

2.6 POINT AVERAGE SYSTEM

2.6.1 For regular weekly events, all tracks must use the point average system:

A. A point-average system, involving a draw for the heat races and the use of a three-week point average (based upon the last three events that a competitor had competed in at that race track) for the feature race.

B. Specials may have the feature races lined up by any manner (examples: redraw, straight-up, dash, passing points etc.).

C. Opening regular night: draw for heats, redraw for feature. See 2.6.3 below for number of cars to be placed in redraw.

D. After opening night, when a driver that is in attendance for the first time for a regular night race and he/she makes the invert/“qualifies,” he or she will be allowed to use a redraw for the feature race for a position of five on back in the invert. If there is only one heat, new drivers will draw for existing invert positions remaining. The first four positions will not be allowed in the redraw. This is a first-time option used only by a first time visitor after opening night of said track.

E. If a driver is disqualified for misconduct during any race event, that driver will lose all points for all races at that event. In this instance, the resulting zero point night will not be used in the calculation of the driver’s three week point average; the average for the three events previous to the misconduct penalty will be used to calculate the driver’s point average for the next event at that track.

F. If a driver is returning from a track suspension or complete WISSOTA suspension, that driver shall be treated as a new driver for line-up purposes and will be lined up according to rule D above at the first regular event back at that track. The results of that single regular event will then determine the point average for that driver (example: if a driver accumulates 50 points at that single event, that driver’s average is 50 points; 50 points divided by one event). If that driver returns to the track again, the point average will be determined by averaging the first night back from suspension and the second night back after the suspension (example: if a driver accumulates 50 points at first event, then 54 at second event, the point average is 52; $50+54$ divided by two). The results of the driver’s third event back after the suspension will enable the driver to have a three-night point average.

2.6.2 Under the point-average system, the same number of cars as specified in paragraph 2.6.3 must be inverted for the feature race.

2.6.3 The inversion for all classes of cars is as follows: one (1) heat race, invert five (5); two (2) heat races, invert four (4); three (3) heat races, invert three (3); four (4) heat races, invert two (2); five (5) heat races, invert one (1). 2.6.3.1 Opening Night Redraw Mandatory: The redraw for all classes of cars is as follows: one (1) heat race, redraw five (5); two (2) heat races, redraw four (4); three (3) heat races, redraw three (3); four (4) heat races, redraw two (2); five (5) heat races, redraw one (1) per heat.

2.6.4 The driver must finish the heat race in order to be eligible for the invert. All cars that start but do not finish a heat race must be placed in the feature line-up behind all heat finishers. Drivers who did not start the heat race can be placed behind those who started but did not finish a heat, and any drivers disqualified from a heat race may be placed behind any heat race DNF cars.

2.6.5 In the event a driver does not participate in a B feature or feature event, that night will not count toward the driver's three-week point average. If this should occur at a track's opener or on the driver's first visit to the track, that driver shall be treated as a "new" driver the next time he races at that track and will be subject to the first time driver redraw policy (2.6.1D)