

## **The Parc Ferme procedure:**

1. **20** minutes prior to the end of day one, a warning is displayed to all cars on course from the S/F stand (furled white, etc). This is to signal that the pits are closing in five minutes.
2. **15** minutes prior to the end of day one, pit road is closed.
  - a. Cars already on pit road can finish their service and leave when they want.
  - b. Cars who hit pit road after we close it, and are not damaged are sent down pit road as a pass through and back on to the track. No stopping at their pit box is allowed.
  - c. Cars who hit pit road after we close it, and are damaged but repairable (flat tire, crash, etc) can go to their stall and repair the damage ONLY. No fuel, driver changes or other mechanical work is allowed. This is a judgment call by Pit IN.
  - d. Cars who hit pit road after we close it, and are damaged beyond repair (probably towed in) are taken to the paddock.
3. With one lap to go before the day one checker, a Full Course Caution is displayed and the pace car is sent out to pick up the leader.
4. The full field is collected and brought down pit road, keeping in mind the location of the timing loop. Once all cars have hit pit road, a Red Flag is displayed and Parc Ferme begins.
5. Teams are allowed to remove their driver, remove video cameras and cover their car with a tarp. This is all that is allowed.
6. Sunday morning teams can remove tarps, install cameras and belt in new drivers at the time designated by the Director.
7. All cars in the active field line must leave pit road behind the pace car for one pace lap. Cars who were in the paddock can join the field at the tail end of the pack.
8. Any cars that were sent to their pit box as a damaged but repairable car during the time pit road was closed on Saturday cannot continue their repairs until the field leaves pit road Sunday morning.
9. Regular fueling can resume once the race goes back to green Sunday.