

QUALIFYING PROCEDURE

OVAL QUALIFYING (EXCLUDING THE INDIANAPOLIS 500 AND IOWA SPEEDWAY EVENTS)

Order – Qualifying order is determined by a blind draw conducted on set-up day.

Warm-up laps – Each car is permitted two warm-up laps prior to the timed qualification laps. Race director may permit additional warm-up laps if deemed necessary.

Green flag laps – A qualification attempt consists of two consecutively timed laps. The aggregate time is recorded as the official qualifying time for the car.

Missed attempts – Each car is permitted to leave the staging pit one time only.

ROAD/STREET COURSES

Practice – All cars participate in practice sessions on the first day of track activity. At the end of the day, drivers will be assigned to one of two groups based on the combined practice times on the day prior to qualifications. The driver with the fastest overall time will determine whether his group will qualify first or second.

Qualifying – Qualifying is broken down into three segments, progressively narrowing the field to determine the pole winner.

Segment One – Each of the two groups receives 10 minutes of track time, inclusive of full-course yellow conditions. The fastest six cars from each group advance to Segment Two, while the remaining cars are assigned positions 13+. Group One drivers occupy the odd-numbered positions (13, 15, 17...) while Group Two drivers occupy the even-numbered positions (14, 16, 18...) based on their fastest lap times during the segment.

Segment Two – The 12 advancing cars receive 10 minutes of track time. The fastest six advance to the Firestone Fast Six while the remaining six cars are ranked in positions 7-12 based on their fastest laps during the segment.

Firestone Fast Six – The six advancing cars receive 10 minutes of track time, with a guarantee of five minutes of green flag time. Each car receives one additional set of Firestone Firehawk tires for use during this final segment. At the end of the session, the cars are ranked 1-6 based on their fastest laps during the segment.

Cautions – If a car causes a red or full course yellow condition in any segment or otherwise interferes with qualifications as determined by the Race Director, the car's best two timed laps of the segment will be disallowed. An interfering car will not be allowed to advance to the next segment. If a car causes two red or full course yellow conditions in any segment, all segment times shall be voided and the car shall not be permitted to participate in the remainder of qualifying.

Doubleheaders – Qualifying shall consist of one 30-minute qualifying session for all cars of which 10 minutes is guaranteed green condition time.

Firestone Fast Six Fast Facts – 2005-2012 (The format has been used at 52 races)

31 – Different drivers who have participated in Firestone Fast Six sessions

107 – Times a driver has improved their starting position (34.3 percent)

38 – Scott Dixon leads all drivers by participating in 38 of 52 Firestone Fast Six sessions. Dario Franchitti is second with 36.

30 – Times a driver has improved to the pole position during the Firestone Fast Six session

2.17 – Average starting position of the driver who entered the Firestone Fast Six session with the fastest lap from the previous segment.

2.38 – Average pre-session qualifying position of the driver who won the pole during the Firestone Fast Six session.

5 – Most spots improved; Helio Castroneves went from sixth to first at Mid-Ohio in 2007, Ryan Briscoe went from sixth to first at Edmonton in 2008, Will Power went from sixth to first at Long Beach in 2009, Dario Franchitti went from sixth to first at Toronto in 2012 and Ryan Hunter-Reay went from sixth to first at Edmonton.

1 – Race where no positions changed (Infineon 2005).

In 2012, no driver participated in all 10 Firestone Fast Six sessions.

In 2012, the driver who was fastest in Segment Two went on to capture the pole in four of the 10 Firestone Fast Six sessions.

Ties (all courses)

In the event two or more cars post identical qualification times, the cars will be ranked in the order in which the completed qualification attempts occurred.

“Earned” Poles

A pole is considered “earned” for statistical purposes when it is based on on-track performance at a particular track. When qualifying is cancelled and a pole is awarded based on points, as it will be in 2013, it is not considered a pole for statistical purposes. When qualifying was cancelled and a pole was awarded based on practice speeds, as it had been in some previous seasons, it is considered an “earned” pole.

INDIANAPOLIS 500

Order – A blind draw is conducted prior to each qualification day.

Warm-up laps – Each car is permitted two warm-up laps prior to the timed qualification laps. IZOD IndyCar Series officials may permit three warm-up laps if they deem it necessary.

Green-flag laps – A qualification attempt consists of four timed laps. The aggregate time is recorded as the official qualifying time for the car.

Pole Day – Qualifying is broken down into two segments, progressively narrowing the field to determine the pole winner.

Segment One – Held from 11 a.m. to 4 p.m., to determine positions 1-24 in the field based on the fastest four-lap averages. Once all 24 positions have been filled, bumping will occur until 4 p.m. Each car has up to three qualifying attempts. The top nine qualifiers advance to Segment 2.

Segment Two – Held from 4:30 to 6 p.m., the top nine cars will run in reverse order based on Segment One speeds. All cars are required to make at least one attempt in Segment Two. Cars making additional attempts will receive an additional set of tires. At the end of the session, the cars are ranked 1-9 based on their four-lap average during the segment.

Bump Day – Positions 25-33 will be determined based on the day’s fastest four-lap average. Once starting field is set, any qualifying attempt that is faster than a qualified entrant in the starting field will bump the slowest qualifier, regardless of the day of qualification. The “bumping” entrant is placed at the rear of the field while the “bumped” entrant is removed from the field, but has the opportunity to bump its way back into the starting field as time allows. Each car is allowed three attempts.

IOWA SPEEDWAY

Heat Races – Three 50-lap races, with starting lineup set by single-car qualifications. Race 1 heat will determine odd-numbered starting positions 11 to 31. Race 2 heat will determine even-numbered starting positions for 12 to 32. Race 3 will set the top 10 starting spots, with the top two finishers from Heats 1-2 advancing with the top-six qualifiers.