

The NASCAR Playoff System is Broken

Who had the best season?

Part II

Kurk Altmann

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kurk.altmann@gmail.com

Abstract

The last paper showed that there was a flaw in the different playoff systems since the winner each season depended greatly on which playoff system was being used. With that said, it was not clear how to determine which playoff system was best and even more challenging to determine who had the best season. This paper sets out to determine which NASCAR driver between the years 1975-2019 had the best season. After establishing a way to determine who had the best season, a better understanding of which playoff system is superior becomes clearer. It will never be possible to definitively determine who was the best driver because of equipment, era and other factors but it is possible to say who had the best season and how many best seasons a driver had. The driver with the best season all time also had the second-best season of all time and the name of that driver may surprise you.

Introduction

If you watch any of those shows where experts debate sports, they will certainly debate who was the Greatest of All Time (G.O.A.T.) of a specific sport. Jordan or LeBron? Tiger or Jack? Brady or the field? What never gets discussed is Petty, Earnhardt or Johnson. Probably because NASCAR isn't a major sport in the US with the coverage football or basketball gets. Even so, it seems that the NASCAR community is content in the number of championships determining who was the G.O.A.T. That's easy and doesn't take into account the different eras. Richard Petty won his first championship 11 years before Jimmie Johnson was born. Dale Earnhardt passed away in 2001 while Johnson didn't start his first race until the 29th race of the '01 season. Earnhardt was rookie of the year in 1979, the same year Petty won his seventh and final championship. The point of these comparisons is that these three drivers did not have much overlap (Johnson had none) in their careers which makes comparing them difficult. Petty's first race was in 1958 whereas Johnson is still racing in 2020, that's a 62-year span.

During the research, analysis and writing of Part 1 it became clear that determining who was the G.O.A.T was going to be impossible because the equipment a driver had access too. However, by taking a statistical approach, it could be possible to determine which driver had the statically best season. With a way to determine who had the best season, it would then be possible to determine which point and playoff system was superior and produced the best driver each of the nineteen seasons.

Baseball uses a statistic called Wins Above Replacement (WAR). This stat is used to gage a player's total contribution to his team. You'd need a statistics degree to understand the inner workings of the formula but it helps baseball people compare players who played in different eras because the inputs are the same regardless of when a player played. There are some adjustments based on the year a player played but ultimately it is a single stat but it is used to determine which baseball player contributed to the most wins for his team for each position. The closest NASCAR has to a WAR statistic is their Loop Data Driver Rating that began in 2005. Driver Rating will be explained, broken down and analyzed further in this paper, but since it didn't go back to 2001, a new statistic would need to be created.

Since NASCAR has kept the same statistics on drivers and seasons at least from 1975, it would be possible to compare drivers from 1975-2019 and Part I goes into detail why 1975 was the starting year. An easy and lazy way of doing "statistics" would be to cherry-pick certain pieces of data like wins, poles, top tens, laps, etc. but it is unclear if any of those data points actually matter by looking at the

raw data. In order to determine if a data point was meaningful, a linear regression was ran using the driver's season ending points as the dependent variable. In other words, the regression output would try to predict a driver's season ending score based on the independent variables that were included. All variables were included and two additional ones were created.

The results ranked 3,688 unique seasons from 1975 to 2019 based on six independent variables that were determined to be significant based on the regression output. Neither Petty, Earnhardt or Johnson ranked in the top five best seasons and it was Earnhardt who showed up first having the sixth best season of all time. So, based on the model which will be called the *AltmannScore*, the three drivers with seven championships a piece could only best a sixth best season and eighteen of the top 100 best seasons were by these three drivers. Again, as a reminder the *AltmannScore* is being used to determine who had the statistically best season and does not make an attempt to crown a specific driver as the G.O.A.T.

The Process

As stated above, the idea of creating a WAR like statistic was attempted but after understanding how it is derived and how the WAR inputs don't align with NASCAR statistics, the search continued for something else. Loop Data was stumbled upon from doing Google searches to see if anyone had done the work prior of determining who had the best season from a statistical perspective. The challenge with all this is that the driver's skill only goes so far. Put any NASCAR driver in a street car and they'll have no chance of winning a race, much less competing so it will forever be impossible to determine who the best driver was since the car makes up such a large component of the outcome.

Since all the cars were not the same, the next best approach was to determine who had the statistically best season. This was a better approach because all of the data inputs from 1975-2019 were the same. Determining who had the statistically best season, it would help determine which point and playoff system from Part I produces the best outcome. Since creating a WAR statistic was out of the question and using Loop Data would only shrink the sample seasons, a third option was used: Linear Regression.

In statistics, linear regression is an approach to modeling the relationship between a scalar response (or dependent variable) and one or more explanatory variables (or independent variables). The case of one explanatory variable is called simple linear regression. For more than one explanatory variable, the process is called multiple linear regression. This term is distinct from multivariate linear regression, where multiple correlated dependent variables are predicted, rather than a single scalar variable.

In linear regression, the relationships are modeled using linear predictor functions whose unknown model parameters are estimated from the data. Such models are called linear models. Most commonly, the conditional mean of the response given the values of the explanatory variables (or predictors) is assumed to be an affine function of those values, less commonly, the conditional median or some other quantile is used. Like all forms of regression analysis, linear regression focuses on the conditional median or some other quantile is used. Like all forms of regression analysis, linear regression focuses on the conditional probability distribution of the response given the values of the predictors, rather than the joint probability distribution of all of these variables, which is the domain of multivariate analysis.

The first step in putting together the linear regression is finding data. The data collected by NASCAR has been the same since 1975 so the data collection was simple. The following data points were collected:

- Points (Independent Variable)** = Number of points accumulated based on 1975-2003 scoring
- Races** = Number of races ran
- T10** = Top ten finishes
- Laps** = Number of laps completed in the season
- RAF** = Running at finish, the opposite of a did not finish (DNF)
- LLF** = Lead lap finish, did not finish the race a lap or more down
- AvFn** = Average finish throughout the season
- Win** = Number of wins throughout the season
- T5** = Top five finishes
- Pole** = Number of poles throughout the season, starting first
- AvSt** = Average start throughout the season
- Led** = Number of laps led throughout the season
- Miles** = Number of miles completed throughout the season
- Led/Laps** = Percentage of laps led of laps possible for each driver
- StartFinDif** = The difference between average start and average finish for the season

There were 14 different data points collected. 12 of the them came from historical NASCAR scoring and two were created to dig a little deeper. Led/Laps was created for this paper to ask whether a driver who consistently led the highest percentage of the laps they could lead contributed to their year end point total. It was also interesting to include because laps led or laps completed are meaningless by themselves since there is no context of scale. The other statistic that was created was StartFinDif. Subtracting average start from average finish also gets the job done but a singular statistic is cleaner. Because of the types of data collected, including the two new data points, it was clear that there was redundancy. Win, T5 and T10 can all include the same driver since a 1st place finish is also a T5 and T10. This is why the final model for the regression only included six data points.

There was still a major issue hiding in plain sight. It was the same issue that plagued Part I of this paper. The number of races that were run in a season varied from 28 to 36 between 1975-2019. Unlike Part I, there was a solution to ensure all 45 seasons were accounted for. Instead of simply taking the season end results at face value, they were converted into a percentage of what was possible for each collected data point. The reason this was necessary was that the season with 28 races would always produce a regression output less than the seasons with 36 races because the drivers in the later years collected more *wins, races, T10 etc.*

For example, below you'll see the actual results from the 1975 winner Richard Petty and the 2019 winner, Kyle Busch. These are season end results and both drivers won the championship.

2019 Driver	Points	Races	Win	T5	T10	Pole	Laps	Led	AvSt	AvFn	RAF	Miles	LLF	Led/Laps	StartFinDif
1 Kyle Busch	5313	36	5	17	27	1	10167	1582	12.3	8.9	34	13564.44	31	0.16	3.4
1975 Driver	Points	Races	Win	T5	T10	Pole	Laps	Led	AvSt	AvFn	RAF	Miles	LLF	Led/Laps	StartFinDif
1 Richard Petty	4783	30	13	21	24	3	9082	3158	4.1	6.6	24	10846.44	18	0.35	-2.50

A few things to call out. Petty ran 100% of the races in 1975, but since there were only 30, he ended up with nearly 500 less points than Busch. Also, Win, T5 and T10 are not as close as they seem.

Petty raced in six less races, but had more wins and T5 finishes resulting in him doing better in a higher percentage of races. So, because of all this, there was a need to standardize the results. The way this was accomplished was by figuring out what was the maximum amount available for each statistic, each season. In 1975, the most wins a driver could have won, would have been 30. Which also meant that the most Races, T5, T10, Pole, RAF and LLF were also 30. Laps and Miles were calculated for each race and then tallied up for each season. The maximum Led a driver could have accumulated was the same as the Laps for that driver. The maximum average finish and average start for a driver would have been 1st. By turning the season end data into a percentage, it was then possible to compare Petty's season with Kyle Busch's season. Below are the standardized results as a percentage of what was possible.

2019 Driver	Points	Races	Win	T5	T10	Pole	Laps	Led	AvSt	AvFn	RAF	Miles	LLF	Led/Laps	StartFinDif
1 Kyle Busch	5313	1.00	0.14	0.47	0.75	0.03	0.99	0.15	12.3	8.9	0.94	0.98	0.86	0.16	3.4
1975 Driver	Points	Races	Win	T5	T10	Pole	Laps	Led	AvSt	AvFn	RAF	Miles	LLF	Led/Laps	StartFinDif
1 Richard Petty	4783	1.00	0.43	0.70	0.80	0.10	0.85	0.30	4.1	6.6	0.80	0.88	0.60	0.35	-2.5

Disregard the points because after the standardization of the data, they are meaningless. A new point total will be calculated based on the regression output model. The cells highlighted in yellow display a percentage. Busch and Petty both raced in 100% of the races in their season, Petty won 43% of his races while Busch won 14%. Petty beat Busch in all statistics except Laps, Miles, RAF and LLF. After looking through the data, it became clear that the cars in the '70s broke down substantially more than they did in the later years. Busch's equipment was more durable which allowed for him to run 98% of the miles in the 2019 season and his RAF was 94%.

Similar to the standardization of the data issue, there was also a problem with the independent variable. A linear regression was used to produce a predictor variable or sorts. In other words, data would be inputted into the model and the model would display a result. In this case, the result needed to be points so that the best season could be determined. Since the point and playoff system changed six times between 2001 and 2019, taking a driver's season ending points at face value would not produce a favorable result. To make sure that the independent variable points were uniform, point totals were pulled from the 1975-2003 point system discussed in Part I. From 1975 to 2003, the points that a driver accumulated throughout the season were used and unaltered. From 2004 on, the points a driver accumulated were pulled from the 1975-2003 point system to ensure that the independent variable was as consistent as possible. Once this was completed, all drivers' seasons were included into a single list consisting of 3,688 unique driver seasons.

Now that the data for the 14 variables was standardized and the independent variable was as uniform as possible, it was time to start the step-wise regression process. The purpose for this is that not all of the 14 variables significantly contribute to the point total. Anything that produces a *p-value* > 0.05 would be thrown out. After each regression was ran, the dependent variable with the highest *p-value* was thrown out and the process started again until all the variables were significant. In the end, only six of the 14 variables survived the process and were deemed significant factors in determining a driver's season ending point total.

Below is the output of the linear regression. Six variables were deemed significant. The formula that will be used for the *AltmannScore* has been included as well. The values were taken directly from the regression output, under the *coefficient's* column. The simplicity and beauty of this formula is that now any driver's standardized season statistics can be inputted into the model and the output can be compared with any driver in any year.

$Y = \text{AltmannScore}$
 Constant = *intercept*

$$Y = \text{constant} + \beta_1(X_1) + \beta_2(X_2) + \beta_3(X_3) + \beta_4(X_4) + \beta_5(X_5) + \beta_6(X_6)$$

$\beta_1 = \text{Races}$
 $\beta_2 = \text{T10}$
 $\beta_3 = \text{Laps}$
 $\beta_4 = \text{RAF}$
 $\beta_5 = \text{LLF}$
 $\beta_6 = \text{StartFinDif}$

$$Y = \text{intercept} + \text{Races}(X_1) + \text{T10}(X_2) + \text{Laps}(X_3) + \text{RAF}(X_4) + \text{LLF}(X_5) + \text{StartFinDif}(X_6)$$

$$Y = -24.92 + 1861.24(X_1) + 1711.01(X_2) + 522.55(X_3) + 440.32(X_4) + 1170.48(X_5) + 2.28(X_6)$$

SUMMARY OUTPUT

Regression Statistics	
Multiple R	0.996
R Square	0.991
Adjusted R Square	0.991
Standard Error	154.420
Observations	3688

ANOVA

	df	SS	MS	F	Significance F
Regression	6	9976683221.77	1662780536.96	69730.99	0.00
Residual	3681	87775821.68	23845.65		
Total	3687	10064459043.45			

	Coefficients	Standard Error	t Stat	P-value	Lower 95%	Upper 95%	Lower 95.0%	Upper 95.0%
Intercept	-24.9118	4.1678	-5.9772	0.0000	-33.0832	-16.7403	-33.0832	-16.7403
Races	1861.2427	42.1103	44.1992	0.0000	1778.6810	1943.8045	1778.6810	1943.8045
T10	1711.0050	22.3946	76.4027	0.0000	1667.0980	1754.9120	1667.0980	1754.9120
Laps	522.5527	79.0489	6.6105	0.0000	367.5688	677.5367	367.5688	677.5367
RAF	440.3154	59.8805	7.3532	0.0000	322.9131	557.7176	322.9131	557.7176
LLF	1170.4816	24.7618	47.2697	0.0000	1121.9334	1219.0298	1121.9334	1219.0298
StartFinDif	2.2767	0.3775	6.0316	0.0000	1.5367	3.0168	1.5367	3.0168

Petty's 1975 season stats and Busch's 2019 season stats can now be compared "apples-to-apples" unlike before when the data was raw. The six variables from the regression output above can be inputted into the formula, producing the *AltmannScore* which then can compare individual drivers' seasons against each other. A simple way to think about the variables is that, for example, if a driver ran 100% of the races in a season, that is worth 1,861.24 points. Likewise, the same is true for the other five variables. Their importance in predicting the total points is displayed in the magnitude of the variable.

2019 Driver	Points	Races	T10	Laps	RAF	LLF	StartFinDif
1 Kyle Busch		1.00	0.75	0.99	0.94	0.86	3.4
1975 Driver	Points	Races	T10	Laps	RAF	LLF	StartFinDif
1 Richard Petty		1.00	0.80	0.85	0.80	0.60	-2.5

$$Y_{Busch} = -24.92 + 1861.24(1.00) + 1711.01(0.75) + 522.55(0.99) + 440.32(0.94) + 1170.48(0.86) + 2.28(3.4)$$

$$Y_{Petty} = -24.92 + 1861.24(1.00) + 1711.01(0.80) + 522.55(0.85) + 440.32(0.80) + 1170.48(0.60) + 2.28(-2.5)$$

$$Y_{Busch} = 5,065.17$$

$$Y_{Petty} = 4,698.14$$

Based on the formula, Busch's 2019 season was better than Petty's 1975 season. This is because of the variables that were deemed significant predictors of the season ending point total. Even though Petty had 13 wins compared to Busch's 5, wins were considered insignificant when predicating an outcome. Besides, wins are included within the T10 variable. One thing that is clear with the six variables is that they are focused on how a driver finished. Pole and average start were not significant. Races were significant probably because the more races a driver runs, the more points they collect. Also, there was a clear significance of actually finishing a race, especially on the lead. Now with this information, it is easy to sort by the largest to the smallest *AltmannScore*, do some analysis and determine which driver had the best season of all-time and which driver had the best season each of the last 45 years. The *AltmannScore* will also be used to help determine which point and playoff system produced the best results. Best results meaning, which system did the driver with the highest *AltmannScore* finish the best.

The other piece of data collection was with NASCAR Loop Data. Even though it first began in 2005, it was worth including in this paper since it was just another piece of data to help determine which point and playoff system should be preferred. The formula and data points used to calculate a driver rating are described below. NASCAR calculates a rating for each driver each race. A perfect driver rating is 150.0. What is amusing about the Loop Data is that even NASCAR needed to standardize the data in order to create the Driver Rating so they use the same point system that was used in 2005 even though they themselves changed it multiple times since then.

Driver Rating Formula Explained

Driver Rating is a Loop Data statistic which is based on several statistical components. Below is an explanation of the formula, which is broken down into three different sections.

SECTION 1 – Primary Statistics

The "Primary Statistics" are those that are most important to the formula – and therefore awarded the most points.

The points assigned to each "Primary Statistic" are based on the point structure in place when the Driver Rating was developed in 2005, and use the points structure in place from 2004-2006. In the interest of continuity, the formula still uses the old points structure, even though the point structure was changed in 2007.

In the formula, the first-place driver earns 180 points and the 43rd-place driver earns 34, with the increments in between the same as NASCAR's points distribution scale. Each statistic is then "multiplied" or "weighted" depending on its importance to the formula. All ties in the "Primary Statistics" are broken by finishing position.

"Primary Statistic" points are then added together.

Primary Statistics	Max	Min	Multiplier
Finish	180	34	1
Average Running Position (a)	360	68	2
Average Speed (b)	180	34	1
Fastest Lap (c)	20	3.8	1/9

Footnotes:

- (a) Average Running Position are while on the lead lap and under a green flag.
- (b) For restrictor-plate races average speed in turns is used instead of overall average.
- (c) Fastest Lap is the average of the fastest three laps by that driver.

SECTION 2 – Fixed Bonus Points

Bonus points are given for reaching certain goals. Below are the goals and the bonus points for each. (Note: All ties in “fixed bonus points” result in the bonus being added to all applicable drivers.) Each “Fixed Bonus Points” total is then added together.

Fixed Bonus Points

Win	20
Top-15 Finish	10
Leading Most Laps	10
Lead Lap Finish	5
Average Running Position better than 10.0 (a)	5
Average Running Position better than 6.0 (a)	5
Average Running Position better than 2.0 (a)	5

Footnotes:

- (a) Average Running Position are while on the lead lap and under a green flag.

SECTION 3 – Variable Bonus Points

These are bonus points that are dependent on two statistics a driver earns in a given race – green flag laps led and green flag fastest laps.

The two stats are added together and then divided by the total green flag laps the driver has run in the race. The resulting number is then multiplied by 100.

The maximum number of points a driver can get in this section is 100.

OVERVIEW

When all three sections are tallied, the points from each section are added together (the maximum number possible is 900 points) and then adjusted by dividing by six, which makes a perfect Driver Rating 150.0.

	Max	Min
Total Possible Points	900	139.8
Adjusted Driver Rating	150.0	23.3

Also, if a given race has less than 43 participants – the points awarded are adjusted accordingly to prevent inflated ratings.

To put together the results, all drivers were entered into a spreadsheet along with their corresponding year of the season they ran and their point total from the 1975-2003 system. The six significant variables were also included in the same spreadsheet totaling nine columns of data for 3,688 unique entries. The variables were then inputted into the regression output formula producing an *AltmannScore* for all 3,688 entries. All entries were then sorted from largest to smallest. The largest *AltmannScore* signifies the best overall season between 1975-2019 and each season can be sorted to display the driver with the best statistical season.

The *AltmannScore* should not be compared to the actual point total for the 1975-2003 system, while some are close, the difference lies in the fact that the total skews smaller beginning in 2000 because the seasons were less than 36 races. The other reason is that the *AltmannScore* is based on a regression model where the 1975-2003 system was based off of a simple calculation of points based on race finish.

This also means that the driver who had the highest *AltmannScore* for a particular season may not have even won a championship, even in the 1975-2003 system. Make no mistake, the *AltmannScore* and the actual outcome from the 1975-2003 system will be different, should be different and certainly shouldn't be compared to each other.

The Results

The data collection process and the complicated at times setup, led to a rather simple outcome. The chart below displays the top-100 seasons all time determined by the *AltmannScore*. The chart contains the driver's rank, the year of the season, the driver's name and their *AltmannScore*. This is the best way to show a driver's dominance in a particular season compared to other seasons and in some cases show how flawed the playoff systems have been since 2003. The driver's whose name is highlighted in orange is the driver who won a championship that year. In other words, they won a championship and had the best overall season according to the *AltmannScore*.

The other chart tallies up the number of times a driver shows up in the top-100 while also showing how many championships that driver won. Jeff Gordon had ten seasons that were in the top-100 all time and of those ten, he won a championship in four of them. There is a total of 28 drivers who had a top-100 season. Kevin Harvick has had the best season eight times and Mark Martin had the best season six times. Harvick won a championship in 2014 with the sixth best season that year while Mark Martin never managed to win a championship.

Taking a look at the three drivers with seven championships a piece, Richard Petty, Dale Earnhardt and Jimmie Johnson, they managed a top-100 best season finish 18 times. Petty had two, Earnhardt seven and Johnson had nine. Of Petty's two top-100 seasons, he won a championship both times whereas Earnhardt won five times and Johnson six times. In other words, Johnson has won seven championships total and according to the *AltmannScore*, six of those came in seasons where he finished in the top-100 all time. His other championship came in the 2016 season which ranked 273rd all time. Earnhardt had five of his seven championships come in seasons that were in the top-100. 108th (1986) and 174th (1980) were the other two that fell outside of the top-100. Besides those three, Jeff Gordon

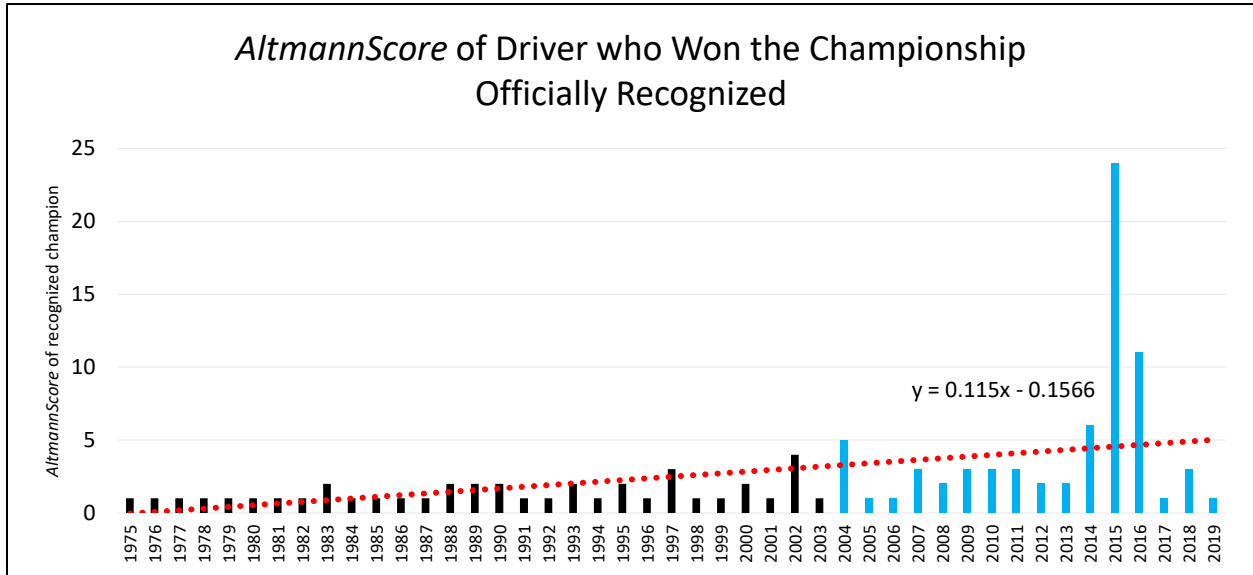
has won four championships and all four were not only in the top-100, but the top-67. Petty, Earnhardt and Johnson all had recognized championships that fell outside of the top-100. On top of that, Gordon had the best season ten times or 10% of all top-100 seasons belong to Gordon including the top two seasons all time.

Overall, there were 32 championship seasons that were ranked in the top-100 all time. 32 of 45 seasons, or 71% were won in seasons when the driver logged a top-100 best season. Four of the other seasons occurred during the playoff era (post-2003), six were in the '80s, one in '76, one in '92 and the other in '02.

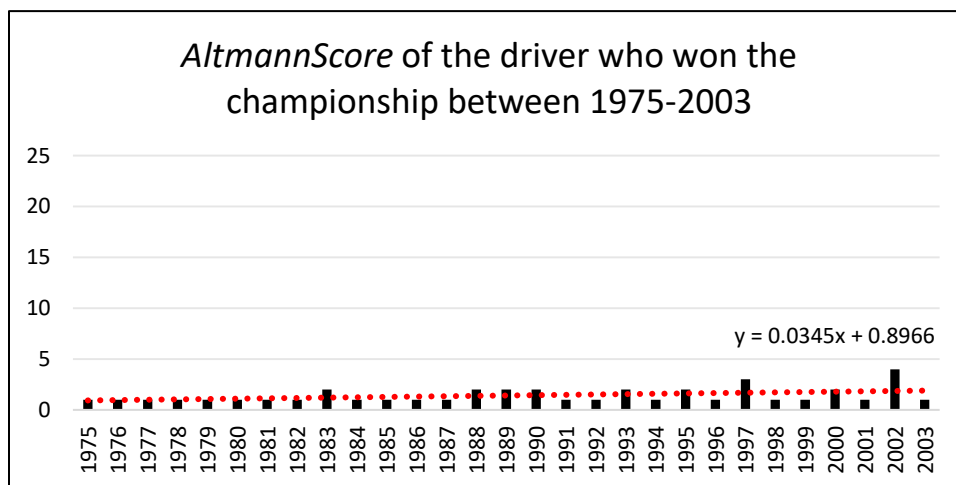
Driver	App. In Top-100	Championships
Jeff Gordon	10	4
Jimmie Johnson	9	6
Kevin Harvick	8	0
Dale Earnhardt	7	5
Mark Martin	6	0
Dale Jarrett	5	1
Joey Logano	5	1
Tony Stewart	5	2
Kyle Busch	4	1
Matt Kenseth	4	1
Carl Edwards	3	0
Brad Keselowski	3	1
Martin Truex Jr.	3	1
Jeff Burton	3	0
Cale Yarborough	2	2
Bobby Labonte	2	1
Rusty Wallace	2	0
Darrell Waltrip	2	1
Denny Hamlin	2	0
Bobby Allison	2	1
Kurt Busch	2	0
Richard Petty	2	2
Dale Earnhardt, Jr.	2	0
Clint Bowyer	2	0
Sterling Marlin	2	0
Terry Labonte	1	1
Greg Biffle	1	0
Bill Elliott	1	1

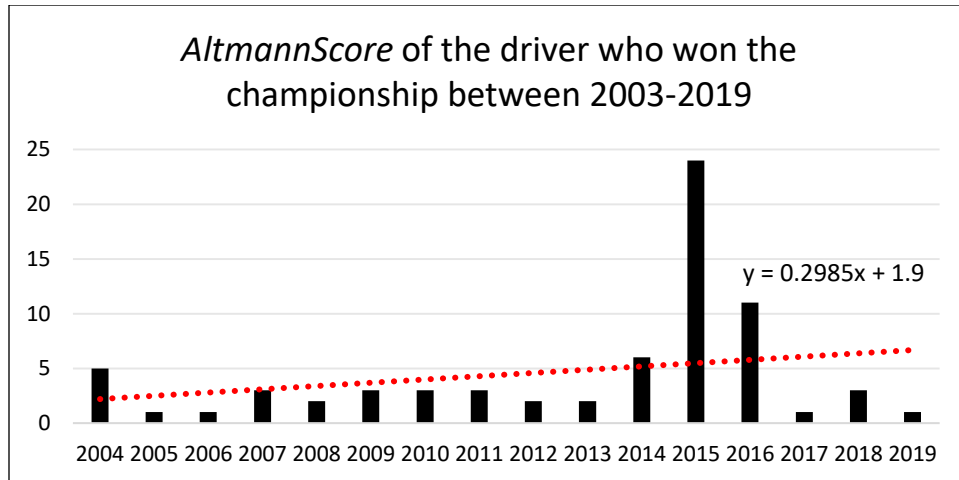
	Year	Driver	Altmann_Score		Year	Driver	Altmann_Score
1	2007	Jeff Gordon	5245	51	2012	Brad Keselowski	4831
2	1998	Jeff Gordon	5214	52	2013	Jimmie Johnson	4824
3	1999	Dale Jarrett	5212	53	2015	Martin Truex Jr.	4821
4	2015	Joey Logano	5157	54	1998	Jeff Burton	4814
5	2018	Kevin Harvick	5108	55	2004	Jeff Gordon	4814
6	1987	Dale Earnhardt	5098	56	1978	Cale Yarborough	4808
7	2018	Kyle Busch	5086	57	1993	Dale Earnhardt	4806
8	2010	Kevin Harvick	5085	58	1996	Mark Martin	4805
9	1977	Cale Yarborough	5073	59	2000	Jeff Burton	4804
10	2019	Kyle Busch	5069	60	2006	Matt Kenseth	4801
11	1999	Bobby Labonte	5053	61	2000	Dale Jarrett	4790
12	1998	Mark Martin	5051	62	2014	Matt Kenseth	4787
13	2015	Kevin Harvick	5048	63	2001	Jeff Gordon	4779
14	2008	Carl Edwards	5045	64	2008	Jimmie Johnson	4778
15	2011	Carl Edwards	5030	65	1996	Dale Jarrett	4773
16	1990	Mark Martin	5022	66	2016	Kurt Busch	4772
17	2000	Dale Earnhardt	4989	67	1997	Jeff Gordon	4770
18	1996	Terry Labonte	4982	68	2016	Brad Keselowski	4770
19	2003	Matt Kenseth	4980	69	1988	Bill Elliott	4769
20	2000	Bobby Labonte	4980	70	2019	Martin Truex Jr.	4763
21	2016	Kevin Harvick	4977	71	2014	Joey Logano	4760
22	2015	Brad Keselowski	4976	72	2017	Kevin Harvick	4760
23	1994	Dale Earnhardt	4955	73	1979	Richard Petty	4760
24	2018	Joey Logano	4950	74	1998	Dale Jarrett	4757
25	1999	Mark Martin	4949	75	2015	Jeff Gordon	4749
26	1988	Rusty Wallace	4948	76	1999	Jeff Burton	4747
27	2009	Jeff Gordon	4947	77	2007	Matt Kenseth	4741
28	2019	Kevin Harvick	4947	78	2015	Dale Earnhardt, Jr.	4738
29	2006	Jimmie Johnson	4934	79	2019	Joey Logano	4737
30	2014	Jeff Gordon	4928	80	2015	Jimmie Johnson	4730
31	2016	Joey Logano	4918	81	2001	Tony Stewart	4728
32	1996	Jeff Gordon	4915	82	2007	Jimmie Johnson	4721
33	1990	Dale Earnhardt	4914	83	2000	Tony Stewart	4719
34	1981	Darrell Waltrip	4906	84	2002	Mark Martin	4718
35	1997	Mark Martin	4905	85	2012	Jimmie Johnson	4717
36	1983	Darrell Waltrip	4904	86	2012	Clint Bowyer	4717
37	2019	Denny Hamlin	4900	87	2010	Carl Edwards	4716
38	1983	Bobby Allison	4898	88	2013	Clint Bowyer	4716
39	2009	Tony Stewart	4891	89	2011	Jimmie Johnson	4713
40	2017	Martin Truex Jr.	4888	90	2016	Denny Hamlin	4708
41	2009	Jimmie Johnson	4887	91	2011	Tony Stewart	4707
42	2005	Tony Stewart	4886	92	2013	Dale Earnhardt, Jr.	4707
43	1997	Dale Jarrett	4878	93	2013	Kyle Busch	4706
44	1995	Dale Earnhardt	4869	94	1995	Sterling Marlin	4704
45	1995	Jeff Gordon	4860	95	1975	Richard Petty	4700
46	1981	Bobby Allison	4857	96	2001	Sterling Marlin	4700
47	2013	Kevin Harvick	4838	97	2010	Jimmie Johnson	4697
48	2016	Kyle Busch	4835	98	2009	Kurt Busch	4697
49	2012	Greg Biffle	4835	99	1991	Dale Earnhardt	4691
50	1993	Rusty Wallace	4834	100	2008	Kevin Harvick	4691

The chart below shows the *AltmannScore* of the driver who won the championship that year. The blue bars show when the NASCAR playoff system began in 2004. It clearly shows that there was more variability once the playoff system was instituted meaning that the driver who was recognized as the champion was less likely to have had the best season compared to before the playoff system.



The two graphs below show the same information as before, but split between pre and post playoff system. The difference is clearer by the slope of the two lines as well as the magnitude of the bars. Kyle Busch’s 2015 season will always be an outlier but even without that season, prior to 2004, a champion had either the best or second best *AltmannScore* 27 of 29 seasons. In the 16 seasons since 2004, only seven of those seasons did the champion have the best or second best *AltmannScore*. That equates to 43.75% of the time compared to 93.10% of the time prior to 2004. In other words, using a statistical analysis of who had the best season, the data shows that prior to the playoff system, the 1975-2003 system was more likely to reward the driver with the best season with a championship.





The Discussion

Unlike the first paper where the playoff systems were simply discussed, the remainder of this paper will attempt to make a claim as to which system is best. Best will be defined as which playoff system (or scoring system) rewards the driver who had the best statistical season as determined by the *AltmannScore*. It will be as simple as that. Loop data will be discussed and included in the analysis and more data from Part I will be revisited as well.

Loop data is NASCAR’s attempt at using race data to determine who had the best race based on start, finish and in race statistics. That concept is similar to how the *AltmannScore* was developed expect that NASCAR has access to data that was not available for this paper. As mentioned before, Loop Data started in 2005 so it could not be used for all seasons, but it was enough information. Loop Data was collected for each race from 2005 to 2019 and then the average for each driver for each season was taken. Those averages were forced ranked with the driver with the highest being the one who was declared the “champion” assuming NASCAR used Loop Data to declare champions instead of points. It was another way to potentially validate the fact that the playoff system doesn’t work.

After doing the analysis and comparison, the Recognized Champion and the Loop Data matched eight times while the *AltmannScore* matched the Loop Data seven times. There has been a total of 15 years of Loop Data. Four times, all three scoring systems were in agreement. Now, just because the recognized champion matched one more time than the *AltmannScore* does not mean that the playoff system is vindicated. Remember, there has been six different point and playoff systems since 2003 so as a whole the recognized system produced a better result but the argument has always been specific to individual playoff systems. Further digging was needed so the same analysis was completed for each individual playoff system. If a driver was the best in a system, they were highlighted in blue below if their name appeared more than once in the same season.

Year	Recognized Champion	AltmannScore	Loop Data
2019	Kyle Busch	Kyle Busch	Kyle Busch
2018	Joey Logano	Kevin Harvick	Kevin Harvick
2017	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr
2016	Jimmie Johnson	Kevin Harvick	Kevin Harvick
2015	Kyle Busch	Joey Logano	Kevin Harvick
2014	Kevin Harvick	Jeff Gordon	Kevin Harvick
2013	Jimmie Johnson	Kevin Harvick	Matt Kenseth
2012	Brad Keselowski	Greg Biffle	Jimmie Johnson
2011	Tony Stewart	Carl Edwards	Kyle Busch
2010	Jimmie Johnson	Kevin Harvick	Jimmie Johnson
2009	Jimmie Johnson	Jeff Gordon	Jimmie Johnson
2008	Jimmie Johnson	Carl Edwards	Carl Edwards
2007	Jimmie Johnson	Jeff Gordon	Jimmie Johnson
2006	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson
2005	Tony Stewart	Tony Stewart	Tony Stewart
2004	Kurt Busch	Jeff Gordon	no data
2003	Matt Kenseth	Matt Kenseth	no data
2002	Tony Stewart	Mark Martin	no data
2001	Jeff Gordon	Jeff Gordon	no data

The first thing to note about the data presented below is that the numbers are out of 15 and not 19 because Loop Data has only been around since 2005. What you will see below are seven charts. One for the recognized champion and the other six represent all of the point and playoff systems discussed in Part I. What this shows is how many times the champion, the *AltmannScore* and the Loop Data alligned for each system. The Recognized Champion and the Loop Data allign eight times but we can not assume NASCAR will continue to make changes to their playoff system that'll allow for the similaries to continue. Twice the Loop Data and the point or playoff system produced seven similar champions.

The *AltmannScore* and Loop Data produced similar champions seven times out of the 15 seasons. As time progressed, the alignment with Loop Data and the playoff system or the *AltmannScore* and the playoff system decreased. Digging deeper into the *1975-2003* and *2007-2010_Playoffs*, even though they both produced seven champions with Loop Data, one had better outcomes than the other. When comparing overall allignment, meaning that there were similarities between any of the three, the *1975-2003* system had 14 no matches whereas the *2007-2010_Playoffs* had 20 no matches. In other words, the point or playoff system, the *AltmannScore* and the Loop Data were in agreement the most for the *1975-2003* system. This is also in agreement with the discussion earlier about how the playoff system has not rewarded the best driver with a championship compared to prior.

	Recognized Champion	AltmannScore	Loop Data
Recognized Champion	-		
<i>AltmannScore</i>	4	-	
Loop Data	8	7	-

	<i>1975-2003</i>	AltmannScore	Loop Data
<i>1975-2003</i>	-		
<i>AltmannScore</i>	9	-	
Loop Data	7	7	-

	<i>2004-2006_Playoffs</i>	AltmannScore	Loop Data
<i>2004-2006_Playoffs</i>	-		
<i>AltmannScore</i>	6	-	
Loop Data	5	7	-

	2007-2010_Playoffs	AltmannScore	Loop Data
2007-2010_Playoffs	-		
AltmannScore	3	-	
Loop Data	7	7	-

	2011-2015_('11-'13 Playoffs)	AltmannScore	Loop Data
2011-2015_('11-'13 Playoffs)	-		
AltmannScore	3	-	
Loop Data	6	7	-

	2011-2015_('14-'15 Playoffs)	AltmannScore	Loop Data
2011-2015_('14-'15 Playoffs)	-		
AltmannScore	2	-	
Loop Data	2	7	-

	2016_Playoffs	AltmannScore	Loop Data
2016_Playoffs	-		
AltmannScore	2	-	
Loop Data	2	7	-

Revisiting the outcomes of each point and playoff system discussed in Part I, we can take a better look at which system produced the best statistical outcome. By using the *AltmannScore* and simply highlighting which driver had the best season, it is more clear than ever that the 1975-2003 system consistently produced the best driver. The first chart below displays who is the recognized NASCAR champion (far right column) and which driver would have won the championship had each system been in place from 2001-2019.

The second chart takes the information from the first one and highlights the driver who had the highest *AltmannScore* that season. Six of the 19 seasons the Recognized Champion had the highest *AltmannScore* but 12 times the 1975-2003 champion had the highest score. Furthermore, five times did the 1975-2003 champion finish second and no times did the champion finish worse than 4th. This all makes sense because once the Stage racing and the playoff system are stripped away, the driver who performs the best wins, but having the data to back it up is powerful.

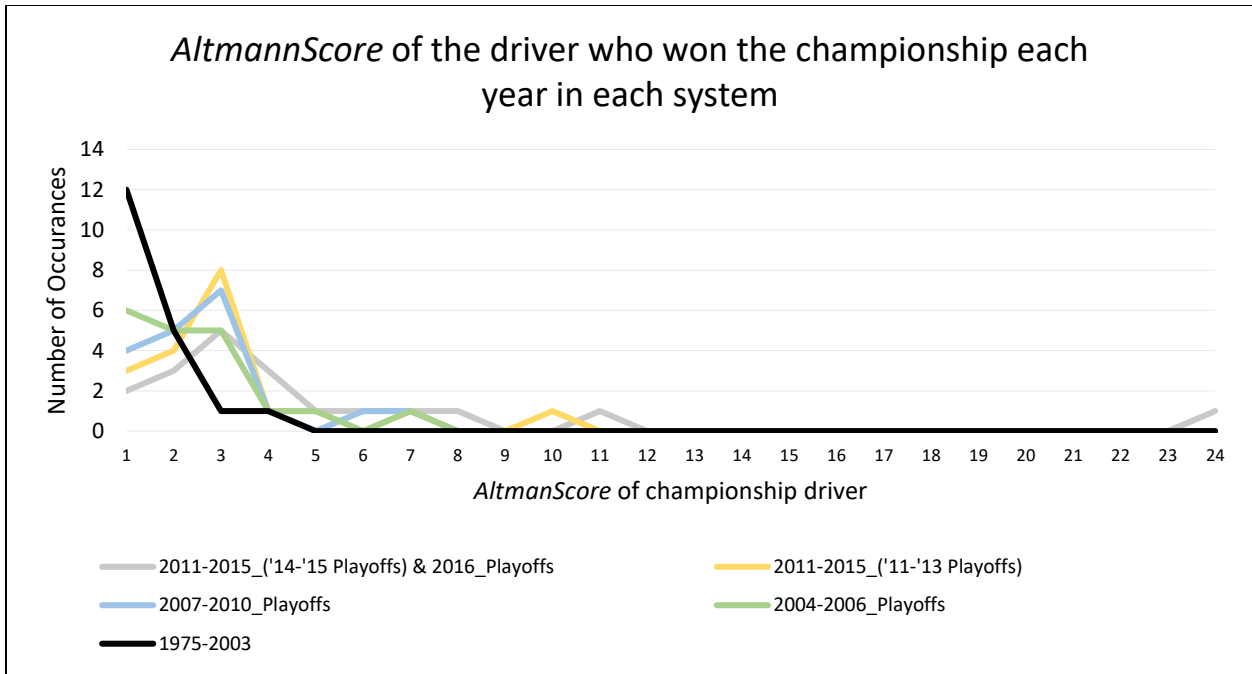
	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2019	Kyle Busch	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Kyle Busch
2018	Kyle Busch	Joey Logano	Joey Logano	Joey Logano	Joey Logano	Joey Logano	Joey Logano
2017	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.
2016	Kevin Harvick	Joey Logano	Kyle Busch	Kyle Busch	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson
2015	Kevin Harvick	Joey Logano	Joey Logano	Carl Edwards	Kyle Busch	Kyle Busch	Kyle Busch
2014	Jeff Gordon	Joey Logano	Kevin Harvick	Joey Logano	Kevin Harvick	Kevin Harvick	Kevin Harvick
2013	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Dale Earnhardt Jr.	Dale Earnhardt Jr.	Jimmie Johnson
2012	Brad Keselowski	Brad Keselowski	Brad Keselowski	Brad Keselowski	Kyle Busch	Kyle Busch	Brad Keselowski
2011	Carl Edwards	Carl Edwards	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart
2010	Kevin Harvick	Kevin Harvick	Jimmie Johnson	Jimmie Johnson	Carl Edwards	Carl Edwards	Jimmie Johnson
2009	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Kurt Busch	Kurt Busch	Jimmie Johnson
2008	Carl Edwards	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Kevin Harvick	Kevin Harvick	Jimmie Johnson
2007	Jeff Gordon	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jeff Gordon	Jeff Gordon	Jimmie Johnson
2006	Matt Kenseth	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Denny Hamlin	Denny Hamlin	Jimmie Johnson
2005	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart	Greg Biffle	Greg Biffle	Tony Stewart
2004	Jeff Gordon	Kurt Busch	Jimmie Johnson	Kurt Busch	Jimmie Johnson	Jimmie Johnson	Kurt Busch
2003	Matt Kenseth	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Matt Kenseth
2002	Tony Stewart	Kurt Busch	Kurt Busch	Kurt Busch	Kurt Busch	Kurt Busch	Tony Stewart
2001	Jeff Gordon	Sterling Martin	Sterling Martin	Sterling Martin	Bobby Labonte	Bobby Labonte	Jeff Gordon

The drivers highlighted in orange had the best season determined by the *AltmannScore*. Only twice did the driver with the best season win a championship once the playoff cuts were introduced. One of those seasons was Jeff Gordon's '07 season which was the best season all-time and the other was Martin Truex's '17 season which was the only time that a driver won in all point and playoff systems. It took two incredible seasons to win which should not be seen as likely to happen again which again reinforces the flaw in the current playoff system.

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion	Best Season	Rank of Season All-Time
2019	Kyle Busch	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Kyle Busch	Kyle Busch	10
2018	Kyle Busch	Joey Logano	Joey Logano	Joey Logano	Joey Logano	Joey Logano	Joey Logano	Kevin Harvick	5
2017	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	40
2016	Kevin Harvick	Joey Logano	Kyle Busch	Kyle Busch	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Kevin Harvick	21
2015	Kevin Harvick	Joey Logano	Joey Logano	Carl Edwards	Kyle Busch	Kyle Busch	Kyle Busch	Joey Logano	4
2014	Jeff Gordon	Joey Logano	Kevin Harvick	Joey Logano	Kevin Harvick	Kevin Harvick	Kevin Harvick	Jeff Gordon	30
2013	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Dale Earnhardt Jr.	Dale Earnhardt Jr.	Jimmie Johnson	Kevin Harvick	47
2012	Brad Keselowski	Brad Keselowski	Brad Keselowski	Brad Keselowski	Kyle Busch	Kyle Busch	Brad Keselowski	Greg Biffle	49
2011	Carl Edwards	Carl Edwards	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart	Carl Edwards	15
2010	Kevin Harvick	Kevin Harvick	Jimmie Johnson	Jimmie Johnson	Carl Edwards	Carl Edwards	Jimmie Johnson	Kevin Harvick	8
2009	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Kurt Busch	Kurt Busch	Jimmie Johnson	Jeff Gordon	27
2008	Carl Edwards	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Kevin Harvick	Kevin Harvick	Jimmie Johnson	Carl Edwards	14
2007	Jeff Gordon	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jeff Gordon	Jeff Gordon	Jimmie Johnson	Jeff Gordon	1
2006	Matt Kenseth	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Denny Hamlin	Denny Hamlin	Jimmie Johnson	Jimmie Johnson	29
2005	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart	Greg Biffle	Greg Biffle	Tony Stewart	Tony Stewart	42
2004	Jeff Gordon	Kurt Busch	Jimmie Johnson	Kurt Busch	Jimmie Johnson	Jimmie Johnson	Kurt Busch	Jeff Gordon	55
2003	Matt Kenseth	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Matt Kenseth	Matt Kenseth	19
2002	Tony Stewart	Kurt Busch	Kurt Busch	Kurt Busch	Kurt Busch	Kurt Busch	Tony Stewart	Mark Martin	84
2001	Jeff Gordon	Sterling Martin	Sterling Martin	Sterling Martin	Bobby Labonte	Bobby Labonte	Jeff Gordon	Jeff Gordon	63

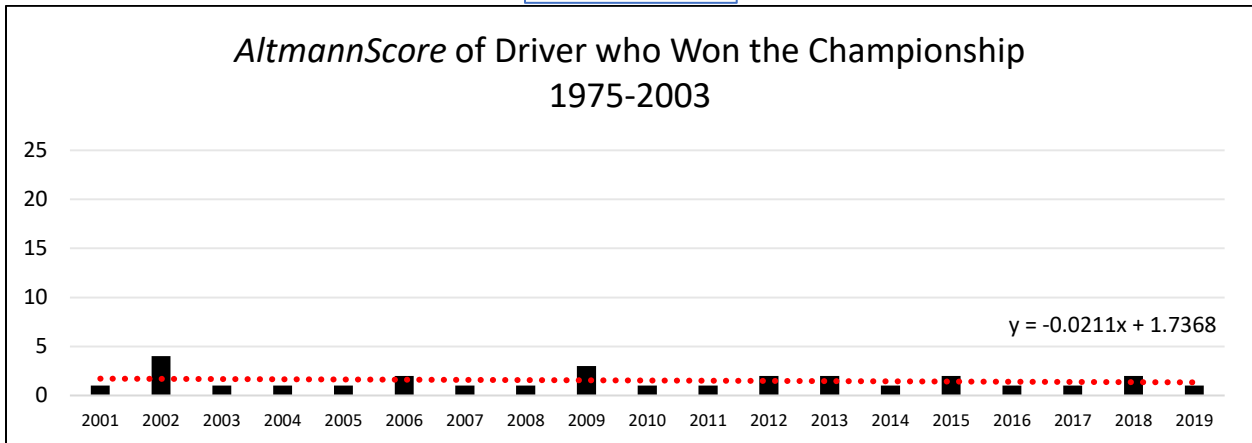
This graph below compares the outcomes of each of the six point and playoff systems. It is a visual representation of where the championship driver finished in the *AltmannScore* ranking for that season. For example, between 2001-2019, 12 times the champion of the 1975-2003 had the highest *AltmannScore*. Furthermore, the worst any driver did during the 1975-2003 system was fourth. In comparison, only six times did the driver with the best *AltmannScore* win during the 2004-2006_Playoffs and it only gets worse. Only twice during the 2011-2015_('14-'15 Playoffs) and 2016_Playoffs systems did the driver with the best *AltmannScore* win a championship. There is a spike in 3rd place finishes for all but the 1975-2003 system. Not only did the playoff system format start to reward drivers with worse seasons, once the current playoff structure was introduced in 2014, the outcomes were even worse.

If the goal is to reward the driver who had the best season over the course of 36 races, it is clear that the 1975-2003 point system does just that. However, it raises the question as to the importance of the regular season. Kyle Busch's 2015 season is a perfect example but so are Kevin Harvick's 2008 season as well as Dale Earnhardt Jr's 2013 season. Busch missed 11 races while Harvick and Earnhardt Jr. didn't win a race in their champion seasons. The outcomes for the 2011-2015_('14-'15 Playoffs) and 2016_Playoffs systems are not in line with the actual performance on the track. To those who will use the argument that team sports can sneak into the playoff and win a championship, there is one glaring gap in that logic. Because of the charter system in NASCAR and that those drivers compete against each other 36 times a year, there should be no need for a playoff.

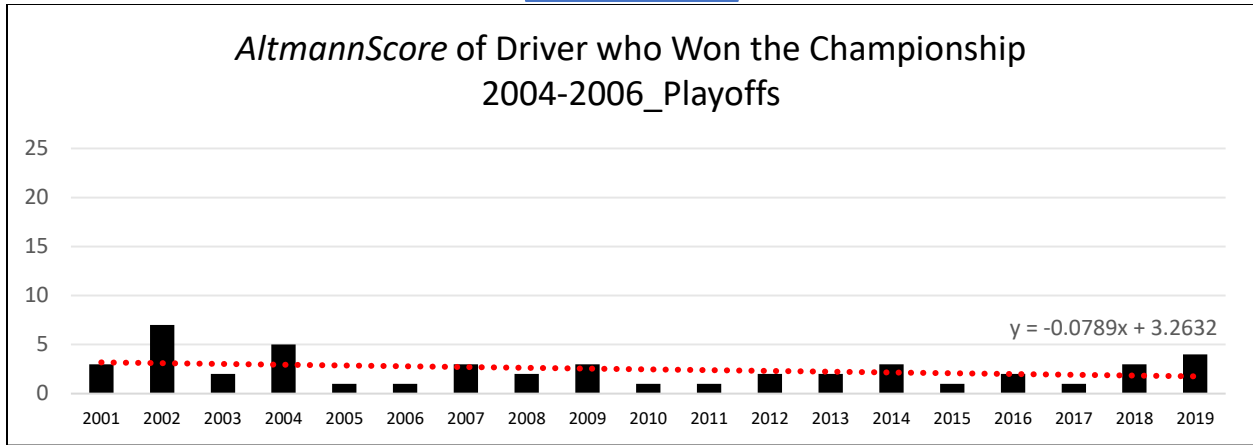


The charts below extrapolate on the data that is in the aforementioned graph. It will show that the 1975-2003 system produces the best outcomes. What is also included is the max finish, the min finish as well as the average, mode and median. The 1975-2003 system had the smallest average (1.53) as well as the smallest max (4) and the mode and median were both 1.

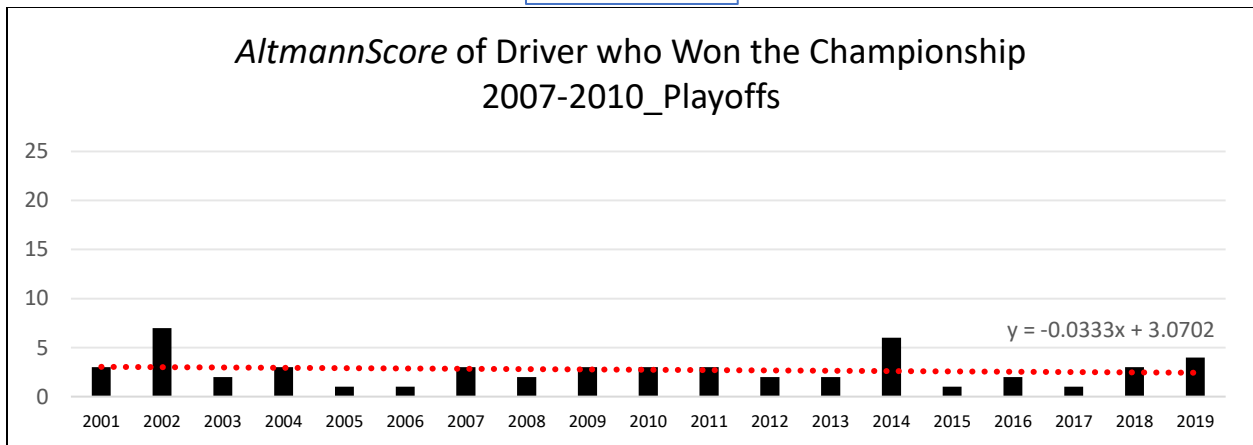
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Median	1.00



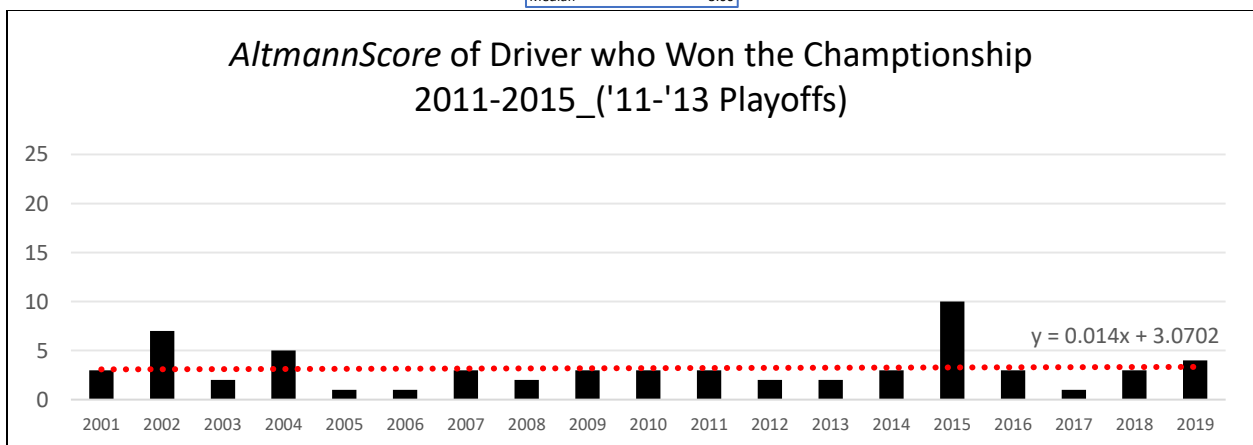
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min	1
Avg	2.47
Mode	1.00
Median	2.00



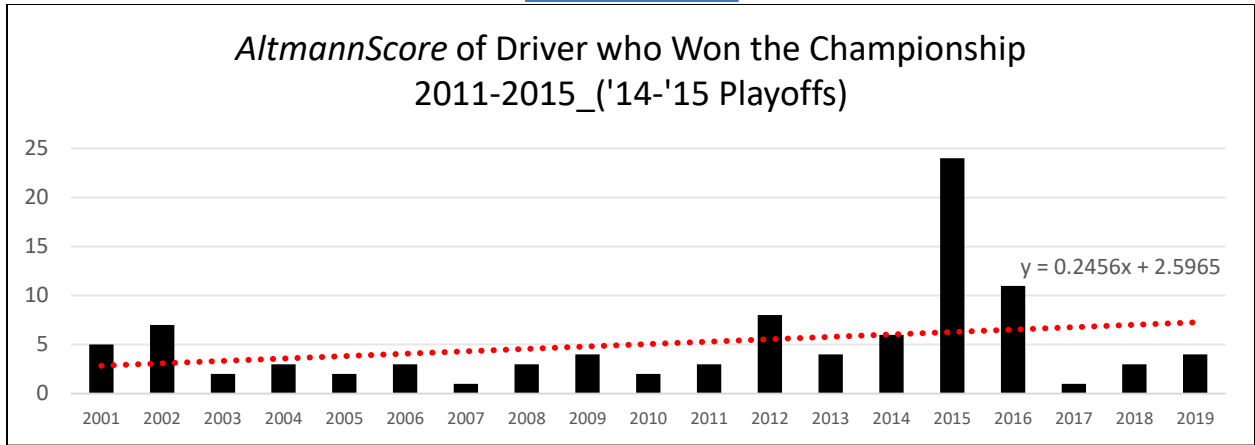
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Mode	3.00
Median	3.00



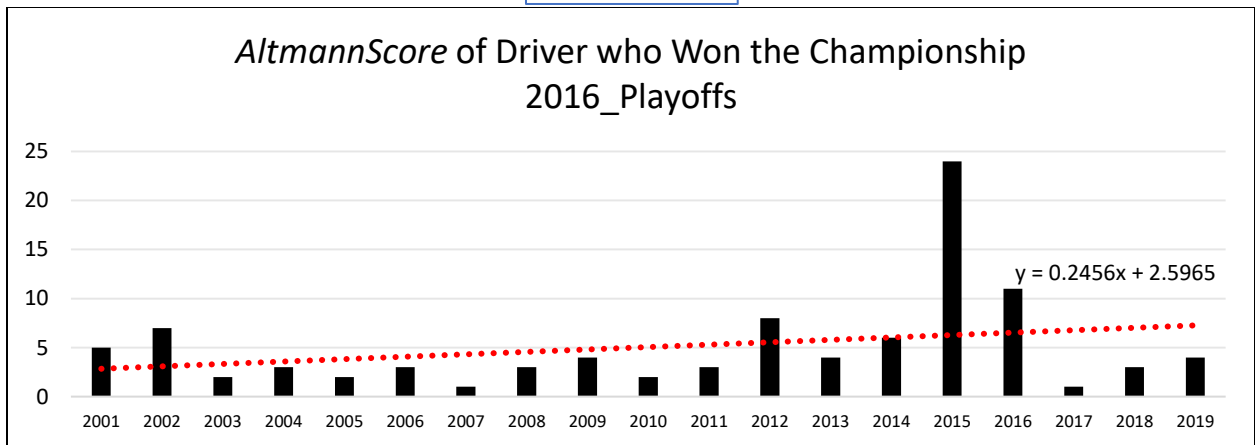
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Avg	3.21
Mode	3.00
Median	3.00



max	24
min	1
Avg	5.05
Mode	3.00
Median	3.00



max	24
min	1
Avg	5.05
Mode	3.00
Median	3.00



2001

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2001	Jeff Gordon	Sterling Martin	Sterling Martin	Sterling Martin	Bobby Labonte	Bobby Labonte	Jeff Gordon

Jeff Gordon had the best season of 2001 and the 63rd best season overall (highlighted in orange). His season ending position got worse as the playoff system evolved. Sterling Marlin had the 3rd best season in 2001 while Bobby Labonte had the 5th best season. The 1975-2003 point system returned the same top four in the same order as did the *AltmannScore*.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jeff Gordon	5112		1	Sterling Marlin	6474		1	Sterling Marlin	6459	
2	Tony Stewart	4763	-349	2	Tony Stewart	6442	-32	2	Tony Stewart	6437	-22
3	Sterling Marlin	4741	-371	3	Jeff Gordon	6399	-75	3	Jeff Burton	6435	-24
4	Ricky Rudd	4706	-406	4	Bobby Labonte	6324	-150	4	Jeff Gordon	6404	-55
5	Dale Jarrett	4612	-500	5	Dale Jarrett	6277	-197	5	Bobby Labonte	6314	-145
6	Bobby Labonte	4561	-551	6	Rusty Wallace	6266	-208	6	Dale Jarrett	6277	-182
7	Rusty Wallace	4481	-631	7	Dale Earnhardt, Jr.	6246	-228	7	Rusty Wallace	6266	-193
8	Dale Earnhardt, Jr.	4460	-652	8	Ricky Rudd	6205	-269	8	Dale Earnhardt, Jr.	6246	-213
9	Kevin Harvick	4406	-706	9	Kevin Harvick	6191	-283	9	Kevin Harvick	6196	-263
10	Jeff Burton	4394	-718	10	Johnny Benson, Jr.	6059	-415	10	Ricky Rudd	6180	-279

2011-2015('11-'13 Playoffs)				2011-2015('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Sterling Marlin	2358		1	Bobby Labonte	5041		1	Bobby Labonte	5038	
2	Tony Stewart	2352	-6	2	Tony Stewart	5039	-2	2	Tony Stewart	5036	-2
3	Jeff Burton	2352	-6	3	Jeff Burton	5027	-14	3	Jeff Burton	5024	-14
4	Jeff Gordon	2346	-12	4	Dale Earnhardt, Jr.	5020	-21	4	Dale Earnhardt, Jr.	5017	-21
5	Bobby Labonte	2317	-41	5	Sterling Marlin	2358	-2683	5	Sterling Marlin	2328	-2710
6	Rusty Wallace	2312	-46	6	Jeff Gordon	2346	-2695	6	Jeff Gordon	2316	-2722
7	Dale Jarrett	2308	-50	7	Rusty Wallace	2312	-2729	7	Rusty Wallace	2282	-2756
8	Dale Earnhardt, Jr.	2292	-66	8	Dale Jarrett	2308	-2733	8	Dale Jarrett	2279	-2759
9	Kevin Harvick	2285	-73	9	Kevin Harvick	2285	-2756	9	Kevin Harvick	2255	-2783
10	Ricky Rudd	2276	-82	10	Ricky Rudd	2276	-2765	10	Ricky Rudd	2246	-2792

Season Rank	Driver	AltmannScore	All Time Rank
1	Jeff Gordon	4779	63
2	Tony Stewart	4728	81
3	Sterling Marlin	4700	96
4	Ricky Rudd	4626	122
5	Bobby Labonte	4539	167
6	Dale Jarrett	4528	173
7	Kevin Harvick	4351	268
8	Jeff Burton	4258	315
9	Rusty Wallace	4240	322
10	Dale Earnhardt, Jr.	4188	343
11	Mark Martin	4139	358
12	Johnny Benson, Jr.	4024	421
13	Matt Kenseth	3780	548
14	Bill Elliott	3728	578
15	Ward Burton	3685	603
16	Jimmy Spencer	3682	607
17	Jerry Nadeau	3670	615
18	Bobby Hamilton	3550	686
19	Dave Blaney	3458	733
20	Ken Schrader	3388	771

2002

1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion	
2002	Tony Stewart	Kurt Busch	Kurt Busch	Kurt Busch	Kurt Busch	Kurt Busch	Tony Stewart

Mark Martin had the best season of 2002 and the 84th best season overall (highlighted in orange). His season ending position got worse as the playoff system evolved. Tony Stewart had the 4th best season of 2002 and Kurt Busch had the 7th best season.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Tony Stewart	4800		1	Kurt Busch	6573		1	Kurt Busch	6603	
2	Mark Martin	4762	-38	2	Tony Stewart	6509	-64	2	Tony Stewart	6509	-94
3	Kurt Busch	4641	-159	3	Ryan Newman	6435	-138	3	Ryan Newman	6435	-168
4	Jeff Gordon	4607	-193	4	Mark Martin	6377	-196	4	Mark Martin	6342	-261
5	Jimmie Johnson	4600	-200	5	Dale Jarrett	6321	-252	5	Dale Jarrett	6341	-262
6	Ryan Newman	4593	-207	6	Rusty Wallace	6306	-267	6	Matt Kenseth	6291	-312
7	Rusty Wallace	4574	-226	7	Jeff Gordon	6290	-283	7	Rusty Wallace	6281	-322
8	Matt Kenseth	4432	-368	8	Jimmie Johnson	6278	-295	8	Jeff Gordon	6280	-323
9	Dale Jarrett	4415	-385	9	Matt Kenseth	6261	-312	9	Jimmie Johnson	6263	-340
10	Ricky Rudd	4323	-477	10	Ricky Rudd	6142	-431	10	Ricky Rudd	6142	-461

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kurt Busch	2391		1	Kurt Busch	5043		1	Kurt Busch	5040	
2	Tony Stewart	2377	-14	2	Dale Jarrett	5029	-14	2	Dale Jarrett	5026	-14
3	Ryan Newman	2354	-37	3	Tony Stewart	5026	-17	3	Tony Stewart	5023	-17
4	Mark Martin	2326	-65	4	Dale Earnhardt, Jr.	5023	-20	4	Dale Earnhardt, Jr.	5020	-20
5	Dale Jarrett	2324	-67	5	Mark Martin	2326	-2717	5	Mark Martin	2296	-2744
6	Rusty Wallace	2313	-78	6	Rusty Wallace	2313	-2730	6	Rusty Wallace	2283	-2757
7	Matt Kenseth	2312	-79	7	Matt Kenseth	2312	-2731	7	Matt Kenseth	2282	-2758
8	Jimmie Johnson	2303	-88	8	Jimmie Johnson	2303	-2740	8	Jimmie Johnson	2273	-2767
9	Jeff Gordon	2301	-90	9	Jeff Gordon	2301	-2742	9	Jeff Gordon	2273	-2767
10	Ricky Rudd	2269	-122	10	Michael Waltrip	2272	-2771	10	Michael Waltrip	2243	-2797

Season Rank	Driver	AltmannScore	All Time Rank
1	Mark Martin	4718	84
2	Jimmie Johnson	4566	152
3	Jeff Gordon	4563	155
4	Tony Stewart	4545	164
5	Ryan Newman	4513	181
6	Rusty Wallace	4507	183
7	Kurt Busch	4492	192
8	Matt Kenseth	4400	248
9	Dale Jarrett	4309	287
10	Dale Earnhardt, Jr.	4244	321
11	Jeff Burton	4133	363
12	Bill Elliott	4054	400
13	Ricky Rudd	4047	402
14	Michael Waltrip	3764	556
15	Ricky Craven	3694	598
16	Bobby Labonte	3640	631
17	Jeff Green	3573	677
18	Sterling Marlin	3571	680
19	Ward Burton	3501	704
20	Dave Blaney	3410	758

2003

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2003	Matt Kenseth	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Matt Kenseth

Matt Kenseth had the best season of 2003 and the 19th best season overall (highlighted in orange). Jimmie Johnson had the 2nd best season of 2003. Kenseth's finishes worsened as the playoff system evolved until the cuts were instituted which allowed him to make the final four. The 1975-2003 point system returned the same top four in the same order as did the *AltmannScore*.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Matt Kenseth	5022		1	Jimmie Johnson	6609		1	Jimmie Johnson	6599	
2	Jimmie Johnson	4932	-90	2	Jeff Gordon	6549	-60	2	Tony Stewart	6551	-48
3	Dale Earnhardt, Jr.	4815	-207	3	Ryan Newman	6496	-113	3	Jeff Gordon	6544	-55
4	Jeff Gordon	4785	-237	4	Dale Earnhardt, Jr.	6419	-190	4	Ryan Newman	6536	-63
5	Kevin Harvick	4770	-252	5	Kevin Harvick	6387	-222	5	Dale Earnhardt, Jr.	6389	-210
6	Ryan Newman	4711	-311	6	Matt Kenseth	6208	-401	6	Kevin Harvick	6357	-242
7	Tony Stewart	4549	-473	7	Bobby Labonte	6189	-420	7	Bobby Labonte	6189	-410
8	Bobby Labonte	4377	-645	8	Terry Labonte	6090	-519	8	Matt Kenseth	6168	-431
9	Bill Elliott	4303	-719	9	Kurt Busch	5965	-644	9	Terry Labonte	6090	-509
10	Terry Labonte	4162	-860	10	Michael Waltrip	5865	-744	10	Kurt Busch	5985	-614

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	2392		1	Jimmie Johnson	5041		1	Jimmie Johnson	5038	
2	Jeff Gordon	2382	-10	2	Jeff Gordon	5039	-2	2	Jeff Gordon	5036	-2
3	Tony Stewart	2380	-12	3	Dale Earnhardt, Jr.	5020	-21	3	Dale Earnhardt, Jr.	5017	-21
4	Ryan Newman	2375	-17	4	Matt Kenseth	5001	-40	4	Matt Kenseth	5001	-37
5	Dale Earnhardt, Jr.	2336	-56	5	Tony Stewart	2383	-2658	5	Tony Stewart	2353	-2685
6	Kevin Harvick	2332	-60	6	Ryan Newman	2375	-2666	6	Ryan Newman	2345	-2693
7	Bobby Labonte	2279	-113	7	Kevin Harvick	2332	-2709	7	Kevin Harvick	2302	-2736
8	Matt Kenseth	2276	-116	8	Bobby Labonte	2279	-2762	8	Bobby Labonte	2250	-2788
9	Terry Labonte	2256	-136	9	Terry Labonte	2256	-2785	9	Terry Labonte	2226	-2812
10	Kurt Busch	2214	-178	10	Greg Biffle	2226	-2815	10	Greg Biffle	2199	-2839

Season Rank	Driver	AltmannScore	All Time Rank
1	Matt Kenseth	4980	19
2	Jimmie Johnson	4649	116
3	Dale Earnhardt, Jr.	4552	162
4	Jeff Gordon	4479	201
5	Ryan Newman	4443	218
6	Tony Stewart	4382	257
7	Kevin Harvick	4315	284
8	Bobby Labonte	4218	333
9	Bill Elliott	4127	365
10	Jamie McMurray	4028	417
11	Kurt Busch	3937	465
12	Terry Labonte	3909	477
13	Jeff Burton	3907	478
14	Rusty Wallace	3854	509
15	Sterling Marlin	3825	529
16	Jeremy Mayfield	3796	539
17	Michael Waltrip	3768	555
18	Mark Martin	3753	560
19	Robby Gordon	3632	644
20	Elliott Sadler	3595	662

2004

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2004	Jeff Gordon	Kurt Busch	Jimmie Johnson	Kurt Busch	Jimmie Johnson	Jimmie Johnson	Kurt Busch

Jeff Gordon had the best season of 2004 and the 55th best season overall (highlighted in orange). Kurt Busch had the 5th best season of 2004 and Jimmie Johnson had the 3rd best season. As the playoff systems evolved, Gordon's finishes only worsened.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jeff Gordon	5017		1	Kurt Busch	6506		1	Jimmie Johnson	6513	
2	Jimmie Johnson	4955	-62	2	Jimmie Johnson	6498	-8	2	Kurt Busch	6511	-2
3	Dale Earnhardt, Jr.	4840	-177	3	Jeff Gordon	6490	-16	3	Jeff Gordon	6490	-23
4	Kurt Busch	4780	-237	4	Mark Martin	6399	-107	4	Jamie McMurray	6426	-87
5	Tony Stewart	4691	-326	5	Dale Earnhardt, Jr.	6368	-138	5	Mark Martin	6394	-119
6	Jamie McMurray	4597	-420	6	Tony Stewart	6326	-180	6	Dale Earnhardt, Jr.	6377	-136
7	Mark Martin	4592	-425	7	Ryan Newman	6180	-326	7	Tony Stewart	6311	-202
8	Matt Kenseth	4366	-651	8	Matt Kenseth	6069	-437	8	Ryan Newman	6190	-323
9	Ryan Newman	4351	-666	9	Elliott Sadler	6024	-482	9	Kasey Kahne	6116	-397
10	Elliott Sadler	4305	-712	10	Jeremy Mayfield	6000	-506	10	Matt Kenseth	6059	-454

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kurt Busch	2371		1	Jimmie Johnson	5042		1	Jimmie Johnson	5039	
2	Jimmie Johnson	2368	-3	2	Tony Stewart	5040	-2	2	Tony Stewart	5037	-2
3	Jeff Gordon	2366	-5	3	Jamie McMurray	5037	-5	3	Jamie McMurray	5034	-5
4	Jamie McMurray	2354	-17	4	Dale Earnhardt, Jr.	5021	-21	4	Dale Earnhardt, Jr.	5018	-21
5	Mark Martin	2344	-27	5	Kurt Busch	2371	-2671	5	Kurt Busch	2343	-2696
6	Dale Earnhardt, Jr.	2333	-38	6	Jeff Gordon	2366	-2676	6	Jeff Gordon	2336	-2703
7	Tony Stewart	2322	-49	7	Mark Martin	2344	-2698	7	Mark Martin	2314	-2725
8	Rusty Wallace	2287	-84	8	Rusty Wallace	2290	-2752	8	Rusty Wallace	2260	-2779
9	Ryan Newman	2270	-101	9	Greg Biffle	2277	-2765	9	Greg Biffle	2248	-2791
10	Matt Kenseth	2242	-129	10	Bobby Labonte	2274	-2768	10	Bobby Labonte	2244	-2795

Season Rank	Driver	AltmannScore	All Time Rank
1	Jeff Gordon	4814	55
2	Jamie McMurray	4676	110
3	Jimmie Johnson	4647	118
4	Dale Earnhardt, Jr.	4615	130
5	Kurt Busch	4553	161
6	Tony Stewart	4512	182
7	Matt Kenseth	4289	299
8	Mark Martin	4286	304
9	Elliott Sadler	4146	356
10	Kevin Harvick	4117	368
11	Jeremy Mayfield	4035	408
12	Dale Jarrett	4032	414
13	Kasey Kahne	4022	422
14	Ryan Newman	3993	441
15	Bobby Labonte	3975	448
16	Rusty Wallace	3876	495
17	Michael Waltrip	3778	549
18	Casey Mears	3673	612
19	Jeff Burton	3656	621
20	Joe Nemechek	3634	639

2005

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2005	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart	Greg Biffle	Greg Biffle	Tony Stewart

Tony Stewart had the best season of 2005 and the 42nd best season overall (highlighted in orange). Greg Biffle had the 2nd best season of 2005. Had Stewart beat Biffle, Mark Martin and Carl Edwards in the last race of the year, he would have had not only the best season but also a championship in all six systems. The 1975-2003 point system returned the same top four in the same order as did the *AltmannScore*.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Tony Stewart	5174		1	Tony Stewart	6533		1	Tony Stewart	6533	
2	Greg Biffle	4954	-220	2	Greg Biffle	6498	-35	2	Carl Edwards	6513	-20
3	Jimmie Johnson	4752	-422	3	Carl Edwards	6498	-35	3	Greg Biffle	6508	-25
4	Mark Martin	4671	-503	4	Mark Martin	6428	-105	4	Mark Martin	6408	-125
5	Carl Edwards	4577	-597	5	Jimmie Johnson	6406	-127	5	Jimmie Johnson	6401	-132
6	Rusty Wallace	4512	-662	6	Ryan Newman	6359	-174	6	Ryan Newman	6359	-174
7	Matt Kenseth	4446	-728	7	Matt Kenseth	6352	-181	7	Matt Kenseth	6347	-186
8	Ryan Newman	4404	-770	8	Rusty Wallace	6140	-393	8	Jeff Gordon	6237	-296
9	Jeremy Mayfield	4276	-898	9	Jeremy Mayfield	6073	-460	9	Rusty Wallace	6100	-433
10	Kurt Busch	4233	-941	10	Kurt Busch	5974	-559	10	Elliott Sadler	6095	-438

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Tony Stewart	2378		1	Greg Biffle	5043		1	Greg Biffle	5040	
2	Carl Edwards	2374	-4	2	Mark Martin	5042	-1	2	Mark Martin	5039	-1
3	Greg Biffle	2369	-9	3	Carl Edwards	5040	-3	3	Carl Edwards	5037	-3
4	Jimmie Johnson	2339	-39	4	Tony Stewart	5029	-14	4	Tony Stewart	5026	-14
5	Mark Martin	2337	-41	5	Jimmie Johnson	2339	-2704	5	Jimmie Johnson	2309	-2731
6	Ryan Newman	2332	-46	6	Ryan Newman	2332	-2711	6	Ryan Newman	2302	-2738
7	Matt Kenseth	2322	-56	7	Matt Kenseth	2322	-2721	7	Matt Kenseth	2292	-2748
8	Jeff Gordon	2282	-96	8	Jeff Gordon	2291	-2752	8	Jeff Gordon	2261	-2779
9	Kevin Harvick	2270	-108	9	Kevin Harvick	2273	-2770	9	Kevin Harvick	2243	-2797
10	Rusty Wallace	2256	-122	10	Rusty Wallace	2256	-2787	10	Rusty Wallace	2226	-2814

Season Rank	Driver	AltmannScore	All Time Rank
1	Tony Stewart	4886	42
2	Greg Biffle	4688	103
3	Jimmie Johnson	4663	113
4	Mark Martin	4606	135
5	Rusty Wallace	4523	176
6	Carl Edwards	4480	200
7	Ryan Newman	4429	226
8	Matt Kenseth	4315	283
9	Kurt Busch	4167	350
10	Elliott Sadler	4105	379
11	Jeff Gordon	4035	409
12	Kevin Harvick	4034	412
13	Jeremy Mayfield	4018	425
14	Jamie McMurray	4001	434
15	Joe Nemechek	3932	468
16	Dale Earnhardt, Jr.	3917	475
17	Brian Vickers	3894	486
18	Kyle Busch	3882	492
19	Dale Jarrett	3852	510
20	Jeff Burton	3748	565

2006

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2006	Matt Kenseth	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Denny Hamlin	Denny Hamlin	Jimmie Johnson

Jimmie Johnson had the best season of 2006 and the 29th best season overall (highlighted in orange). Matt Kenseth had the 2nd best season of 2006 and Denny Hamlin had the 3rd best season. Kenseth would have had the best season in 2001 and 2002.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Matt Kenseth	5134		1	Jimmie Johnson	6475		1	Jimmie Johnson	6475	
2	Jimmie Johnson	5133	-1	2	Matt Kenseth	6419	-56	2	Tony Stewart	6459	-16
3	Kevin Harvick	4813	-321	3	Denny Hamlin	6407	-68	3	Matt Kenseth	6409	-66
4	Denny Hamlin	4715	-419	4	Kevin Harvick	6397	-78	4	Kevin Harvick	6397	-78
5	Tony Stewart	4702	-432	5	Dale Earnhardt, Jr.	6328	-147	5	Denny Hamlin	6397	-78
6	Dale Earnhardt, Jr.	4636	-498	6	Jeff Gordon	6256	-219	6	Dale Earnhardt, Jr.	6313	-162
7	Jeff Gordon	4557	-577	7	Jeff Burton	6228	-247	7	Jeff Gordon	6266	-209
8	Jeff Burton	4530	-604	8	Kasey Kahne	6183	-292	8	Kasey Kahne	6233	-242
9	Mark Martin	4484	-650	9	Mark Martin	6168	-307	9	Jeff Burton	6218	-257
10	Kasey Kahne	4467	-667	10	Kyle Busch	6027	-448	10	Mark Martin	6148	-327

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	2357		1	Denny Hamlin	5041		1	Denny Hamlin	5038	
2	Matt Kenseth	2352	-5	2	Kevin Harvick	5039	-2	2	Kevin Harvick	5036	-2
3	Tony Stewart	2349	-8	3	Tony Stewart	5029	-12	3	Tony Stewart	5026	-12
4	Denny Hamlin	2343	-14	4	Dale Earnhardt, Jr.	5025	-16	4	Dale Earnhardt, Jr.	5022	-16
5	Kevin Harvick	2339	-18	5	Jimmie Johnson	2357	-2684	5	Jimmie Johnson	2327	-2711
6	Dale Earnhardt, Jr.	2320	-37	6	Carl Edwards	2354	-2687	6	Carl Edwards	2324	-2714
7	Jeff Gordon	2299	-58	7	Matt Kenseth	2352	-2689	7	Matt Kenseth	2322	-2716
8	Jeff Burton	2287	-70	8	Jeff Gordon	2299	-2742	8	Jeff Gordon	2269	-2769
9	Kasey Kahne	2286	-71	9	Jeff Burton	2287	-2754	9	Jeff Burton	2259	-2779
10	Mark Martin	2271	-86	10	Kasey Kahne	2286	-2755	10	Kasey Kahne	2256	-2782

Season Rank	Driver	AltmannScore	All Time Rank
1	Jimmie Johnson	4934	29
2	Matt Kenseth	4801	60
3	Denny Hamlin	4668	112
4	Carl Edwards	4617	128
5	Kevin Harvick	4613	132
6	Dale Earnhardt, Jr.	4544	165
7	Jeff Burton	4538	169
8	Tony Stewart	4476	203
9	Kyle Busch	4475	204
10	Kasey Kahne	4438	221
11	Mark Martin	4425	231
12	Jeff Gordon	4390	253
13	Greg Biffle	4137	360
14	Kurt Busch	3894	487
15	Clint Bowyer	3875	496
16	Scott Riggs	3841	514
17	Casey Mears	3834	521
18	Brian Vickers	3817	532
19	Ryan Newman	3661	618
20	Martin Truex Jr.	3630	646

2007

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2007	Jeff Gordon	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jeff Gordon	Jeff Gordon	Jimmie Johnson

Jeff Gordon had the best season of 2007 and the best season overall (highlighted in orange). Jimmie Johnson had the 3rd best season of the 2007 season. Johnson and Matt Kenseth both had better season's than the season Mark Martin did in 2002. Martin had the 84th best season all time.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jeff Gordon	5395		1	Jimmie Johnson	6673		1	Jimmie Johnson	6723	
2	Jimmie Johnson	5002	-393	2	Jeff Gordon	6646	-27	2	Jeff Gordon	6646	-77
3	Tony Stewart	4720	-675	3	Clint Bowyer	6382	-291	3	Clint Bowyer	6377	-346
4	Matt Kenseth	4698	-697	4	Matt Kenseth	6318	-355	4	Matt Kenseth	6298	-425
5	Denny Hamlin	4613	-782	5	Kyle Busch	6298	-375	5	Kyle Busch	6293	-430
6	Kyle Busch	4575	-820	6	Tony Stewart	6257	-416	6	Tony Stewart	6242	-481
7	Clint Bowyer	4546	-849	7	Jeff Burton	6241	-432	7	Kurt Busch	6231	-492
8	Carl Edwards	4545	-850	8	Carl Edwards	6223	-450	8	Jeff Burton	6231	-492
9	Jeff Burton	4539	-856	9	Denny Hamlin	6173	-500	9	Carl Edwards	6222	-501
10	Kurt Busch	4351	-1044	10	Martin Truex, Jr.	6159	-514	10	Kevin Harvick	6199	-524

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	2430		1	Jeff Gordon	5040		1	Jeff Gordon	5037	
2	Jeff Gordon	2413	-17	2	Jimmie Johnson	5037	-3	2	Jimmie Johnson	5034	-3
3	Clint Bowyer	2336	-94	3	Kevin Harvick	5025	-15	3	Kevin Harvick	5022	-15
4	Kyle Busch	2306	-124	4	Kyle Busch	5024	-16	4	Kyle Busch	5021	-16
5	Matt Kenseth	2303	-127	5	Clint Bowyer	2336	-2704	5	Clint Bowyer	2306	-2731
6	Tony Stewart	2298	-132	6	Casey Mears	2308	-2732	6	Casey Mears	2278	-2759
7	Jeff Burton	2296	-134	7	Matt Kenseth	2303	-2737	7	Matt Kenseth	2273	-2764
8	Kurt Busch	2294	-136	8	Tony Stewart	2298	-2742	8	Jeff Burton	2269	-2768
9	Carl Edwards	2290	-140	9	Jeff Burton	2296	-2744	9	Tony Stewart	2268	-2769
10	Kevin Harvick	2287	-143	10	Kurt Busch	2294	-2746	10	Kurt Busch	2264	-2773

Season Rank	Driver	AltmannScore	All Time Rank
1	Jeff Gordon	5245	1
2	Matt Kenseth	4741	77
3	Jimmie Johnson	4721	82
4	Tony Stewart	4687	105
5	Kyle Busch	4590	140
6	Jeff Burton	4485	198
7	Denny Hamlin	4429	225
8	Clint Bowyer	4421	235
9	Carl Edwards	4383	256
10	Kevin Harvick	4294	295
11	Kurt Busch	4255	317
12	Martin Truex Jr.	4171	349
13	Ryan Newman	4071	393
14	Greg Biffle	4013	426
15	Casey Mears	4010	427
16	Dale Earnhardt, Jr.	4003	432
17	Jamie McMurray	3691	600
18	Kasey Kahne	3645	627
19	Reed Sorenson	3544	691
20	Juan Pablo Montoya	3496	709

2008

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2008	Carl Edwards	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Kevin Harvick	Kevin Harvick	Jimmie Johnson

Carl Edwards had the best season of 2008 and the 14th best season overall (highlighted in orange). Jimmie Johnson had the 2nd best season of 2008 and Kevin Harvick had the 3rd best season.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Carl Edwards	5151		1	Jimmie Johnson	6669		1	Jimmie Johnson	6684	
2	Jimmie Johnson	5150	-1	2	Carl Edwards	6595	-74	2	Carl Edwards	6615	-69
3	Kyle Busch	4904	-247	3	Greg Biffle	6472	-197	3	Greg Biffle	6467	-217
4	Greg Biffle	4727	-424	4	Kevin Harvick	6428	-241	4	Kevin Harvick	6408	-276
5	Kevin Harvick	4691	-460	5	Jeff Burton	6350	-319	5	Clint Bowyer	6381	-303
6	Jeff Burton	4689	-462	6	Jeff Gordon	6321	-348	6	Jeff Burton	6335	-349
7	Dale Earnhardt, Jr.	4595	-556	7	Tony Stewart	6222	-447	7	Jeff Gordon	6316	-368
8	Jeff Gordon	4537	-614	8	Denny Hamlin	6214	-455	8	Denny Hamlin	6214	-470
9	Clint Bowyer	4477	-674	9	Kyle Busch	6156	-513	9	Tony Stewart	6202	-482
10	Tony Stewart	4477	-674	10	Dale Earnhardt, Jr.	6152	-517	10	Kyle Busch	6186	-498

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	2418		1	Kevin Harvick	5042		1	Kevin Harvick	5039	
2	Carl Edwards	2396	-22	2	Denny Hamlin	5031	-11	2	Denny Hamlin	5028	-11
3	Greg Biffle	2362	-56	3	Jimmie Johnson	5029	-13	3	Jimmie Johnson	5026	-13
4	Kevin Harvick	2352	-66	4	Greg Biffle	5026	-16	4	Greg Biffle	5023	-16
5	Clint Bowyer	2343	-75	5	Carl Edwards	2396	-2646	5	Carl Edwards	2366	-2673
6	Jeff Burton	2326	-92	6	Clint Bowyer	2346	-2696	6	Clint Bowyer	2316	-2723
7	Jeff Gordon	2315	-103	7	Jeff Burton	2326	-2716	7	Jeff Burton	2296	-2743
8	Denny Hamlin	2290	-128	8	Jeff Gordon	2315	-2727	8	Jeff Gordon	2286	-2753
9	Tony Stewart	2287	-131	9	David Ragan	2309	-2733	9	David Ragan	2279	-2760
10	Kyle Busch	2278	-140	10	Tony Stewart	2287	-2755	10	Tony Stewart	2257	-2782

Season Rank	Driver	AltmannScore	All Time Rank
1	Carl Edwards	5045	14
2	Jimmie Johnson	4778	64
3	Kevin Harvick	4691	100
4	Kyle Busch	4640	120
5	Jeff Burton	4619	127
6	Greg Biffle	4579	144
7	Clint Bowyer	4573	146
8	Jeff Gordon	4552	163
9	Matt Kenseth	4518	180
10	Denny Hamlin	4445	215
11	Dale Earnhardt, Jr.	4376	260
12	Tony Stewart	4333	275
13	David Ragan	4265	314
14	Martin Truex Jr.	4086	390
15	Kasey Kahne	4081	392
16	Jamie McMurray	3973	449
17	Kurt Busch	3784	545
18	Ryan Newman	3691	599
19	Elliott Sadler	3575	674
20	Brian Vickers	3523	698

2009

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2009	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Kurt Busch	Kurt Busch	Jimmie Johnson

Jeff Gordon had the best season of 2009 and the 27th best season overall (highlighted in orange). Jimmie Johnson had the 3rd best season of 2009 and Kurt Busch had the 4th best season. Tony Stewart and Johnson would have had the best season for the 2001, 2002, 2004 and 2005 seasons.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	5086		1	Jimmie Johnson	6642		1	Jimmie Johnson	6652	
2	Jeff Gordon	5080	-6	2	Jeff Gordon	6508	-134	2	Mark Martin	6511	-141
3	Tony Stewart	5045	-41	3	Mark Martin	6481	-161	3	Jeff Gordon	6473	-179
4	Denny Hamlin	4766	-320	4	Kurt Busch	6461	-181	4	Kurt Busch	6446	-206
5	Kurt Busch	4738	-348	5	Denny Hamlin	6340	-302	5	Denny Hamlin	6335	-317
6	Mark Martin	4712	-374	6	Tony Stewart	6324	-318	6	Tony Stewart	6309	-343
7	Greg Biffle	4541	-545	7	Juan Pablo Montoya	6257	-385	7	Greg Biffle	6292	-360
8	Juan Pablo Montoya	4503	-583	8	Ryan Newman	6195	-447	8	Juan Pablo Montoya	6252	-400
9	Ryan Newman	4447	-639	9	Carl Edwards	6143	-499	9	Ryan Newman	6175	-477
10	Kyle Busch	4417	-669	10	Kasey Kahne	6118	-524	10	Kasey Kahne	6128	-524

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	2405		1	Kurt Busch	5040		1	Kurt Busch	5037	
2	Jeff Gordon	2366	-39	2	Jimmie Johnson	5039	-1	2	Jimmie Johnson	5036	-1
3	Mark Martin	2362	-43	3	Kyle Busch	5036	-4	3	Kyle Busch	5033	-4
4	Kurt Busch	2357	-48	4	Mark Martin	5032	-8	4	Mark Martin	5029	-8
5	Tony Stewart	2318	-87	5	Jeff Gordon	2366	-2674	5	Jeff Gordon	2336	-2701
6	Greg Biffle	2317	-88	6	Tony Stewart	2318	-2722	6	Tony Stewart	2288	-2749
7	Denny Hamlin	2309	-96	7	Greg Biffle	2317	-2723	7	Greg Biffle	2287	-2750
8	Kyle Busch	2309	-96	8	Denny Hamlin	2309	-2731	8	Denny Hamlin	2281	-2756
9	Juan Pablo Montoya	2292	-113	9	Matt Kenseth	2297	-2743	9	Juan Pablo Montoya	2262	-2775
10	Ryan Newman	2282	-123	10	Juan Pablo Montoya	2292	-2748	10	David Reutimann	2258	-2779

Season Rank	Driver	AltmannScore	All Time Rank
1	Jeff Gordon	4947	27
2	Tony Stewart	4891	39
3	Jimmie Johnson	4887	41
4	Kurt Busch	4697	98
5	Mark Martin	4689	101
6	Denny Hamlin	4558	156
7	Juan Pablo Montoya	4554	159
8	Greg Biffle	4498	190
9	Carl Edwards	4400	247
10	Clint Bowyer	4380	259
11	Ryan Newman	4343	271
12	Kasey Kahne	4294	294
13	Matt Kenseth	4280	306
14	David Reutimann	4179	346
15	Kyle Busch	4155	353
16	Brian Vickers	4113	374
17	Jeff Burton	4060	396
18	Kevin Harvick	3940	464
19	Joey Logano	3787	543
20	Marcos Ambrose	3771	553

2010

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2010	Kevin Harvick	Kevin Harvick	Jimmie Johnson	Jimmie Johnson	Carl Edwards	Carl Edwards	Jimmie Johnson

Kevin Harvick had the best season of 2010 and the 8th best season overall (highlighted in orange). Jimmie Johnson had the 3rd best season of 2010 and Carl Edwards had the 2nd best season.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kevin Harvick	5244		1	Kevin Harvick	6601		1	Jimmie Johnson	6622	
2	Jimmie Johnson	4929	-315	2	Jimmie Johnson	6592	-9	2	Denny Hamlin	6583	-39
3	Carl Edwards	4800	-444	3	Denny Hamlin	6518	-83	3	Kevin Harvick	6581	-41
4	Denny Hamlin	4785	-459	4	Carl Edwards	6418	-183	4	Carl Edwards	6393	-229
5	Jeff Gordon	4669	-575	5	Matt Kenseth	6309	-292	5	Matt Kenseth	6294	-328
6	Matt Kenseth	4640	-604	6	Tony Stewart	6236	-365	6	Greg Biffle	6247	-375
7	Kyle Busch	4617	-627	7	Jeff Gordon	6221	-380	7	Tony Stewart	6221	-401
8	Tony Stewart	4608	-636	8	Kyle Busch	6192	-409	8	Kyle Busch	6182	-440
9	Kurt Busch	4439	-805	9	Kurt Busch	6132	-469	9	Jeff Gordon	6176	-446
10	Jeff Burton	4423	-821	10	Jeff Burton	6053	-548	10	Clint Bowyer	6155	-467

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	2403		1	Carl Edwards	5043		1	Carl Edwards	5040	
2	Denny Hamlin	2398	-5	2	Jimmie Johnson	5042	-1	2	Jimmie Johnson	5039	-1
3	Kevin Harvick	2396	-7	3	Kevin Harvick	5041	-2	3	Kevin Harvick	5038	-2
4	Carl Edwards	2340	-63	4	Denny Hamlin	5030	-13	4	Denny Hamlin	5027	-13
5	Matt Kenseth	2314	-89	5	Jamie McMurray	2315	-2728	5	Jamie McMurray	2285	-2755
6	Jamie McMurray	2309	-94	6	Matt Kenseth	2314	-2729	6	Matt Kenseth	2284	-2756
7	Greg Biffle	2293	-110	7	Greg Biffle	2296	-2747	7	Greg Biffle	2267	-2773
8	Tony Stewart	2290	-113	8	Ryan Newman	2296	-2747	8	Ryan Newman	2266	-2774
9	Jeff Gordon	2279	-124	9	Tony Stewart	2290	-2753	9	Tony Stewart	2260	-2780
10	Kyle Busch	2276	-127	10	Jeff Gordon	2279	-2764	10	Jeff Gordon	2249	-2791

Season Rank	Driver	AltmannScore	All Time Rank
1	Kevin Harvick	5085	8
2	Carl Edwards	4716	87
3	Jimmie Johnson	4697	97
4	Denny Hamlin	4571	148
5	Matt Kenseth	4567	151
6	Kyle Busch	4557	157
7	Jeff Gordon	4521	177
8	Clint Bowyer	4498	189
9	Tony Stewart	4469	206
10	Greg Biffle	4462	209
11	Jeff Burton	4456	211
12	Kurt Busch	4374	261
13	Ryan Newman	4305	289
14	Joey Logano	4247	318
15	Jamie McMurray	4098	382
16	Mark Martin	4058	397
17	Juan Pablo Montoya	4040	405
18	David Reutimann	3962	454
19	Dale Earnhardt, Jr.	3957	457
20	A.J. Allmendinger	3956	458

2011

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2011	Carl Edwards	Carl Edwards	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart	Tony Stewart

Carl Edwards had the best season of 2011 and the 15th best season overall (highlighted in orange). Tony Stewart had the 3rd best season of 2011.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Carl Edwards	5219		1	Carl Edwards	6650		1	Tony Stewart	6639	
2	Jimmie Johnson	4896	-323	2	Tony Stewart	6624	-26	2	Carl Edwards	6620	-19
3	Kevin Harvick	4856	-363	3	Kevin Harvick	6385	-265	3	Kevin Harvick	6395	-244
4	Tony Stewart	4852	-367	4	Matt Kenseth	6375	-275	4	Matt Kenseth	6375	-264
5	Matt Kenseth	4840	-379	5	Jimmie Johnson	6318	-332	5	Brad Keselowski	6353	-286
6	Jeff Gordon	4759	-460	6	Jeff Gordon	6223	-427	6	Jimmie Johnson	6288	-351
7	Kyle Busch	4665	-554	7	Dale Earnhardt, Jr.	6206	-444	7	Jeff Gordon	6218	-421
8	Ryan Newman	4550	-669	8	Ryan Newman	6192	-458	8	Dale Earnhardt, Jr.	6201	-438
9	Kurt Busch	4511	-708	9	Kurt Busch	6137	-513	9	Denny Hamlin	6188	-451
10	Brad Keselowski	4498	-721	10	Kyle Busch	6067	-583	10	Ryan Newman	6187	-452

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Tony Stewart	2403		1	Tony Stewart	5043		1	Tony Stewart	5040	
2	Carl Edwards	2403		2	Carl Edwards	5042	-1	2	Carl Edwards	5039	-1
3	Kevin Harvick	2345	-58	3	Kevin Harvick	5036	-7	3	Kevin Harvick	5033	-7
4	Matt Kenseth	2330	-73	4	Jimmie Johnson	5012	-31	4	Jimmie Johnson	5009	-31
5	Brad Keselowski	2319	-84	5	Matt Kenseth	2330	-2713	5	Matt Kenseth	2300	-2740
6	Jimmie Johnson	2304	-99	6	Brad Keselowski	2328	-2715	6	Brad Keselowski	2298	-2742
7	Dale Earnhardt, Jr.	2290	-113	7	Dale Earnhardt, Jr.	2290	-2753	7	Dale Earnhardt, Jr.	2260	-2780
8	Jeff Gordon	2287	-116	8	Jeff Gordon	2287	-2756	8	Jeff Gordon	2257	-2783
9	Denny Hamlin	2284	-119	9	Denny Hamlin	2287	-2756	9	Denny Hamlin	2257	-2783
10	Ryan Newman	2284	-119	10	Ryan Newman	2284	-2759	10	Ryan Newman	2254	-2786

Season Rank	Driver	AltmannScore	All Time Rank
1	Carl Edwards	5030	15
2	Jimmie Johnson	4713	89
3	Tony Stewart	4707	91
4	Kevin Harvick	4672	111
5	Matt Kenseth	4617	129
6	Jeff Gordon	4488	197
7	Ryan Newman	4477	202
8	Kurt Busch	4356	267
9	Dale Earnhardt, Jr.	4295	292
10	Clint Bowyer	4291	297
11	Kyle Busch	4287	302
12	Denny Hamlin	4280	307
13	Kasey Kahne	4226	329
14	Brad Keselowski	4192	341
15	Martin Truex Jr.	4088	389
16	Marcos Ambrose	4049	401
17	A.J. Allmendinger	4027	418
18	Mark Martin	3991	442
19	Greg Biffle	3985	444
20	David Ragan	3856	508

2012

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2012	Brad Keselowski	Brad Keselowski	Brad Keselowski	Brad Keselowski	Kyle Busch	Kyle Busch	Brad Keselowski

Greg Biffle had the best season of 2012 and the 49th best season overall (highlighted in orange). Brad Keselowski had the 2nd best season of 2012 and Kyle Busch had the 8th best season. Keselowski would have had the best season in 2002.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Brad Keselowski	5084		1	Brad Keselowski	6586		1	Brad Keselowski	6596	
2	Jimmie Johnson	5065	-19	2	Jimmie Johnson	6492	-94	2	Jimmie Johnson	6497	-99
3	Greg Biffle	5003	-81	3	Clint Bowyer	6455	-131	3	Clint Bowyer	6465	-131
4	Matt Kenseth	4957	-127	4	Greg Biffle	6369	-217	4	Kasey Kahne	6425	-171
5	Clint Bowyer	4914	-170	5	Matt Kenseth	6360	-226	5	Denny Hamlin	6360	-236
6	Denny Hamlin	4819	-265	6	Denny Hamlin	6340	-246	6	Matt Kenseth	6340	-256
7	Martin Truex, Jr.	4733	-351	7	Kevin Harvick	6303	-283	7	Greg Biffle	6339	-257
8	Kyle Busch	4724	-360	8	Martin Truex, Jr.	6255	-331	8	Kevin Harvick	6298	-298
9	Kevin Harvick	4694	-390	9	Tony Stewart	6250	-336	9	Tony Stewart	6275	-321
10	Kasey Kahne	4660	-424	10	Dale Earnhardt, Jr.	6029	-557	10	Jeff Gordon	6246	-350

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Brad Keselowski	2400		1	Kyle Busch	5040		1	Kyle Busch	5037	
2	Clint Bowyer	2361	-39	2	Brad Keselowski	5029	-11	2	Brad Keselowski	5026	-11
3	Jimmie Johnson	2360	-40	3	Kasey Kahne	5023	-17	3	Kasey Kahne	5020	-17
4	Kasey Kahne	2345	-55	4	Jimmie Johnson	5008	-32	4	Jimmie Johnson	5005	-32
5	Greg Biffle	2332	-68	5	Clint Bowyer	2361	-2679	5	Clint Bowyer	2331	-2706
6	Denny Hamlin	2329	-71	6	Greg Biffle	2332	-2708	6	Greg Biffle	2302	-2735
7	Matt Kenseth	2324	-76	7	Denny Hamlin	2329	-2711	7	Denny Hamlin	2299	-2738
8	Kevin Harvick	2321	-79	8	Matt Kenseth	2324	-2716	8	Matt Kenseth	2294	-2743
9	Tony Stewart	2311	-89	9	Kevin Harvick	2321	-2719	9	Kevin Harvick	2291	-2746
10	Jeff Gordon	2303	-97	10	Ryan Newman	2320	-2720	10	Ryan Newman	2290	-2747

Season Rank	Driver	AltmannScore	All Time Rank
1	Greg Biffle	4835	49
2	Brad Keselowski	4831	51
3	Jimmie Johnson	4717	85
4	Clint Bowyer	4717	86
5	Matt Kenseth	4634	121
6	Martin Truex Jr.	4603	136
7	Dale Earnhardt, Jr.	4544	166
8	Kyle Busch	4444	216
9	Kevin Harvick	4419	236
10	Kasey Kahne	4398	249
11	Denny Hamlin	4360	266
12	Jeff Gordon	4349	269
13	Tony Stewart	4216	335
14	Carl Edwards	4179	347
15	Ryan Newman	4108	378
16	Paul Menard	3995	439
17	Joey Logano	3894	485
18	Marcos Ambrose	3695	597
19	Jeff Burton	3573	676
20	Jamie McMurray	3436	740

2013

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2013	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson	Dale Earnhardt Jr.	Dale Earnhardt Jr.	Jimmie Johnson

Kevin Harvick had the best season of 2013 and the 47th best season overall (highlighted in orange). Jimmie Johnson had the 2nd best season of 2013 and Dale Earnhardt Jr. had the 4th best season. Johnson would have had the best season in 2002.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	5083		1	Jimmie Johnson	6677		1	Jimmie Johnson	6677	
2	Kevin Harvick	4878	-205	2	Matt Kenseth	6593	-84	2	Matt Kenseth	6623	-54
3	Matt Kenseth	4878	-205	3	Kevin Harvick	6546	-131	3	Kevin Harvick	6541	-136
4	Kyle Busch	4813	-270	4	Dale Earnhardt, Jr.	6510	-167	4	Dale Earnhardt, Jr.	6485	-192
5	Dale Earnhardt, Jr.	4724	-359	5	Kyle Busch	6475	-202	5	Kyle Busch	6475	-202
6	Carl Edwards	4600	-483	6	Jeff Gordon	6385	-292	6	Jeff Gordon	6380	-297
7	Jeff Gordon	4527	-556	7	Clint Bowyer	6366	-311	7	Clint Bowyer	6351	-326
8	Clint Bowyer	4520	-564	8	Joey Logano	6323	-354	8	Joey Logano	6328	-349
9	Kurt Busch	4488	-595	9	Kurt Busch	6290	-387	9	Greg Biffle	6297	-380
10	Joey Logano	4463	-620	10	Greg Biffle	6282	-395	10	Kurt Busch	6270	-407

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jimmie Johnson	2419		1	Dale Earnhardt, Jr.	5041		1	Dale Earnhardt, Jr.	5038	
2	Matt Kenseth	2400	-19	2	Jimmie Johnson	5035	-6	2	Jimmie Johnson	5032	-6
3	Kevin Harvick	2385	-34	3	Kevin Harvick	5034	-7	3	Kevin Harvick	5031	-7
4	Kyle Busch	2364	-55	4	Jeff Gordon	5033	-8	4	Jeff Gordon	5030	-8
5	Dale Earnhardt, Jr.	2363	-56	5	Matt Kenseth	2400	-2641	5	Matt Kenseth	2370	-2668
6	Jeff Gordon	2337	-82	6	Kyle Busch	2364	-2677	6	Kyle Busch	2334	-2704
7	Clint Bowyer	2336	-83	7	Clint Bowyer	2336	-2705	7	Clint Bowyer	2306	-2732
8	Joey Logano	2323	-96	8	Joey Logano	2323	-2718	8	Joey Logano	2293	-2745
9	Greg Biffle	2321	-98	9	Greg Biffle	2321	-2720	9	Greg Biffle	2291	-2747
10	Kurt Busch	2309	-110	10	Martin Truex, Jr.	2310	-2731	10	Martin Truex, Jr.	2280	-2758

Season Rank	Driver	AltmannScore	All Time Rank
1	Kevin Harvick	4838	47
2	Jimmie Johnson	4824	52
3	Clint Bowyer	4716	88
4	Dale Earnhardt, Jr.	4707	92
5	Kyle Busch	4706	93
6	Matt Kenseth	4660	114
7	Carl Edwards	4491	194
8	Joey Logano	4483	199
9	Ryan Newman	4443	219
10	Jeff Gordon	4424	233
11	Brad Keselowski	4423	234
12	Martin Truex Jr.	4393	252
13	Greg Biffle	4384	254
14	Kurt Busch	4273	310
15	Kasey Kahne	4178	348
16	Jamie McMurray	4103	380
17	Paul Menard	3967	451
18	Juan Pablo Montoya	3858	506
19	Jeff Burton	3833	522
20	Aric Almirola	3794	540

2014

1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2014	Jeff Gordon	Joey Logano	Kevin Harvick	Joey Logano	Kevin Harvick	Kevin Harvick

Jeff Gordon had the best season of 2014 and the 30th best season overall (highlighted in orange). Joey Logano had the 3rd best season of 2014 and Kevin Harvick had the 6th best season. Matt Kenseth would have had the best season in 2001 and 2002. Logano would have had the best season in 2001.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Jeff Gordon	5114		1	Joey Logano	6577		1	Kevin Harvick	6588	
2	Joey Logano	4965	-149	2	Kevin Harvick	6573	-4	2	Joey Logano	6582	-6
3	Brad Keselowski	4886	-228	3	Brad Keselowski	6481	-96	3	Brad Keselowski	6491	-97
4	Kevin Harvick	4857	-257	4	Jeff Gordon	6461	-116	4	Jeff Gordon	6446	-142
5	Dale Earnhardt, Jr.	4806	-308	5	Ryan Newman	6428	-149	5	Ryan Newman	6418	-170
6	Matt Kenseth	4709	-405	6	Matt Kenseth	6387	-190	6	Matt Kenseth	6362	-226
7	Ryan Newman	4621	-493	7	Dale Earnhardt, Jr.	6262	-315	7	Dale Earnhardt, Jr.	6252	-336
8	Jimmie Johnson	4483	-631	8	Carl Edwards	6187	-390	8	Carl Edwards	6192	-396
9	Kyle Larson	4482	-632	9	Jimmie Johnson	6174	-403	9	Jimmie Johnson	6179	-409
10	Carl Edwards	4384	-730	10	Clint Bowyer	6038	-539	10	Greg Biffle	6055	-533

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Joey Logano	2396		1	Kevin Harvick	5043		1	Kevin Harvick	5040	
2	Kevin Harvick	2389	-7	2	Ryan Newman	5042	-1	2	Ryan Newman	5039	-1
3	Brad Keselowski	2361	-35	3	Denny Hamlin	5037	-6	3	Denny Hamlin	5034	-6
4	Ryan Newman	2353	-43	4	Joey Logano	5028	-15	4	Joey Logano	5025	-15
5	Jeff Gordon	2348	-48	5	Brad Keselowski	2361	-2682	5	Brad Keselowski	2331	-2709
6	Matt Kenseth	2334	-62	6	Jeff Gordon	2348	-2695	6	Jeff Gordon	2318	-2722
7	Dale Earnhardt, Jr.	2301	-95	7	Matt Kenseth	2334	-2709	7	Matt Kenseth	2304	-2736
8	Carl Edwards	2288	-108	8	Dale Earnhardt, Jr.	2301	-2742	8	Dale Earnhardt, Jr.	2271	-2769
9	Kyle Busch	2282	-114	9	Carl Edwards	2288	-2755	9	Carl Edwards	2258	-2782
10	Jimmie Johnson	2274	-122	10	Kyle Busch	2285	-2758	10	Kyle Busch	2255	-2785

Season Rank	Driver	AltmannScore	All Time Rank
1	Jeff Gordon	4928	30
2	Matt Kenseth	4787	62
3	Joey Logano	4760	71
4	Dale Earnhardt, Jr.	4641	119
5	Brad Keselowski	4595	138
6	Kevin Harvick	4569	150
7	Ryan Newman	4553	160
8	Jimmie Johnson	4539	168
9	Kyle Larson	4452	213
10	Denny Hamlin	4436	223
11	Carl Edwards	4310	286
12	Jamie McMurray	4238	324
13	Kyle Busch	4233	326
14	Clint Bowyer	4226	330
15	Greg Biffle	4183	344
16	Paul Menard	4120	366
17	Kasey Kahne	3994	440
18	Brian Vickers	3903	480
19	Kurt Busch	3861	504
20	Marcos Ambrose	3789	542

2015

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2015	Kevin Harvick	Joey Logano	Joey Logano	Carl Edwards	Kyle Busch	Kyle Busch	Kyle Busch

Joey Logano had the best season of 2015 and the 4th best season overall (highlighted in orange). Kevin Harvick had the 2nd best season of 2015; Carl Edwards had the 10th best season while Kyle Busch had the 24th best season. In the 14 seasons prior to 2015, Harvick would have had the best season 12 times, nine times for Brad Keselowski, three for Martin Truex Jr. while Jeff Gordon, Jimmie Johnson and Dale Earnhardt Jr. would have had the best season once.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kevin Harvick	5429		1	Joey Logano	6494		1	Joey Logano	6494	
2	Joey Logano	5273	-156	2	Kevin Harvick	6477	-17	2	Jeff Gordon	6488	-6
3	Brad Keselowski	4974	-455	3	Carl Edwards	6453	-41	3	Carl Edwards	6468	-26
4	Dale Earnhardt, Jr.	4905	-524	4	Brad Keselowski	6435	-59	4	Kevin Harvick	6452	-42
5	Martin Truex, Jr.	4769	-660	5	Martin Truex, Jr.	6405	-89	5	Brad Keselowski	6410	-84
6	Jimmie Johnson	4762	-667	6	Denny Hamlin	6366	-128	6	Martin Truex, Jr.	6395	-99
7	Denny Hamlin	4648	-781	7	Kurt Busch	6342	-152	7	Denny Hamlin	6366	-128
8	Jeff Gordon	4574	-855	8	Dale Earnhardt, Jr.	6317	-177	8	Kurt Busch	6352	-142
9	Carl Edwards	4563	-866	9	Jimmie Johnson	6295	-199	9	Jimmie Johnson	6310	-184
10	Kurt Busch	4494	-935	10	Matt Kenseth	5979	-515	10	Dale Earnhardt, Jr.	6302	-192

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Carl Edwards	2362		1	Kyle Busch	5043		1	Kyle Busch	5040	
2	Joey Logano	2360	-2	2	Kevin Harvick	5042	-1	2	Kevin Harvick	5039	-1
3	Martin Truex, Jr.	2350	-12	3	Jeff Gordon	5038	-5	3	Jeff Gordon	5035	-5
4	Kevin Harvick	2349	-13	4	Martin Truex, Jr.	5032	-11	4	Martin Truex, Jr.	5029	-11
5	Brad Keselowski	2347	-15	5	Carl Edwards	2368	-2675	5	Carl Edwards	2338	-2702
6	Kurt Busch	2333	-29	6	Joey Logano	2360	-2683	6	Joey Logano	2330	-2710
7	Denny Hamlin	2327	-35	7	Brad Keselowski	2347	-2696	7	Brad Keselowski	2317	-2723
8	Jimmie Johnson	2315	-47	8	Kurt Busch	2333	-2710	8	Kurt Busch	2303	-2737
9	Ryan Newman	2314	-48	9	Denny Hamlin	2327	-2716	9	Denny Hamlin	2297	-2743
10	Dale Earnhardt, Jr.	2310	-52	10	Jimmie Johnson	2315	-2728	10	Jimmie Johnson	2286	-2754

Season Rank	Driver	AltmannScore	All Time Rank
1	Joey Logano	5157	4
2	Kevin Harvick	5048	13
3	Brad Keselowski	4976	22
4	Martin Truex Jr.	4821	53
5	Jeff Gordon	4749	75
6	Dale Earnhardt, Jr.	4738	78
7	Jimmie Johnson	4730	80
8	Denny Hamlin	4624	123
9	Matt Kenseth	4451	214
10	Carl Edwards	4444	217
11	Ryan Newman	4412	242
12	Kurt Busch	4374	262
13	Jamie McMurray	4094	386
14	Clint Bowyer	4082	391
15	Kasey Kahne	3919	473
16	Aric Almirola	3861	502
17	Kyle Larson	3839	516
18	Paul Menard	3832	523
19	Austin Dillon	3651	624
20	Greg Biffle	3635	637
21	A.J. Allmendinger	3466	727
22	Ricky Stenhouse, Jr.	3362	792
23	Tony Stewart	3325	817
24	Kyle Busch	3292	834

2016

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2016	Kevin Harvick	Joey Logano	Kyle Busch	Kyle Busch	Jimmie Johnson	Jimmie Johnson	Jimmie Johnson

Kevin Harvick had the best season of 2016 and the 21st best season overall (highlighted in orange). Joey Logano had the 2nd best season of 2016 and Jimmie Johnson had the 11th best season. In the 15 seasons prior to 2016, Logano would have had the best season six times, four times for Kyle Busch and once for Kurt Busch and Brad Keselowski.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kevin Harvick	5161		1	Joey Logano	6583		1	Kyle Busch	6565	
2	Joey Logano	5073	-88	2	Kyle Busch	6555	-28	2	Joey Logano	6563	-2
3	Kyle Busch	5005	-156	3	Jimmie Johnson	6438	-145	3	Jimmie Johnson	6463	-102
4	Brad Keselowski	4897	-264	4	Denny Hamlin	6419	-164	4	Matt Kenseth	6462	-103
5	Denny Hamlin	4881	-280	5	Kevin Harvick	6358	-225	5	Denny Hamlin	6414	-151
6	Kurt Busch	4727	-434	6	Kurt Busch	6327	-256	6	Kevin Harvick	6338	-227
7	Carl Edwards	4611	-550	7	Chase Elliott	6305	-278	7	Kurt Busch	6317	-248
8	Jimmie Johnson	4609	-552	8	Martin Truex, Jr.	6267	-316	8	Chase Elliott	6300	-265
9	Matt Kenseth	4578	-583	9	Brad Keselowski	6264	-319	9	Martin Truex, Jr.	6282	-283
10	Martin Truex, Jr.	4574	-587	10	Carl Edwards	6214	-369	10	Brad Keselowski	6259	-306

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kyle Busch	2388		1	Jimmie Johnson	5043		1	Jimmie Johnson	5040	
2	Joey Logano	2383	-5	2	Joey Logano	5040	-3	2	Joey Logano	5037	-3
3	Jimmie Johnson	2357	-31	3	Kyle Busch	5038	-5	3	Kyle Busch	5035	-5
4	Matt Kenseth	2354	-34	4	Carl Edwards	5010	-33	4	Carl Edwards	5007	-33
5	Denny Hamlin	2350	-38	5	Matt Kenseth	2360	-2683	5	Matt Kenseth	2330	-2710
6	Kurt Busch	2326	-62	6	Denny Hamlin	2350	-2693	6	Denny Hamlin	2320	-2720
7	Kevin Harvick	2319	-69	7	Kurt Busch	2326	-2717	7	Kurt Busch	2296	-2744
8	Chase Elliott	2315	-73	8	Kevin Harvick	2319	-2724	8	Kevin Harvick	2289	-2751
9	Kyle Larson	2315	-73	9	Kyle Larson	2318	-2725	9	Kyle Larson	2288	-2752
10	Martin Truex, Jr.	2301	-87	10	Chase Elliott	2315	-2728	10	Chase Elliott	2285	-2755

Season Rank	Driver	AltmannScore	All Time Rank
1	Kevin Harvick	4977	21
2	Joey Logano	4918	31
3	Kyle Busch	4835	48
4	Kurt Busch	4772	66
5	Brad Keselowski	4770	68
6	Denny Hamlin	4708	90
7	Matt Kenseth	4570	149
8	Martin Truex Jr.	4441	220
9	Chase Elliott	4406	243
10	Carl Edwards	4400	245
11	Jimmie Johnson	4337	273
12	Kasey Kahne	4232	327
13	Kyle Larson	4225	331
14	Austin Dillon	4209	336
15	Jamie McMurray	4208	337
16	Ryan Newman	3999	436
17	A.J. Allmendinger	3997	438
18	Ryan Blaney	3917	474
19	Ricky Stenhouse, Jr.	3719	583
20	Trevor Bayne	3683	606

2017

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2017	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.

Martin Truex Jr. had the best season of 2017 and the 40th best season overall (highlighted in orange). Truex Jr. was the only driver between 2001-2019 to have the best season while winning in all six systems. Kevin Harvick, who had the 2nd best season in 2017 would have had the best season in 2002.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Martin Truex, Jr.	5293		1	Martin Truex, Jr.	6724		1	Martin Truex, Jr.	6734	
2	Kyle Busch	5014	-279	2	Brad Keselowski	6492	-232	2	Brad Keselowski	6497	-237
3	Kevin Harvick	4887	-406	3	Kyle Busch	6482	-242	3	Kyle Busch	6472	-262
4	Denny Hamlin	4808	-485	4	Chase Elliott	6479	-245	4	Chase Elliott	6454	-280
5	Chase Elliott	4749	-544	5	Kevin Harvick	6452	-272	5	Kevin Harvick	6432	-302
6	Brad Keselowski	4716	-577	6	Denny Hamlin	6387	-337	6	Denny Hamlin	6377	-357
7	Kyle Larson	4642	-651	7	Kyle Larson	6171	-553	7	Matt Kenseth	6376	-358
8	Matt Kenseth	4510	-783	8	Jamie McMurray	6139	-585	8	Kyle Larson	6171	-563
9	Jamie McMurray	4383	-910	9	Ryan Newman	6100	-624	9	Jamie McMurray	6124	-610
10	Joey Logano	4320	-973	10	Clint Bowyer	6093	-631	10	Ryan Newman	6100	-634

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Martin Truex, Jr.	2429		1	Martin Truex, Jr.	5043		1	Martin Truex, Jr.	5040	
2	Brad Keselowski	2374	-55	2	Chase Elliott	5039	-4	2	Chase Elliott	5036	-4
3	Chase Elliott	2357	-72	3	Brad Keselowski	5037	-6	3	Brad Keselowski	5034	-6
4	Kyle Busch	2356	-73	4	Ryan Blaney	5015	-28	4	Ryan Blaney	5012	-28
5	Kevin Harvick	2349	-80	5	Kyle Busch	2356	-2687	5	Kyle Busch	2326	-2714
6	Denny Hamlin	2334	-95	6	Kevin Harvick	2349	-2694	6	Kevin Harvick	2319	-2721
7	Jimmie Johnson	2271	-158	7	Denny Hamlin	2334	-2709	7	Denny Hamlin	2304	-2736
8	Ricky Stenhouse, Jr.	2269	-160	8	Joey Logano	2315	-2728	8	Joey Logano	2285	-2755
9	Kyle Larson	2268	-161	9	Austin Dillon	2282	-2761	9	Austin Dillon	2252	-2788
10	Jamie McMurray	2265	-164	10	Jimmie Johnson	2280	-2763	10	Jimmie Johnson	2250	-2790

Season Rank	Driver	AltmannScore	All Time Rank
1	Martin Truex Jr.	4888	40
2	Kevin Harvick	4760	72
3	Denny Hamlin	4688	102
4	Kyle Busch	4682	109
5	Chase Elliott	4596	137
6	Brad Keselowski	4584	142
7	Kyle Larson	4432	224
8	Matt Kenseth	4427	229
9	Jamie McMurray	4343	270
10	Joey Logano	4288	300
11	Clint Bowyer	4150	355
12	Daniel Suarez	4111	376
13	Kurt Busch	4094	385
14	Ryan Newman	4094	387
15	Ryan Blaney	4061	395
16	Erik Jones	4025	420
17	Jimmie Johnson	4018	424
18	Ricky Stenhouse, Jr.	3901	482
19	Dale Earnhardt, Jr.	3696	596
20	Trevor Bayne	3660	619

2018

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13 Playoffs)	2011-2015_('14-'15 Playoffs)	2016_Playoffs	Recognized Champion
2018	Kyle Busch	Joey Logano	Joey Logano	Joey Logano	Joey Logano	Joey Logano	Joey Logano

Kevin Harvick had the best season of 2018 and the 5th best season overall (highlighted in orange). Kyle Busch had the 2nd best season of 2018 and Joey Logano had the third best. In the 17 seasons prior to this year, Busch would have had the best season in 15 of those years while Logano would have had the best season ten times.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kyle Busch	5403		1	Joey Logano	6534		1	Joey Logano	6519	
2	Kevin Harvick	5148	-255	2	Martin Truex, Jr.	6492	-42	2	Kyle Busch	6508	-11
3	Martin Truex, Jr.	5076	-327	3	Kyle Busch	6488	-46	3	Martin Truex, Jr.	6492	-27
4	Joey Logano	5015	-388	4	Brad Keselowski	6398	-136	4	Brad Keselowski	6418	-101
5	Kurt Busch	4777	-626	5	Kevin Harvick	6312	-222	5	Chase Elliott	6380	-139
6	Denny Hamlin	4735	-668	6	Kyle Larson	6306	-228	6	Kevin Harvick	6339	-180
7	Brad Keselowski	4702	-701	7	Kurt Busch	6296	-238	7	Kyle Larson	6296	-223
8	Kyle Larson	4632	-771	8	Denny Hamlin	6294	-240	8	Kurt Busch	6276	-243
9	Aric Almirola	4610	-793	9	Clint Bowyer	6155	-379	9	Denny Hamlin	6269	-250
10	Chase Elliott	4580	-823	10	Erik Jones	6101	-433	10	Ryan Blaney	6200	-319

2011-2015_('11-'13 Playoffs)				2011-2015_('14-'15 Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Joey Logano	2372		1	Joey Logano	5043		1	Joey Logano	5040	
2	Martin Truex, Jr.	2369	-3	2	Kevin Harvick	5041	-2	2	Kevin Harvick	5038	-2
3	Kyle Busch	2369	-3	3	Kyle Busch	5040	-3	3	Kyle Busch	5037	-3
4	Brad Keselowski	2346	-26	4	Brad Keselowski	5039	-4	4	Brad Keselowski	5036	-4
5	Chase Elliott	2330	-42	5	Martin Truex, Jr.	2369	-2674	5	Martin Truex, Jr.	2339	-2701
6	Kevin Harvick	2327	-45	6	Aric Almirola	2360	-2683	6	Aric Almirola	2330	-2710
7	Kyle Larson	2314	-58	7	Chase Elliott	2333	-2710	7	Chase Elliott	2302	-2738
8	Kurt Busch	2311	-61	8	Kyle Larson	2314	-2729	8	Kyle Larson	2285	-2755
9	Denny Hamlin	2306	-66	9	Kurt Busch	2311	-2732	9	Kurt Busch	2281	-2759
10	Austin Dillon	2289	-83	10	Denny Hamlin	2306	-2737	10	Denny Hamlin	2276	-2764

Season Rank	Driver	AltmannScore	All Time Rank
1	Kevin Harvick	5108	5
2	Kyle Busch	5086	7
3	Joey Logano	4950	24
4	Martin Truex Jr.	4684	107
5	Kurt Busch	4620	126
6	Kyle Larson	4572	147
7	Chase Elliott	4538	170
8	Brad Keselowski	4523	175
9	Aric Almirola	4454	212
10	Denny Hamlin	4414	238
11	Erik Jones	4369	263
12	Ryan Blaney	4327	277
13	Clint Bowyer	4216	334
14	Jimmie Johnson	4002	433
15	Alex Bowman	3945	461
16	Ryan Newman	3860	505
17	Austin Dillon	3783	546
18	Daniel Suarez	3744	568
19	Jamie McMurray	3646	625
20	Paul Menard	3510	702

2019

	1975-2003	2004-2006_Playoffs	2007-2010_Playoffs	2011-2015_('11-'13_Playoffs)	2011-2015_('14-'15_Playoffs)	2016_Playoffs	Recognized Champion
2019	Kyle Busch	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Martin Truex Jr.	Kyle Busch

Kyle Busch had the best season of 2019 2018 and the 5th best season overall (highlighted in orange). Martin Truex Jr. had the 4th best season of 2019. In the 18 seasons prior to this one, Kevin Harvick would have had the best season nine times, seven times for Denny Hamlin and once for both Truex Jr. and Joey Logano.

1975-2003				2004-2006_Playoffs				2007-2010_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Kyle Busch	5313		1	Martin Truex, Jr.	6636		1	Martin Truex, Jr.	6656	
2	Denny Hamlin	5193	-120	2	Kevin Harvick	6587	-49	2	Kevin Harvick	6592	-64
3	Martin Truex, Jr.	5156	-157	3	Denny Hamlin	6532	-104	3	Denny Hamlin	6537	-119
4	Kevin Harvick	5107	-206	4	Kyle Busch	6451	-185	4	Kyle Busch	6446	-210
5	Joey Logano	4988	-325	5	Joey Logano	6375	-261	5	Ryan Blaney	6364	-292
6	Brad Keselowski	4760	-553	6	Ryan Blaney	6364	-272	6	Joey Logano	6355	-301
7	Kurt Busch	4617	-696	7	Brad Keselowski	6308	-328	7	Brad Keselowski	6313	-343
8	Ryan Blaney	4598	-715	8	Kurt Busch	6193	-443	8	Alex Bowman	6241	-415
9	Chase Elliott	4473	-840	9	Chase Elliott	6151	-485	9	William Byron	6200	-456
10	Alex Bowman	4450	-863	10	Erik Jones	6040	-596	10	Kurt Busch	6183	-473

2011-2015_('11-'13_Playoffs)				2011-2015_('14-'15_Playoffs)				2016_Playoffs			
Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.	Fin	Driver	Points	Diff.
1	Martin Truex, Jr.	2411		1	Martin Truex, Jr.	5042		1	Martin Truex, Jr.	5039	
2	Kevin Harvick	2398	-13	2	Kevin Harvick	5040	-2	2	Kevin Harvick	5037	-2
3	Denny Hamlin	2378	-33	3	Denny Hamlin	5034	-8	3	Denny Hamlin	5031	-8
4	Kyle Busch	2352	-59	4	Ryan Blaney	5033	-9	4	Ryan Blaney	5030	-9
5	Joey Logano	2335	-76	5	Kyle Busch	2352	-2690	5	Kyle Busch	2322	-2717
6	Brad Keselowski	2317	-94	6	Joey Logano	2335	-2707	6	Joey Logano	2305	-2734
7	Alex Bowman	2296	-115	7	Brad Keselowski	2317	-2725	7	Brad Keselowski	2287	-2752
8	William Byron	2283	-128	8	Kyle Larson	2302	-2740	8	Kyle Larson	2272	-2767
9	Kurt Busch	2282	-129	9	Alex Bowman	2296	-2746	9	Alex Bowman	2266	-2773
10	Ryan Newman	2280	-131	10	William Byron	2283	-2759	10	William Byron	2253	-2786

Season Rank	Driver	AltmannScore	All Time Rank
1	Kyle Busch	5069	10
2	Kevin Harvick	4947	28
3	Denny Hamlin	4900	37
4	Martin Truex Jr.	4763	70
5	Joey Logano	4737	79
6	Kurt Busch	4436	222
7	Brad Keselowski	4401	244
8	Ryan Blaney	4337	272
9	Clint Bowyer	4287	301
10	Kyle Larson	4278	308
11	Ryan Newman	4266	313
12	Erik Jones	4258	316
13	Chase Elliott	4138	359
14	William Byron	4117	369
15	Alex Bowman	4111	377
16	Aric Almirola	4034	411
17	Jimmie Johnson	3971	450
18	Daniel Suarez	3945	463
19	Paul Menard	3755	559
20	Matt DiBenedetto	3737	573

What's Next?

Now that there is a baseline understanding of the point and playoff systems that have existed as well as a way to determine which system is best, the next step is to redesign a new point and playoff system. Armed with the knowledge from Part I and Part II of this paper, designing and building out a new point and playoff system is now possible. It is now clear that the *1975-2003* point system tends to reward the best driver with a championship and it is also clear that the existing playoff system doesn't. Point and playoff system aside, there are other aspects of the season that can be altered to make the season more exciting and the races more efficient. Three stages to a race means two mandatory cautions. There doesn't need to be intermissions.

Be less like the NHL and more like Soccer or other auto racing organizations like Indy Car and Formula 1. Lastly, NASCAR can do a better job marketing not only drivers but also the races themselves. Not to give too much away, but having a focus on individual accomplishments may increase interest in NASCAR once again. Why NASCAR did what they did to the point and playoff system is unclear and it can be debated to the end of time if it was affective or not. Take one look at the grandstands on a Sunday afternoon and it's clear that the changes have not increased the interest for fans. Stay tuned for Part III where a new point and playoff system, along with minor tweaks to the season will be introduced and discussed.

Reference

The NASCAR Playoff System is Broken Why it's flawed and how to fix it Part I

driveraverages.com