

## APPENDIX E - SOLO® SAFETY STEWARD GUIDEBOOK

### I. INTRODUCTION

The Solo® Safety Steward (SSS) program is an ongoing training and licensing program aimed at increasing the safety of SCCA® Solo® events by highlighting the potential hazards of uncontrolled spectator viewing areas, uncontrolled spectator movement adjacent to Solo® courses, and driver/worker safety relative to course design or layout. It is the intention of the SCCA® that all material contained herein is reviewed with all students during a Solo® Safety Steward Seminar.

Since a major concern of this program is with spectator safety, the first important item to address is the definition of “spectator.”

There are two groups of people that attend our events, non-participants and participants. Non-participants are those individuals that have not signed the SCCA® waiver and participants are those individuals that have signed the waiver. The words “Non-Participant” and “Spectator” can be interchangeable, as can the words “Participant” and Driver, Worker, Crew, or Guest.

Therefore, for the purpose of the Solo® Events program, a spectator is a non-participant and a casual observer that may be interested in viewing a Solo® event. A driver, worker, crewmember, or guests are participants. The SSS has the responsibility and authority to require that these individuals not be allowed to congregate in areas surrounding the actual course that would place them in jeopardy from competing vehicles.

The vast majority of Solo® events are sanctioned and insured as “non-spectator” events. Therefore, any non-participant lingering on the event premises for more than a few moments must sign the SCCA® waiver or leave the facility. However, such casual observers are common so their safety and your protection must be addressed. Although it is imperative that event waivers be signed, it is not the responsibility of the Safety Steward to execute this function. This responsibility lies with the event Chairman, who must reasonably assure that all participants and non-participants sign the required SCCA® waiver. However, it is the responsibility of the SSS to confirm that the Chairman, the Waiver Chief, or his/her designee is actively pursuing the SCCA® waiver requirement.

Participant and non-participant safety is accomplished by establishing safe viewing areas and then controlling these areas through the use of physical barriers or the deployment of event workers as Crowd Control Marshals. It is a reality that participants and non-participants will typically congregate in areas adjacent to the course “where the action is.” Unfortunately, these action areas may also be the most dangerous because individuals rarely realize the danger they place themselves in when viewing a competition event. So they must, in effect, be protected from themselves as is reasonably possible. Further, it is important that it be understood that they can be very determined and will use every available means to accomplish their goal. A SSS must be

constantly on the alert and prepared to act upon potential hazardous situations.

The benefit to be derived from non-participant and participant control at Solo® events is not limited to safety alone but reaches out to other areas of concern for SCCA®. It seems to be a fact of life that insurance premiums continue to rise on a yearly basis. Just as individual personal insurance policies are subject to rate increases, so are the insurance policies of SCCA®. The principle manner in which these rate increases can be held to a minimum is by reducing the overall exposure to the policy. Reduced exposure of the SCCA® policy equates to stable premiums. This reduced exposure can be the result of safe event management.

SCCA® Solo® events have an excellent safety record and it is important that it be kept that way. Therefore, the purpose of the SEB in initiating the SSS program was twofold:

- to improve overall event safety and
- thereby stabilize insurance costs.

## II. START OF THE SSS PROGRAM

In the spring of 1976, the SEB reviewed the procedures used to control spectator-viewing areas. Previously, the efforts of SCCA® toward safety had been primarily directed at the competitors (i.e., personal safety equipment, vehicle safety equipment, and course safety design). Because of the potential for non-participant injury resulting from an off-course excursion of a competition vehicle, it became clear that greater emphasis should be placed on the establishment of safe viewing areas and the control of these areas during our events.

A SSS Sub-Committee was formed and, with the assistance of insurance company representatives, a training program began that would result in the licensing of SCCA® members in the specialty of spectator control.

Initially, the training program was aimed at Solo1® events and championship Solo® events. However, because the growth of the Solo® program had resulted in increased spectator numbers at regional events, the Safety Steward program was expanded to include every Solo® event sponsored by an SCCA® Region.

With the success of the Safety Steward program established, the SEB approved a recommendation to expand a Steward's area of responsibility and authority to include driver and worker safety relative to course design. A SSS must now assure that Section 2.2 (Course Safety and Layout Rules) is being properly followed for Solo® events and that driver and worker safety, per the SCCA® approved event site plan, is being followed for all Solo® events. As with all recommendations made by a Steward for spectator safety, recommendations made for driver or worker safety must be addressed to the satisfaction of the Steward. Failure of the host region to make adequate corrections may initiate procedures for cancellation of the event for safety reasons.

and event insurance withdrawal.

Every Solo® event must have a licensed SSS on duty at all times. Since this is necessary for insurance coverage, failure to meet this requirement will void the host region's insurance for the event.

### **III. DIVISIONAL SOLO® SAFETY STEWARD**

The Divisional Solo® Safety Steward (DSSS) is responsible for the training and license recommendations (new or upgrades) of members in his/her division. Further, since it is mandatory for all Solo® regions to have a Safety Steward in attendance at their events, it is the responsibility of the DSSS to make sure that this requirement is being fulfilled.

### **IV. APPOINTMENT OF SSS FOR SOLO® EVENTS**

The appointment of a SSS for regional Solo® events is the responsibility of the Regional Executive of the host region or his/her designee. In quite a few regions, this authority for regional Solo® events is transferred to the Region's Solo® Chairman and this is an acceptable practice.

The SSC (Introductory Section I.5, Solo® Safety Committee) appoints the SSS, and deputies as required, for all National Solo® Championship events, subject to the approval of the Solo® Events Board (SEB).

The event manager will appoint the SSS for National Tour and ProSolo® Events. The hosting region normally suggests candidates.

### **V. PROCEDURES FOR BECOMING A SSS**

#### **A. SSS Licensing Requirements**

There are two grades of Solo® Safety Steward licenses.

1. Solo® Safety Steward (SSS)
2. Solo® Safety Instructor (SSI)

B. Interested members, 18 years of age or older, should communicate with the DSSS of their division or their Regional Safety Steward/Instructor, expressing a desire to become a SSS. An application will be forwarded to the member, or the member can obtain the application from an instructor at a classroom seminar or at the SCCA® web site ([www.scca.com](http://www.scca.com)).

This application must be completed and returned to the Divisional Solo® Safety Steward (DSSS) following the completion of the training requirements.

#### **C. Complete the SSS training. Training involves two phases:**

1. Seminar (classroom) instruction: Seminar instruction is mandatory for all members wishing to obtain a license and must be given by a qualified Safety Steward authorized by the SSC as an Instructor.
2. Practical instruction: Act as assistant (Deputy) to a licensed Safety Steward at two separately sanctioned Solo® events.

D. The DSSS may, based upon the qualifications of the applicant, approve the license application. SCCA® Member Services shall be advised of each ap-

proval and will issue each license.

- E. SCCA® Member Services shall issue a renewal application every three (3) years, pending completion of the appropriate number of events and continuing education as a Solo® Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events and the continuing education class date recorded in the application. During each three-year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSSS shall be responsible for confirmation of participation in the continuing education process. The renewal date *each third year* is the same as membership renewal.
- F. The requirements pertaining to licenses may be waived by the SSC, except for the attendance at a seminar. Continuing education requirements for SSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year.

## **VI. PROCEDURES FOR BECOMING A SSS INSTRUCTOR**

- A. A member that is a licensed SSS may obtain an application from their Divisional Solo® Safety Steward (DSSS) or the SCCA® web site ([www.scca.com](http://www.scca.com)).
- B. The application must be completed and sent to the DSSS along with a letter of recommendation from an SEB member, a Director, an instructor who has worked with the applicant, or the applicant's Regional Executive.
- C. The DSSS may, or may not, approve the application and he/she will forward it to the SCCA® National Office for distribution to the SSC. The SSC will approve/deny the application based on the following criteria:
1. The applicant must have at least two (2) years experience as a licensed SSS.
  2. The applicant must have officiated as a SSS in at least five (5) events in the past two (2) years.
  3. The applicant must have received a positive letter of recommendation from his/her DSSS.

These requirements may be waived on an individual basis by the SSC.

Instructor licenses will be automatically renewed when the member's SSS License is renewed unless the SSC instructs the National Office otherwise.

## **VII. SOLO® EVENTS AT RACING FACILITIES**

With the dwindling availability of parking lot sites, some regions have utilized racetracks. Go-kart tracks have been used quite successfully by Solo® regions and, on occasion, so have some road racing or stock car racing tracks. Unfortunately, road racing and stock car racing tracks usually offer hazards that are sometimes overlooked by the local region or, for that matter, by Safety Stewards.

The word "hazard" is specifically mentioned in the Solo® Rules because it is

the word we use to define what is acceptable to the Solo® program from a safety standpoint and what is not.

Solo® Rules Section 2.1 states in part that "... hazards must not exceed those encountered in legal highway travel." At many race facilities where the racing surface is used for a Solo® event, there usually are guardrails, concrete walls, fences and/or other structures in close proximity to the intended path of competing vehicles. If proper course design has not been followed, an incident may take place that can, at a minimum, result in vehicle body damage.

Our competitors are rarely, if ever, asked to perform maneuvers such as slalom during normal highway driving. When we do ask them to negotiate such a maneuver at a parking lot Solo® event, we do so in an environment where they won't injure themselves or damage their vehicles if they fail to complete that aspect of the course. Simply put, there is nothing around for them to hit if they lose control of their vehicle.

Section 2.2 states in part that, "The course boundary shall not pass closer than 25 feet from solid objects" (walls, guard rails, fences, buildings, poles). It should be noted that racing surfaces at most racetracks are not much wider than 30-35 feet and normally do have solid objects on their pavement edges. Therefore, in such situations where we ask competitors to perform Solo® maneuvers; we may provide the potential for having "hazards" that could exceed those that would be encountered under normal highway travel.

While race facilities are very well designed for the safety of workers and spectators, the track itself is usually not well designed for Solo® events. In order to maintain top speeds within the acceptable range for Solo®, it is necessary to slow cars down with maneuvers such as offset gates or slaloms. Two problems occur with this. One is that the usually narrow track affords very little runoff room between the course (i.e., edge of a gate or pylon) and the edge of the pavement. Worse, often the edge of the track at a road racing facility is an Armco barrier or cement wall. Secondly, the two typical situations arising in the effort to maintain Solo® type speeds are the placement of pyloned maneuvers just as vehicles reach dangerous speeds (resulting in the potential for cars to get out of control at high speed) or the overabundance of pylons in an effort to keep speeds low resulting in a "busy" and unpleasant course. One approach to solving this dilemma is to control the exit speed of turns rather than the entrance.

Whatever solution is chosen, these problems must be dealt with carefully by experienced Solo® Officials, in order to successfully meet the challenge of designing a safe and fun Solo® course on a racetrack.

## **VIII. RESPONSIBILITIES OF A SSS**

A SSS is responsible for non-participant and participant safety. In order that this attention is directed toward event safety at all times, a Safety Steward may not serve in any other official capacity during an event. In fact, a Safety Steward may not compete in a Solo® event at which he/she officiates unless

another licensed Safety Steward is present to perform his/her duties while he/she is competing.

Spectator safety at an event means spectator control. If a Solo® event is run at an approved racing facility, the management of the facility has probably already addressed spectator control by the use of fencing, concrete barricades, and/or the use of bleachers in protected areas. It is important that the Divisional Solo® Safety Steward visit the event site prior to the event to see if any physical barriers or Crowd Control Marshals are needed and to designate safe spectator viewing areas.

The Divisional Solo® Safety Steward (DSSS), prior to the scheduled event, should make this advance visit with a representative of the host Region or the event's chairman so that ideas and recommendations for spectator control can be implemented. If an event site is to be used many times during the year, one visit to the site prior to the first event is usually all that is needed.

NOTE: Spectator Solo® events must also have prior approval pertaining to event safety and such approval and safety requirements are outlined in a letter and/or Insurance Certificate sent to the host region by the SSC Chairman and SCCA® Risk Management. Information and/or detailed maps pertaining to spectator, driver, and worker safety requirements for Spectator Solo® events can be obtained by contacting the event chairman. The SSS must implement such requirements prior to and during the running of the event. However, this does not preclude further restrictions mandated by the SSS as the need arises.

In viewing an event site prior to or during an event, a Safety Steward must focus on taking proper precautions (those that would be taken by reasonable, prudent people) to eliminate danger to spectators from competing vehicles and to assure driver and worker safety through proper course design and layout. With the addition of karts to the Solo® program, special attention should be paid to potential low-lying hazards adjacent to the course. In viewing all potential spectator areas adjacent to the course, the Safety Steward should consider the probability of competing vehicles entering this area due to driver error or mechanical failure. Consideration should also be given to vehicle component explosions, (i.e., engine, flywheel, and/or clutch) and proper precautions taken in this regard. If there is a reasonable expectation of spectator danger, appropriate recommendations for the safety of spectators shall be made to the Event Chairman or Chief Steward, whichever is applicable.

The Safety Steward's recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators further back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chairman or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the event.

Although it should be noted that the Event Chairman or Chief Steward is as concerned about safety as the Safety Steward, certain aspects of event safety are the sole responsibility of the SSS. Therefore, a Safety Steward's final recommendation(s) for the control of spectators, and driver or worker safety (relative to course design) becomes mandatory for the host region. It is the responsibility of the host region to implement safety controls to the satisfaction of the SSS. Failure of a region to implement these controls can cause the cancellation of the event for safety reasons, which include loss of insurance coverage as outlined in the Introductory Section I.4.

## **A. THE USE OF DEPUTY SOLO® SAFETY STEWARDS**

In order to increase safety control of Solo® Events or for training purposes, Deputy Safety Stewards may be appointed by the SSS in charge of the event. They may be trainees or licensed Safety Stewards. If trainees are used, proper instructions shall be given so that the students are familiar with their responsibilities and duties. Remember however, a trainee may not be utilized as a replacement for a licensed Safety Steward when that Safety Steward is competing, only a fully licensed Steward may be used in this situation. When Deputies are used at an event, their license application, should be signed-off by the Safety Steward to indicate the proper performance of the duties assigned.

## **B. VISITING SOLO® SAFETY STEWARD**

The officiating Solo® Safety Steward is responsible for his/her own event. A visiting SSS has no authority to alter a decision of the officiating SSS unless that visiting SSS is also the Divisional Solo® Safety Steward for the Division in which the event is being held, or is a member of the SCCA® National Solo® Safety Committee. Such intervention on the part of the Divisional Solo® Safety Steward (DSSS) or SSC member should be used infrequently and only after suggesting altered safety procedures to the officiating SSS. It should be limited to a situation in which the DSSS or SSC member identifies a serious safety risk, which he/she feels is not being adequately addressed by the officiating SSS.

All visiting Safety Stewards should make their recommendations known. However, these recommendations shall not be binding unless issued by one of the parties listed above.

NOTE: It is the responsibility of every SSS to file a report concerning the conduct of an event with the DSSS and the SCCA® National Office if such conduct is sub-standard to the safety requirements of the Solo® Rules.

## **C. MINIMUM VIEWING DISTANCES**

A minimum distance of 75 feet from the course edge shall be maintained for all unprotected viewing areas (areas without adequate barrier protection such as concrete walls or highway dividers).

For Spectator Solo® events, minimum viewing distances and viewing area locations have been predetermined by SCCA® after reviewing informa-



tion submitted by the host region(s). It is the responsibility of the officiating SSS to obtain this viewing restriction information prior to the event and implement the stated requirements. However, the officiating SSS may require additional restriction as the situation warrants.

In all cases when reviewing potential viewing boundaries, special attention should be paid to the START and FINISH areas, timing truck and scoreboard areas, and any areas where a competitor is directed towards people, as well as turns near potential viewing locations.

## **D. ADMINISTRATIVE DETAILS ON THE DAY OF THE EVENT**

1. Verify that the SCCA® Insurance Certificate for the event has been issued and is posted in clear view of all competitors. This should be done either by visual inspection of the certificate or by telephone confirmation with SCCA® Risk Management.
2. Review course to ascertain that all reasonable precautions have been taken with regard to non-participant and participant safety, that driver safety relative to course design (Section 2.1) has been followed and that all worker stations have been located in safe areas. At Spectator Solo® events, assure compliance with the Course Inspection/Approval Report.
3. Site boundaries should be designated by permanent barrier (fence, wall, railing, etc.) and/or a temporary barrier (barricade tape, streamers, barricades, rope, etc.). Such site designation would include course area and paddock. Event officials should control access only to participants.
4. Review event operations with other key event officials.
5. Conduct a meeting with Crowd Control Marshals and/or course workers prior to start of the event.
6. Make final course inspection just prior to the start of competition each day or at resumption of competition when the event has been stopped for any extended period.
7. The Solo® Safety Steward has the authority to disapprove a site for karts only when there are upright solid objects (light poles, fence posts, etc.) on the site within 50 feet of the actual course, or low-lying objects adjacent to the course area. This does not include curbs. While safety systems for karts provide acceptable driver protection for most incidents, upright solid objects and low-lying objects present potential hazard for which kart safety systems are not well suited. This rule gives the Solo® Safety Steward the option of excluding karts without having to declare the site unsafe for everyone. It is the judgement of the Solo® Safety Steward whether the course design, surface, solid objects, and type of karts running present an unsafe mix. In most cases, the situation can be resolved by a course design change.
8. In case of non-compliance with safety requirements, the following



steps shall be taken:

- a. Advise the Chief Steward (Solo® Championship events) or Event Chairman (Solo® Regional events) of infraction and request immediate corrective measures is taken before next car runs.
- b. If step a. above has not resulted in corrective action, inform the Chief Steward or Event Chairman that the event is shut down until such corrective action is taken.
- c. If step b. above is not sufficient, advise the Chief Steward or the Event Chairman that the insurance and sanction for the event is SUSPENDED and continued operation of the event is at the individual's own risk. All participants shall be notified by whatever means possible. A copy of a memorandum of record (a hand-written note) shall be given to the Chief Steward or Event Chairman suspending the event for safety reasons.
- d. If step c. above does not result in immediate corrective measures, phone the appropriate persons to cancel the event for safety reasons. ONCE THIS STEP IS TAKEN, IT IS IRREVERSIBLE.

## E. CANCELLATION OF EVENT BY A SOLO® SAFETY STEWARD

As noted above, the SSS has the authority to cancel the event for safety reasons if there is a lack of spectator control and spectator safety is in jeopardy, if course design does not adhere to Section 2.2, or if participant safety is in jeopardy. Both SCCA® and its insurance broker give this authority.

However, every attempt should be made to correct the safety problem before cancellation of the event is contemplated. Insurance/sanction cancellation is irrevocable and should only be utilized as a last resort.

If it becomes necessary to cancel an event for safety reasons, the SCCA® Risk Management emergency weekend telephone number is **John Beam, 704-962-0252**.

## F. REPORTING AN INCIDENT

If one of the following incidents occur:

- Spectator or participant fatality
- Serious participant injury (requiring off-site medical treatment)
- Any spectator injury

Then:

1. Call the SCCA® Risk Management emergency number immediately! **John Beam: 704-962-0252**
2. Complete and email (or fax) the SCCA® Incident Report Form (fillable electronically) and original waiver to **kk.claims@kandkinsurance.com** (fax 312-381-9079), **SCCAOnlineClaims@HSRI.com** (fax 972-512-5816), **Incident@scca.com** (fax 785-232-7214), and the

### **Divisional Solo Safety Steward.**

3. Within one business day of the event, call the **Divisional Solo Safety Steward** and report incident.

If one of the following incidents occurs:

- Minor participant injury (no medical assistance required)
- Property damage. Damage to a competition vehicle is considered property damage and must be reported to **kk.claims@kandkinsurance.com** (fax 312-381-9079), **SCCAOnlineClaims@HSRI.com** (fax 972-512-5816), **Incident@scca.com** (fax 785-232-7214), and the **Divisional Solo Safety Steward**.

Then:

1. Complete and email (or fax) the SCCA® Incident Report Form (fillabel) to **kk.claims@kandkinsurance.com** (fax 312-381-9079), **SCCA-OnlineClaims@HSRI.com** (fax 972-512-5816), **Incident@scca.com** (fax 785-232-7214), and the **Divisional Solo Safety Steward**.
2. Within one business day of the event, call the Divisional Solo® Safety Steward (DSSS) and report incident.

## **IX. A FINAL WORD**

Since the inception of the SSS program in 1976, a Solo® event has never been canceled for safety reasons. This is a direct result of the understanding by the membership of the importance of safety at our Solo® events.

The cooperation of all event officials toward the goal of having a safe event has been most evident. However, the past safety record should never be taken for granted or the safety concerns of SCCA® relaxed — the potential for injury is always present.

Solo® Safety Stewards, Chief Stewards, Event Chairmen, and host regions have the ability to reduce the possibility of injury and, by so doing, protect the insurability of all future Solo® events. It is extremely important that this ability be utilized to its maximum extent.

## **X. GENERAL SUMMARY**

### **PURPOSE:**

To enhance the safety of Solo® events by defining the responsibilities, authority, and role of the SSS concerning spectators and participants at all Solo® events.

### **AUTHORITY:**

Authority is per the SCCA® Solo® Rules Introductory Section I.4.

### **SOLO® SAFETY COMMITTEE (SSC):**

This committee administers the program.

### **LIABILITY OF SOLO® SAFETY STEWARD (SSS):**

Each official is protected by being an additional insured under the SCCA® li-

ability insurance policy. SCCA® will stand by any action or decision made by a SSS in the course of his or her duties.

#### REASONABLE ACTION:

A SSS is responsible for taking reasonable action to protect the safety of participants and non-participants. A SSS will not be held responsible for any incident or hazard that could not be reasonably foreseen and protected against.

#### DEFINITION OF A SPECTATOR:

A spectator is defined as any non-participant or one not signing the waiver.

#### DEFINITION OF A PARTICIPANT: DRIVER, CREW, WORKER, OR GUEST:

A driver, crewmember, worker or guest or any other individual who has signed the waiver is a “participant.” Participant safety, other than driver personal safety equipment or vehicle safety is the responsibility of the SSS.

#### VIEWING DISTANCE:

Except as noted below, the SSS for the event has the authority and responsibility to initiate and maintain safe viewing distances (75 feet minimum) from the course. The exceptions to this authority and responsibility regard Spectator Solo® events, which require prior approval by the SSC and SCCA® Risk Management.

#### OVERLAPPING RESPONSIBILITY:

A SSS is responsible for his or her own event. A SSS visiting other regional events has no authority or responsibility to alter a decision of the officiating SSS in attendance unless that visiting SSS is the Divisional Solo® Safety Steward for the Division in which the event is being held or a member of the SCCA® National Solo® Safety Committee.

However, a visiting Safety Steward does have a responsibility to notify SCCA® of any substandard safety related problems.

#### PLURALITY OF DUTIES:

A SSS may not hold any other positions while administering the duties of a Safety Steward.

#### DEPUTY SOLO® SAFETY STEWARD:

A SSS may appoint a deputy or deputies to help in the administration of his/her duties. SSS license applicants may be used in this capacity for the purposes of training.

#### CROWD CONTROL MARSHALS:

The Safety Steward’s recommendations may include the placement of a restraining physical barrier in the spectator problem area, assignment of Crowd Control Marshals for the area, moving spectators farther back from the course, completely eliminating the area as a spectator viewing location, movement or redesign of the course, or the relocation of worker stations. Discussions with the Event Chairman or Chief Steward should include all of these options and a solution should be agreed upon prior to the start of the

event.

If Crowd Control Marshals are used, they do not need to be licensed Solo® Safety Stewards or even Solo® Safety Steward trainees. They do, however, need to be RESPONSIBLE adults - not minors. Crowd Control Marshals shall be appointed by and responsible to the designated Event Solo® Safety Steward and shall be briefed about their responsibilities by that Safety Steward prior to the start of the event.

Crowd Control Marshals, if used, should be on duty during every heat and should, if possible, wear some type of distinctive clothing (like bright orange baseball caps, highly visible tee shirts, or reflective mesh vests) to distinguish them from other workers or event officials.

#### PARTICIPATION LOG:

Solo® events which have been worked as a Solo® Safety Steward, a Deputy Safety Steward, a Safety Steward trainee, etc. can be recorded online at [www.scca.com](http://www.scca.com) from the profile page.

#### GENERAL DISCLAIMER OF LIABILITY:

The above Appendix E is not intended to be and shall not be a warranty or representation that its adoption shall mean that Solo® events are free from hazards or risks. Solo® events are motorsports events that involve activities that may be hazardous or dangerous to both spectators and participants. All such participants and spectators attend and/or participate in such events at their own risk. Further, SCCA® can not and does not guarantee that the adoption of this Appendix shall mean that any or all of its requirements will at all times be enforced or implemented and SCCA® assumes no liability with regard to such enforcement or implementation or lack thereof.