



**International Topper  
World Championships 2022  
Riva del Garda, Italy  
Saturday 23<sup>rd</sup> to Friday 29<sup>th</sup> July 2022**

**Sailing Instructions**

**Version 1.0  
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Supported by:



**Organized by the Italian Sailing Federation in conjunction with Fraglia Vela Riva and with the International Topper Class Association**

## **1 Rules**

- 1.1 The championships are governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 [DP] The prescriptions of the Italian Sailing Federation apply.
- 1.3 [DP] The International Topper Class Rules apply.
- 1.4 [NP][DP] Competitors and supporters shall comply with any reasonable request from an event official.
- 1.5 In all rules governing this event:
  - a) A boat may not protest another boat or request redress for any breach of a rule marked [NP]. This changes RRS 60.1.
  - b) For breaches of rules marked [SP] the race committee may apply a standard penalty without a hearing. This changes RRS 63.1 and A5.
  - c) The notation [DP] is as defined in the RRS (and means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification).
- 1.6 In case of conflict with the Notice of Race these Sailing Instructions shall prevail. This changes RRS 63.7.
- 1.7 If there is a conflict between languages the English text will take precedence.
- 1.8 All times stated are local times (Central European Summer Time = UTC+2).

## **2 Notices to Competitors and Communication with Competitors**

- 2.1 Notices to competitors will be posted on the official notice board which is online at: <https://itcaworld.ourclubadmin.com/event/8/> A copy of such notices may also be posted on an unofficial notice board outside the race office. Any error or omission in posting copies of notices on the unofficial notice board will not be grounds for redress; this changes RRS 60.1(b) and 62.1(a).
- 2.2 [NP] There will be a welcome and briefing for all competitors and their supporters, which all competitors should attend, at the Regatta Centre on Sunday 24<sup>th</sup> July as part of the Opening Ceremony.
- 2.3 There will be a daily briefing for all competitors at the Regatta Centre on Monday 25<sup>th</sup> July and each day thereafter. Timings will be advised.
- 2.4 Communication with competitors (including BFD notification under RRS 30.4 and RRS 42 penalty signalling under RRS P1) will be by event number. This changes RRS 30.4 and P1.

## **3 Changes to Sailing Instructions**

- 3.1 Any change to the sailing instructions will be posted at least two hours before the scheduled warning signal of the first race on the day it will take effect, except that any change to the schedule of races will be posted by 18:00 or the end of the latest protest time limit (whichever is the later) on the day before it will take effect.

## **4 Signals made Ashore**

- 4.1 Signals made ashore will be displayed on the Regatta Centre flagpole.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

## **5 Format of Racing**

### **5.3 class**

- 5.1 The International Topper 5.3 World Championship will consist of a Qualification Series followed by a Final Series. Nine races are scheduled for the Qualification Series and six for the Final Series.
- 5.2 The Qualification Series is scheduled to run from Monday 25<sup>th</sup> July to the end of Wednesday 27<sup>th</sup> July. If fewer than four races have been completed within that time however, the Qualification Series will continue until at least four races have been completed.
- 5.3 For the Qualification Series the Championship entry will be divided into two flights of as near as possible equal size: Yellow and Blue to which boats will be assigned by the organising authority for the first day's racing. New fleet assignments for each subsequent day will be made after the end of racing on the previous day, based on results and decisions available at 20:00 hrs on that day. This may ignore the outcome of protests and requests for redress if these are not known at the time the assignment to fleets is made. Assignment to fleets will not be grounds for requesting redress. This changes rules 60.1(b) and 62.1(a). The allocation of boats to flights for each day of racing in the qualification series will be displayed on the official noticeboard from no later than two hours before the warning signal for the first race on each day.

- 5.4 Following completion of the Qualification Series, the results of the Qualification Series will be used to divide the Championship entry into two fleets for the Final Series: Gold and Silver.
- 5.5 The boats ranked highest at the end of the Qualification series will be assigned to the Gold fleet. The minimum number of boats assigned to the Gold fleet will be 50% of the number of boats entered in the 5.3 Championship, rounded up.
- 5.6 The remaining boats will be assigned to the Silver fleet.
- 5.7 The allocation of boats to Final Series fleets will be displayed on the official notice board from at least two hours before the warning signal of the first race of the Final Series.
- 5.8 Any recalculation of Qualification series scores after boats have been assigned to Final series fleets will not affect those assignments, except that a redress decision before the Final series races commence may promote a boat into a higher fleet.

#### **4.2 class**

- 5.9 The International Topper 4.2 World Championship will consist of a single series. A total of 15 races are scheduled.

### **6 Schedule of Racing**

- 6.1 Racing is scheduled for both classes on each day from Monday to Friday as follows.

<i>Day</i>	<i>5.3 class</i>		<i>4.2 class</i>
Monday	3 races back to back	Qualification	3 races back to back
Tuesday	3 races back to back	Qualification	3 races back to back
Wednesday	3 races back to back	Qualification	3 races back to back
Thursday	3 races back to back	Final	3 races back to back
Friday	3 races back to back	Final	3 races back to back

- 6.2 The first start time on Monday will not be before 12:30. Exact timing will be advised.
- 6.3 To alert boats that a race or sequence of races will begin soon the orange starting line flag will be displayed on the race committee signal vessel with one sound signal at least five minutes before a warning signal is made.
- 6.4 The warning signal for any subsequent start in a sequence will be made not less than two minutes after the starting signal for the previous start in the sequence.
- 6.5 On the last day of the event no warning signal for any fleet will be made after 14:00.

### **7 Class / Flight / Fleet Flags and Boat Pennants**

- 7.1 The 5.3 class flag is flag T. For the Qualification series the class flag for each flight will be a flag of the relevant colour. Class flags for the Final series will be as follows:
- Gold fleet – Yellow flag
  - Silver fleet – Blue flag

- 7.2 Each boat in the 5.3 class shall, while racing, display from the top of her mast a coloured pennant corresponding to her flight / fleet colour (available from the race office). [NP][DP]
- 7.3 The 4.2 class flag is flag T defaced with '4.2'. Each boat in the 4.2 class shall, while racing display from the top of her mast a green pennant (available from the race office) [NP][DP]

## **8 Racing Area**

North end of Lake Garda

## **9 The Courses**

- 9.1 The courses to be sailed, including the order in which the marks are to be passed and the side on which each mark is to be left, are shown in Appendix 1.
- 9.2 No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg.
- 9.3 When one of two gate marks is missing the remaining mark shall be left to port.

## **10 Marks**

- 10.1 The starting marks will be either two committee vessels each displaying an orange flag, or a committee vessel displaying an orange flag and a dan buoy with an orange flag.
- 10.2 The finishing marks will be either two committee vessels each displaying a blue flag, or a committee vessel displaying a blue flag and a dan buoy with a blue flag.
- 10.3 Course marks will either be orange pyramidal buoys or yellow inflatable buoys.

## **11 Areas that are obstructions**

- 11.1 A support vessel in close attendance to a boat, vessel or person in difficulty is an obstruction.

## **12 The Start**

- 12.1 The starting line will be between the mast displaying an orange flag on the committee vessel at the starboard end of the line and at the port end either;
- the mast displaying an orange flag on another committee vessel, or
  - the course side of a dan buoy with an orange flag.
- 12.2 If a dan buoy with an orange flag is used, the race committee may position a vessel outside the port end of the starting line to sight the line. When that vessel is in position, or maneuvering to hold position, a boat that touches it shall take a one-turn penalty as described in RRS 44.2
- 12.3 [NP] [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other fleets and races.
- 12.4 A boat that starts more than four (4) minutes after her starting signal will be scored 'Did Not Start' without a hearing. This changes RRS 35, A4 and A5.
- 12.5 If a start under RRS 30.4 (Black Flag Rule) is recalled or abandoned after the starting signal, the championship numbers of the boats that have been disqualified from the race under that rule will be displayed on the race committee signal vessel or a nearby committee vessel for a minimum of 3 minutes before the next warning signal. A repeated sound signal will be made as the numbers are first displayed. (Competitors are reminded that any boat so notified must not sail in any restart or re-sail of that race - see RRS 30.4). This changes RRS 30.4

### **13 Change of the Next Leg of the Course**

- 13.1 To change the next leg of the course the race committee will move the original mark (or the finishing line) to a new position.
- 13.2 The requirement to signal a change of course in accordance with RRS 33 does not apply if the race committee changes the angle of the next leg of the course by no more than plus or minus ten (10) degrees and/or extends or shortens its length by no more than 100 metres. This change RRS 33.

### **14 The Finish**

- 14.1 The finishing line will be between the mast displaying a blue flag on the committee vessel at the port end of the line and at the starboard end either:
- the mast displaying a blue flag on another committee vessel, or
  - the course side of a Dan buoy with a blue flag.
- 14.2 When finishing, boats should make every effort to show the championship number on their sail clearly to the finish line committee vessel(s).
- 14.3 [NP] [DP] After finishing and clearing the finishing line, boats shall keep clear of the finishing area and of all boats not yet finished.
- 14.4 [NP] Boats re-crossing the finishing line in the direction of the course from the last mark may be scored for their final crossing.
- 14.5 [NP] In addition to the procedure for shortening course in RRS 32, the race committee may also award a finishing position to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course (changing RRS 28.1), shall stop racing and return to the starting area, or return ashore if there is no more racing. A boat's finishing position under this sailing instruction will be the position she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied.

### **15 Policing of RRS 42**

- 15.1 Appendix P (Special Procedures for Rule 42) will apply as changed by SI 15.2.
- 15.2 RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one.

### **16 [NP] Target Time and Time Limits**

- 16.1 The target time, Mark 1 time limit and race time limit for each class are as follows:

	<b>5.3 class</b>	<b>4.2 class</b>
Target time	45 minutes	40 minutes
Mark 1/1a time limit	30 minutes	20 minutes
Race time limit	90 minutes	60 minutes

- 16.2 If no boat has rounded Mark 1 within the Mark 1 time limit the race committee will abandon the race. (Similarly, RRS 35 specifies that if no boat finishes within the race time limit the race committee shall abandon the race).

### **17 Post Race Penalties, Advisory Hearings and Declarations**

- 17.1 [NP] [DP] A boat that retires before finishing or takes a penalty on the water shall record the details on a declaration form at the tally board before the end of tally time.
- 17.2 A boat that may have broken a rule of Part 2 or RRS 31 and did not take a penalty at the time of the incident may, in certain circumstances, accept a Post Race Penalty as an alternative to retirement. See Appendix 2 for details.

## **18 Protests, Requests for Redress and Scoring Review Requests**

- 18.1 Boats intending to protest or request redress for an incident on the race course shall inform the person with a yellow bib, on a rib near the finish line, upon finishing the race, or promptly thereafter. If they do not finish the race they shall inform either a jury vessel or a support vessel as soon as practicable after they retire. This adds to the requirements of RRS 61.1 for a protest or request for redress to be valid.
- 18.2 Protests forms will be available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the time limit. Scoring Review Request forms will also be available at the Race Office and should be delivered there promptly after the publication of the result that the competitor wishes to have reviewed (e.g. because the competitor believes it to be incorrect).
- 18.3 Arbitration will be available as an alternative way of resolving protests. See Appendix 2 for details.
- 18.4 The protest committee will decide and post the protest time limit for each fleet or class. It will normally be 60 minutes after the last competitor of each fleet finishes the last race of the day. This time limit is extended by 30 minutes for a protest by the Race Committee, Technical Committee or Protest Committee concerning an incident they observed in the racing area.
- 18.5 A notice will be posted no later than 30 minutes after the last protest time limit on each day to inform competitors of hearings in which they are parties or named as witnesses. Arbitration hearings and protest hearings may begin without a notice and within protest time when the parties are available and have had sufficient time to prepare.
- 18.6 On the last day of the Qualification Series for the 5.3 class and of the event for both classes, a request for re-opening a hearing shall be delivered:
- a) within the protest time limit if the party requesting re-opening was informed of the decision on a previous day;
  - b) no later than 15 minutes after the party requesting re-opening was informed of the decision on that day.
- This changes RRS 66.2.
- 18.7 On the last day of the Qualification Series for the 5.3 class and of the event for both classes, a request for redress based on a protest committee decision shall be delivered no later than 15 minutes after the decision was posted. This changes RRS 62.2(a).
- 18.8 Decisions of the International Jury will be final as provided in RRS 70.5.

## **19 Outside Help**

- 19.1 RRS 41(a) is changed to include help to recover after a capsize from the race committee or registered support vessels.
- 19.2 [DP] No boat shall be towed by any support vessel at any time whilst afloat, unless the boat is disabled, or permission has been given by the course safety lead or race officer. This includes towing to or from the race area.

## **20 Scoring**

- 20.1 The event will be scored in accordance with Appendix A except as amended below.
- 20.2 Except where specifically stated ties on total points will be broken by RRS A8 only for the purpose of awarding trophies and prizes, in which case RRS A8.2 will be applied (if necessary) considering only those races in which the tied boats sailed against each other.

### **Scoring for the Topper 5.3 Championship**

- 20.3 A total of 15 races are scheduled – nine races in the Qualification Series and six races in the Final Series. At least four (4) races must be completed in the Qualification Series prior to the fleet being split into Final Series fleets. One race must be completed by the Gold fleet in the Final Series to constitute the Championship.
- 20.4 In the Qualification Series:
- a) For each race, each flight will first be scored separately. The scores from both flights will then be combined to produce the overall result for the race, so that there will be two firsts, two seconds, etc. RRS A7 will not be applied to these tied race scores.
  - b) When a race is postponed, recalled or abandoned for one or more flights, that race will not be completed and scored for any flight until at least one boat in each flight has started, sailed the course in compliance with RRS 28 and finished within the time limit, and the race has not subsequently been abandoned.
- 20.5 For the Final Series each fleet will be scored separately. There is no requirement for the separate fleets to sail the same number of races.
- 20.6 In the final Championship results, all boats assigned to the Gold fleet will rank ahead of all boats assigned to the Silver fleet.
- 20.7 Subject to RRS 90.3(b), for each of the Qualification series and the Final series a boat's series score will be the total of her race scores excluding her worst race scores as follows:
- a) When three (3) or fewer races have been completed no race scores will be excluded.
  - b) When four (4) to seven (7) races have been completed one race score will be excluded.
  - c) When eight (8) or nine (9) races have been completed two race scores will be excluded.
- 20.8 A boat's Championship score will be the total of points equal to her overall ranking at the end of the Qualification series together with her Final series score.
- 20.9 RRS A8.1 and A8.2 will be applied when calculating a boat's overall ranking at the end of the Qualification series for the purpose of calculating her Championship score.
- 20.10 In the Qualification series a boat that did not start, did not finish, retired after finishing or was disqualified, will be scored points for the finishing place one more than the largest number of boats assigned to any flight of that race.
- 20.11 In the Final series a boat that did not start, did not finish, retired after finishing or was disqualified, will be scored points for the finishing place one more than the total number of boats assigned to her Final series fleet.
- 20.12 When the Championship is not properly constituted (minimum 1 race completed in the Final Series by the Gold Fleet), prizes will be presented. However, the Overall Championship Trophy will not be awarded.



## **Scoring for the Topper 4.2 Championship**

20.12 Fifteen (15) races are scheduled. Three races must be completed to constitute the Championship.

20.13 Subject to RRS 90.3(b), a boat's Championship score will be the total of her race scores excluding her worst race scores as follows:

- a) When three (3) or fewer races have been completed no race score will be excluded;
- b) When four (4) to seven (7) races have been completed one race score will be excluded;
- c) When eight (8) to twelve (12) races have been completed two race scores will be excluded;
- d) When thirteen (13) or more races have been completed three race scores will be excluded.

## **21 [NP] [DP] Safety**

21.1 RRS 40.1 (Personal Flotation Devices – Basic Rule) applies at all times when afloat.

21.2 When a member of the race committee or technical committee considers that a boat, its equipment, or a competitor may not be adequate for the current or expected conditions, or for any other reason associated with safety, he or she may stop the boat launching, or require it to return ashore, or go to a designated location.

21.3 Boats and competitors shall comply with all reasonable support vessel crew instructions.

21.4 A boat that wishes to leave the racing area before the end of racing shall request permission from the race committee or a support vessel before doing so, and shall obey any instruction given in response.

21.5 A fixed loop shall be formed in the longer end of the bow line of each boat to facilitate towing. As required by class rule C.5.4.7.c), the longer length of the bow line shall be stowed in a manner that permits its immediate use for towing using a small piece of elastic cord around the mast. It shall not be stowed by passing it around the mast. The penalty for breaking this instruction of class rule C.5.4.7.c) is 10% (rounded up) of the number of boats in her flight / fleet in her last race of the day added to her score without a hearing.

21.6 When the race committee displays flag 'V' then all support vessels are required to monitor the designated safety channel and are permitted to enter the race area to provide assistance to boats or competitors in difficulty.

## **22 [NP] [SP] Tallying**

22.1 Each competitor shall, in person, tally out before launching and tally in on returning ashore.

22.2 The time for a boat to tally out ends when the boat is launched. The penalty for failing to tally out is a 10% Scoring Penalty calculated as stated in RRS 44.3(c), as amended by SI 20.9 or 20.10 if relevant, applied without a hearing to the first race that she starts after the incident.

22.3 A boat that fails to tally out must request and receive permission to remain afloat from a safety official before starting any race. A boat in this situation that starts a race before receiving such permission will be scored DNC for that race without a hearing. This changes RRS 35 and A4.

22.4 The time for a boat to tally in finishes ten minutes after the last boat in her class is ashore. The penalty for failing to tally in is a 10% Scoring Penalty calculated as stated in RRS 44.3(c), as amended by SI 20.9. or 20.10 if relevant, applied without a hearing to the last race that she started before the incident.

22.5 If a competitor fails to tally in or out three times during the event, on the third time the penalty will be disqualification from the relevant race without a hearing.

22.6 An announcement will be made when boats may tally out.

### **23 Identification and Advertising**

23.1 When event sponsor's promotional material is issued at registration, competitors shall make every reasonable effort to display it on their boats, sails and, in the case of race bibs, on top of all sailing apparel throughout the event, as directed at registration.

23.2 In addition, coloured race bibs for overall first, second & third in each fleet will be issued on a daily basis.

### **24 [DP] Equipment Inspection and Sail Changes**

24.1 In addition to equipment inspection before the first day of racing, the technical committee may inspect or measure a boat before or after she races. A boat selected for inspection or measurement shall comply with the instructions of the measurer or inspector. In addition to any protest lodged by the technical committee, a boat that a measurer or equipment inspector decides does not comply with class rules shall not race without the prior written consent of the technical committee, until she is re-inspected and found to comply.

### **25 Waste**

25.1 Trash may be placed aboard support and race committee vessels.

### **26 Trollies**

26.1 The event number of each boat **MUST** be clearly identifiable by a tag attached to the handle of the boat's trolley.

### **27 Radio Communication**

27.1 Except in an emergency, a boat that is racing shall not make electronic voice or data transmissions and shall not receive electronic voice or data communications that is not available to all boats. [DP]

### **28 Risk Statement**

28.1 RRS 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

28.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, support vessels and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of support vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitor briefing held for this event.

**29 [NP] [DP] Insurance**

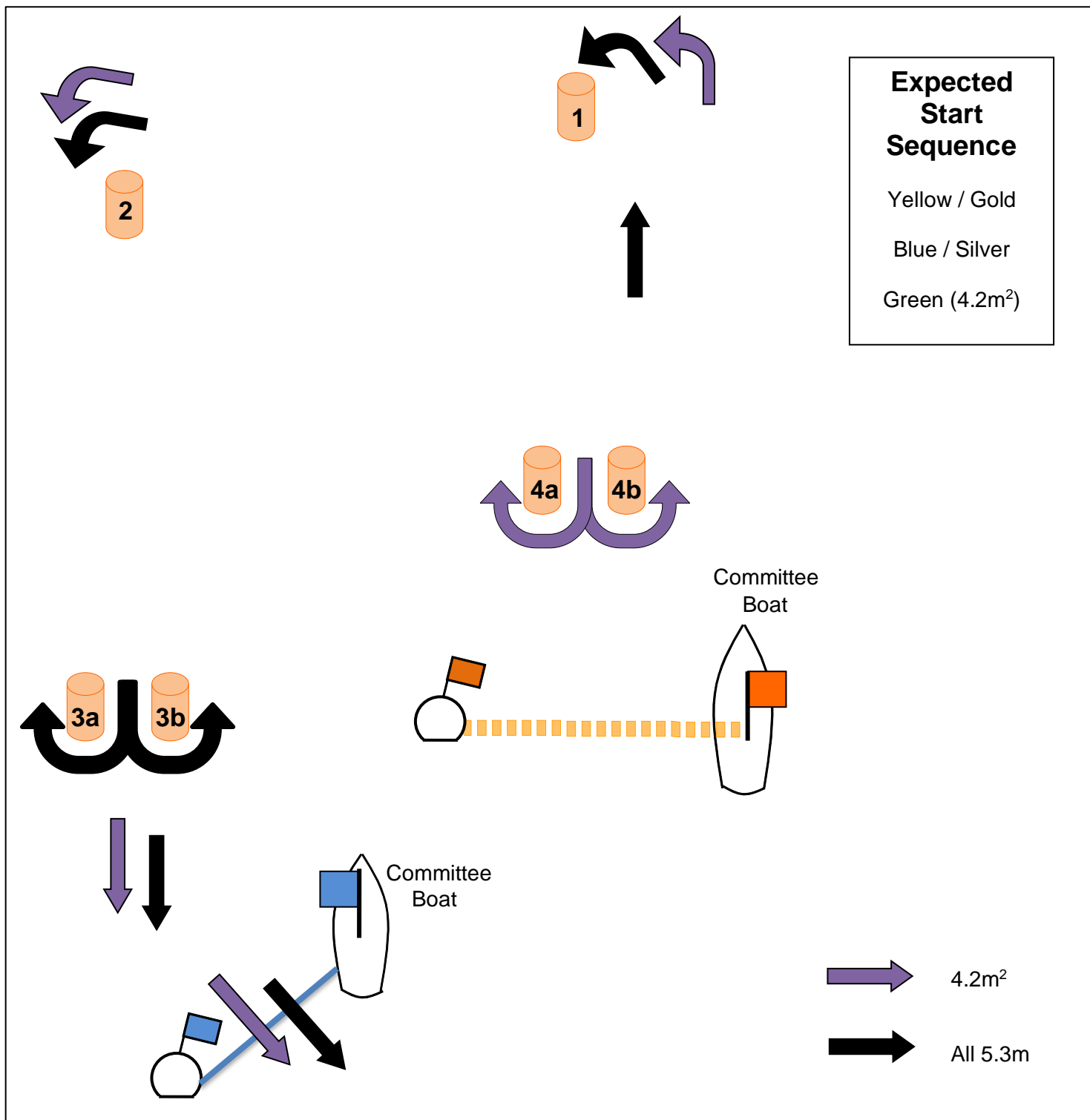
- 29.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or equivalent.

**30 Coach Communication**

- 30.1 A coaches briefing will take place on Sunday 24<sup>th</sup> July at 10am at the Regatta Centre.

# APPENDIX 1

	COURSE SIGNAL	COURSE	SAILED BY
5.3m <sup>2</sup>	1 lap	1(p), 2(p), 3 gate, Finish	YELLOW
	2 laps	1(p), 2(p), 3 gate, 2(p), 3 gate, Finish	
5.3m <sup>2</sup>	1 lap	1(p), 2(p), 3 gate, Finish	BLUE
	2 laps	1(p), 4 gate, 1(p), 2(p), 3 gate, Finish	
4.2m <sup>2</sup>	1 lap	1(p), 2(p), 3 gate, Finish	ALL
	2 laps	1(p), 4 gate, 1(p), 2(p), 3 gate, Finish	



# Post-Race Penalty and Arbitration

## Post-Race Penalty

1. Provided that RRS 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 and/or RRS 31 in an incident may, after the incident but before the start of any related protest hearing, take a 30% Scoring Penalty calculated as stated in RRS 44.3(c) (as amended) in respect of the breach of those rules in that incident – a post race penalty.
2. A boat takes a post race penalty by delivering to the international jury, or an arbitrator appointed by the international jury, a written statement to that effect, identifying the relevant race and incident.
3. When a post race penalty is taken:
  1. 3.1. Neither the boat nor a protest committee (including the international jury) may later retract, revoke or remove that penalty;
  2. 3.2. The boat shall not be penalised further in respect of that incident unless a protest committee decides in a protest hearing that the post race penalty was not appropriate to the facts found and/or the applicable rules.

## Arbitration

4. Any protest concerning the breach of a rule or rules for which the post race penalty is available (but not any other rule) may be decided by binding arbitration and a boat may be penalised by an arbitrator as a result of a binding arbitration hearing. This changes RRS 63.1.
5. When a protest is lodged the protestor may at the same time request binding arbitration. The international jury, or any member of it, may also offer binding arbitration at any time before the start of a relevant protest hearing.
6. Binding arbitration shall only be used to decide a protest if all parties to the protest agree to its use and an arbitrator appointed by the international jury agrees that the protest is amenable to decision by binding arbitration.
7. Each binding arbitration hearing will be conducted by a single arbitrator appointed by the international jury. RRS 63.2, RRS 63.3(a), RRS 63.4, RRS 63.5, RRS 63.6, RRS 63.7, RRS 64.1 and RRS 65.1 apply to binding arbitration hearings as to full protest hearings, replacing 'protest committee' with 'arbitrator'. RRS 63.6 is changed in this case so that it is for the arbitrator to decide whether or not to take the evidence of witnesses in a binding arbitration hearing.
8. If binding arbitration is used to decide a protest the decision of the arbitrator shall be final and binding on all parties; RRS 65.2, RRS 66 and RRS 70 do not apply to binding arbitration decisions.
9. If a binding arbitration hearing is used to decide a protest, and the arbitrator decides that a protest committee would disqualify a boat that is a party to the binding arbitration under RRS 64.1 for a breach of one or more rules for which the post race penalty is available, the arbitrator shall impose the post race penalty on that boat. No greater penalty shall be imposed on a boat as a result of a binding arbitration hearing.
10. If the arbitrator in a binding arbitration hearing decides for any reason that the protest should instead be the subject of a full protest hearing, they shall stop the binding arbitration hearing and refer the protest to the international jury for a full protest hearing. In this case RRS 64.1 is changed so that the penalty to be imposed by the protest committee for a breach of one or more rules for which the post race penalty is available (but not any other rule, and not if RRS 44.1(b) applies) is the post race penalty and not disqualification. The arbitrator may be a member of the protest committee in such a hearing.