143
16:39	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Frank	Or	Audi	88	7,956	11,515	8,183	9,481	0,508	2/2%	8,116	8,446	0,260
Chris	Ge	Porsche	81	8,317	12,045	8,809	10,805	0,742	8/10%	8,591	9,591	0,307
Thomask	Gr	Audi	86	8,133	9,932	8,327	8,698	0,298	0/0%	8,327	8,698	0,298
Jan	Ro	Audi	84	8,181	12,254	8,500	9,823	0,735	3/4%	8,368	8,773	0,270
Findus	Bl	SLS	85	8,236	9,814	8,432	9,030	0,246	0/0%	8,432	9,030	0,246
16:55	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Chris	Or	Porsche	70	8,309	89,773	10,183	11,397	9,763	13/19%	8,576	9,302	0,275
Jan	Ge	Audi	87	7,998	11,604	8,246	9,791	0,510	2/2%	8,186	8,705	0,309
Findus	Ro	SLS	86	8,167	9,237	8,315	8,703	0,154	0/0%	8,315	8,703	0,154
Thomask	Bl	Audi	86	8,108	10,316	8,335	9,588	0,363	2/2%	8,290	9,242	0,295
Frank	Gr	Audi	87	7,942	10,268	8,198	8,499	0,357	2/2%	8,151	8,441	0,177
17:12	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Chris	Gr	Porsche	77	8,358	41,611	9,344	11,454	3,849	10/13%	8,614	9,453	0,315
Frank	Bl	Audi	88	7,910	10,838	8,132	9,283	0,460	1/1%	8,101	9,269	0,362
Findus	Ge	SLS	88	8,070	10,229	8,164	8,365	0,233	1/1%	8,140	8,360	0,084
Thomask	Ro	Audi	84	8,183	10,681	8,499	9,654	0,504	2/2%	8,446	9,611	0,382
Jan	Or	Audi	85	8,090	11,045	8,413	9,442	0,426	1/1%	8,382	9,270	0,318
17:36	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Philipp	Ro	Viper	88	7,915	9,895	8,088	8,276	0,276	0/0%	8,088	8,276	0,276
Oli	Or	SLS	84	8,105	10,849	8,456	8,946	0,337	1/1%	8,427	8,924	0,208
Thomask	Gr	SLS	86	8,043	9,982	8,322	9,279	0,362	0/0%	8,322	9,279	0,362
Tom	Bl	SLS	87	8,057	9,988	8,216	8,345	0,210	0/0%	8,216	8,345	0,210
Wolfgang	Ge	M3-D	85	7,980	11,818	8,406	10,162	0,660	5/6%	8,246	8,630	0,324
17:52	B	Auto	Rd	Min	Max	Ø	95% <sup>1</sup>	σ <sup>3</sup>	Anomalien <sup>2</sup>	bØ	b95%	bσ
Oli	Gr	SLS	86	8,022	13,036	8,349	10,970	0,765	4/5%	8,191	8,633	0,239
Philipp	Ge	Viper	90	7,818	10,946	7,909	8,104	0,327	1/1%	7,875	8,104	0,075

<b>Wolfgang</b>	Or	M3-D	65	7,956	116,683	11,041	12,190	16,324	4/6%	8,127	8,463	0,281
<b>Tom</b>	Ro	SLS	89	7,964	9,106	8,048	8,283	<b>0,140</b>	0/0%	8,048	8,283	0,140
<b>ThomasR</b>	Bl	SLS	87	7,914	11,493	8,229	9,181	0,472	1/1%	8,191	9,008	0,316
<b>18:08</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>Philipp</b>	Or	Viper	<b>89</b>	7,910	8,770	<b>8,053</b>	<b>8,471</b>	<b>0,165</b>	0/0%	8,053	<b>8,471</b>	<b>0,165</b>
<b>Tom</b>	Ge	SLS	88	<b>7,877</b>	17,856	8,174	8,864	1,107	2/2%	<b>8,030</b>	8,570	0,200
<b>ThomasR</b>	Ro	SLS	86	8,008	11,888	8,366	10,365	0,581	5/6%	8,216	9,069	0,330
<b>Oli</b>	Bl	SLS	85	7,980	10,279	8,416	9,563	0,409	3/4%	8,351	9,400	0,306
<b>Wolfgang</b>	Gr	M3-D	88	7,940	9,890	8,212	9,442	0,400	0/0%	8,212	9,442	0,400
<b>18:27</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>Oli</b>	Ro	SLS	87	8,036	10,947	8,257	8,888	0,402	2/2%	8,204	8,625	0,209
<b>Philipp</b>	Gr	Viper	87	7,951	14,340	8,238	9,043	0,721	1/1%	8,167	8,978	0,294
<b>Tom</b>	Or	SLS	<b>89</b>	7,922	10,372	8,106	<b>8,619</b>	<b>0,288</b>	1/1%	8,080	<b>8,492</b>	<b>0,160</b>
<b>ThomasR</b>	Ge	SLS	<b>89</b>	<b>7,871</b>	10,871	<b>8,101</b>	8,942	0,405	1/1%	<b>8,070</b>	8,899	0,279
<b>Wolfgang</b>	Bl	M3-D	85	8,149	10,994	8,522	9,781	0,528	2/2%	8,472	9,682	0,416
<b>18:46</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>Philipp</b>	Bl	Viper	<b>89</b>	<b>7,919</b>	11,264	<b>8,043</b>	<b>8,287</b>	0,443	2/2%	<b>7,978</b>	<b>8,244</b>	<b>0,117</b>
<b>Oli</b>	Ge	SLS	<b>89</b>	7,921	9,015	8,049	8,743	0,217	0/0%	8,049	8,743	0,217
<b>Tom</b>	Gr	SLS	88	8,054	9,551	8,186	8,385	<b>0,187</b>	0/0%	8,186	8,385	0,187
<b>ThomasR</b>	Or	SLS	88	7,920	9,507	8,126	8,527	0,228	0/0%	8,126	8,527	0,228
<b>Wolfgang</b>	Ro	M3-D	84	8,071	10,615	8,533	10,186	0,625	4/5%	8,434	9,754	0,448

**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 engültige Wertung übernommen werden.  
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