

Online Pre-registration

If you do not have a Scorekeeper account, you will need to create one in order to register. Go to Pre-registration is open: <http://scorekeeper.wwscc.org/register/ww2025> then click on the Register tab to create an account.

After logging in, if you do not have any "Cars" created in Scorekeeper:

- click the Cars button at the top of the screen to create a car
- click the Events button at the top of the screen and select
- click the Register Here drop-down box and select the Car you want to register

For more Help, after you have logged in see:

<https://scorekeeper.wwscc.org/register/ww2025/help>

Site: [Directions to Sanderson Field Autocross site from the Seattle area:](#)

When you arrive on-site (Saturday)

- Everyone will be asked to sign the event waiver when entering the site - if you arrive Friday night and camp go over to the front gate to sign the waiver.
- Head to one of the PIT areas - find an open space and unload everything out of your car to prepare for Tech - please review the [Basic Tech requirements](#) to avoid big surprises on site. Please apply your car number and pax index class letters (e.g. IST, STR, ASP, TO, NOV) **before going to tech**. Ask someone at Tech or Registration for help if you're not sure what to do :-)
[Car Identification Info](#)
- Head over to the Reg and Tech area - find a spot to temporarily park, stand in the registration line (you will get a timing card and a work assignment), then take your car through Tech.
- Walk the course (this could take 25 minutes)
- **If you're running in the first group** please put your car in grid before the driver's meeting. Once in the grid, put your timing card on your dashboard or windshield so it can be collected.

- **Attendance at the Driver's Meeting is mandatory.** Only those working in the following positions are excused from the driver's meeting: Registration, Worker Assignments, Tech, and Chiefs of Timing.

What you should bring:

- Your valid driver's license
- Helmets are required and loaner helmets are available ([approved certifications](#))
- Car and class numbers - **blue tape or other colored tape will work** if you do not have magnetic or vinyl numbers/letters. **Please bring your own tape**, we have limited supplies.
- Whatever you need to “be prepared” for the weather (golf umbrella, rain suit, tarp, extra water, food, sunscreen, etc.).

Sound Rule

In an effort to be good guests and keep our sites, we are trying to keep the volume down to a medium roar. We will be monitoring sound levels and following the “SOUND MEASUREMENT PROCEDURES from SCCA® NATIONAL SOLO® EVENTS” from the current year SCCA National rule book, the changes from previous years are marked below:

1. The sound limit will be ~~96.0 dBA~~ 105 dBC
2. The sound warning level will be ~~93.0 dBA~~ 100 dBC
3. Where “or representative” is stated this shall include the Event Chair and Chief of Sound.
4. Any run which exceeds ~~100.0 dBA~~ 105 dBC shall result in immediate disqualification of the vehicle from any subsequent run, which may include any additional drivers.
5. It is the responsibility of the NWR Chief of Sound to ensure measuring methods are equivalent with the methods used at SCCA Solo National Events.
6. Sound Readings should be taken at every event including practice events, sound measurements will be reviewed during monthly club meetings.

Course Worker Instructions:

- SAFETY FIRST! DON'T TURN YOUR BACK ON A CAR IN YOUR AREA!!!
- Come prepared for changing weather while on station. Take a bathroom break if needed before you go on course.
- Check in with the Chief of Workers at the beginning of your work assignment.
- Make sure you know which station you are working and where it is.
- Make sure you know your area of responsibility and the location of your radio person.
- Make sure your station has adequate supplies: extra cones, fire extinguishers, radio, and red flag.
- Make sure all the cones in your area are in their proper place when you first come on station and periodically check them all during your work shift.
- Spread out to cover your area. Don't cluster together and talk.
- Do not use cameras while on a corner station.
- Do not sit down or wander away from your station.
- Do not pick up hot parts dropped on course because of the risk of burns. Kick them off of the course and pick them up after they have cooled.
- Cars may come as quickly as 15-20 seconds. Be alert!! Hustle!
- Watch the cones, not the car. As soon as safely possible, check any cone that moved. Reset or replace any cone that moves and indicate penalty or not to your radio person.
- Use "safe" signal for no penalty; "touchdown" signal for missed gate; hold up penalty cone(s) or fingers for number of penalty cones. Cone penalty for "down or out" cone (see below). "Gate" penalty for going outside course (and not returning at the exit point)--driving over a line is OK. "DNF" (Did Not Finish) for missing significant portion of the course. (Note: Each cone not correctly negotiated in a slalom is a gate.)
- Explain to any red-flagged car why they were stopped. They can exit the course either directly or by driving SLOWLY through the remainder of the course. If red flag was NOT because of anything they did, they get a rerun.
- Do not litter. Take garbage with you when you are done.

A cone penalty is assessed if:

- Cone is knocked over (either touching box or not)

- If a cone is standing but not touching the chalk box
- No penalty is assessed if:
 - Cone is standing and touching box
 - Cone is a pointer or directional cone

