

Midland Automobile Club (Est.1901) Limited

SUPPLEMENTARY REGULATIONS



NATIONAL & INTERCLUB HILL CLIMBS

Contact Details:

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SUPPLEMENTARY REGULATIONS

1. The Midland Automobile Club (Est. 1901) Limited is the organising Club and is a registered club of Motorsport UK (Club ID 120882)
2. **Meetings:** The meetings will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue.
3. **Location:** Shelsley Walsh is situated about 10 miles north-west of Worcester and 9 miles south-west of Stourport-on-Severn. At map reference 138/721631 AA Signs from M5 junctions 6 and 7 and from Stourport on Severn revert to Brown Signs on the approach to Shelsley.
4. **Licence:** The Track Licence for 2023 is S/2023_291
5. **Permits:** Motorsport UK Permits as specified in the Summary have been applied for and Permit numbers will be confirmed in the Final Instructions.
6. **Documentation:** All Competitors must hold a valid Competition Licence, have proof of Club membership and proof of Championship Registration. Competitors from Overseas may compete in the meeting providing they can provide their ASN details to the Secretary of the Meeting prior to the event commencing. Competitors **may** be asked to produce all relevant documentations.
7. **Championships:** The meetings will constitute rounds of the Championships specified in Appendix 1.
8. **Programme:** The programme for the meeting (and running order) will be advised in the Final Regulations
9. **Course:** The length of the course is 1000 yards with an average gradient of 1 in 8.9, with left and right hand corners.
10. **Class Structure:** Classes are set out in Appendix 2. All vehicles must comply with Motorsport UK Technical Regulations.
11. **Awards:** Awards will be presented as shown in Appendix 3.
12. **Entries:** Entry lists open on publication of these supplementary regulations.
13. **Closing:** Entries for all events will close 28 full days before the event however, late entries may be accepted at the discretion of the organisers as long as the events are not over-subscribed, and subject to the payment of a late entry fee of £25.00
Multiple or single entries can be made.
All entries will be held in abeyance for consideration immediately after the closing date, and notification of acceptance or refusal will be emailed shortly after this date for each event. Competitors requiring confirmation of receipt of entries should contact the office.
14. **Entry fees**
National: £185 (£167.50 MAC Member)
Interclub (May/June/August) £125 (£111.50 MAC Member)
Interclub: £165 (£147.50 MAC Member)
Vintage: £165 (All Entries)
Entry fees will be banked as received.
Entries cancelled 14 days or more prior to the meeting will be refunded in full less a £15.00 administration charge.
Entries cancelled between 7 and 13 days prior to the meeting will be refunded in full less a £40.00 administration charge.
Entries cancelled less than 7 days prior to the meeting will receive a refund of £25 only, upon application to the Secretary of the Meeting.
15. **Cancellation:** In the unfortunate situation of the cancellation of an event as a result of circumstances beyond our control, e.g. force majeure, viral pandemic, dictates from Government and or Motorsport UK etc. We will propose returning of event fees less actual costs, up to a maximum of £15.
16. **Payment:** **Where entries are not made on line at time of entry please contact the MAC office to make payment over the phone.**
17. **Refusal:** All entries are accepted or refused at the discretion of the Organisers. In the event of refusal, the entry fee will be refunded **IN FULL** regardless of when the refusal is notified.
18. All refunds will be processed during the week following the event.

All entries must be made online via the Club's website
<https://www.midlandautomobileclub.co.uk/>

19. **Priority of entries:** Please note that, in the event of entries being oversubscribed, priority for entries will be as follows:
 Entries received prior to the closing date:
Priority 1: Entrants in an invited championship who are members of the MAC
Priority 2: Entrants in an invited championship (who are not a member of the MAC)
Priority 3: MAC Members not in a championship
Priority 4: Invited club members (in date of entry order)
N.B. At The Vintage Meeting - Priority will be given to VSCC members
 Entries received after the Closing Date (if the maximum numbers have not yet been reached)
Priority 5: MAC members
Priority 6: Championship entrants
Priority 7: Invited club members
20. In the event of events being oversubscribed, the organiser reserves the right to “cap” the number of competitors from an invited championship. If this is the case it will be the responsibility of the championship co-ordinator to select the successful entries.
21. **Practice:** Competitors are strongly recommended to walk the hill up to 15 minutes before the start of practice. **The format of practice will be notified in the final instructions.**
22. **By entering an event all competitors and their associates commit to positively promote and demonstrate the Motorsport UK’s Respect Code which is appended to these regulations (Appendix 4)**
Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require actions/or report the matter to the Championship stewards who may impose appropriate penalties which can include loss of Championship points and/or event bans through to Championship Expulsion and referral to Motorsport UK
It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
23. **New Drivers:** All drivers who have not previously competed at Shelsley Walsh **MUST** attend a “NEW DRIVERS’ BRIEFING” in the Farmyard 15 minutes before the start of the meeting, and must confirm that they have walked the course (H)32.1.3
24. **Competition Numbers:** Competitors will be identified by competition numbers (as defined in accordance with Motorsport UK regulations or as agreed by the Chief Timekeeper) displayed on both sides of the car. A third set of numbers which can be smaller **MUST** be displayed on the front left hand side of the car to enable the timekeepers to identify cars approaching the start line. **If numbers are not clearly visible to the timekeepers the time may be disallowed.**
 When two drivers compete in the same car, two sets of suitable numbers must be provided by the entrant and changed as necessary. Cars will not be permitted to run with two sets of numbers displayed at the same time.
25. **Noise:** All vehicles must meet the silencing levels set out in Motorsport UK Technical Regulations, except for period defined cars in groups A to H and cars running in special, historic or invitation classes that are allowed, at the absolute discretion of the Clerk of the Course. Competitors are also requested to minimise revving of engines in the return road when descending the hill and to refrain from running engines in the Paddock after the end of the meetings. Under no circumstances may engines be started in the paddock before 8.45am (except road legal cars). The Environmental Scrutineer will be the judge of fact in noise related matters and may request additional testing of any car suspected of creating excessive noise
26. **Start Area:** The entry to the area is defined by the Pre-Start Line. Once this line is passed, a car will be deemed to be under starter's orders. No more than two people in addition to the driver and officials may attend each car in the identified start area (S) 9.3.5 .
TYRE CLEANING / SPINNING / TYRE WARMERS:
 The spinning of wheels to clean and induce heat into the tyres is allowed within the designated area (S) 9.3.1 For the avoidance of doubt there are two lines that define the area between which tyre spinning can start and must finish. Forward motion must be maintained on each and every attempt, and any form of brake ‘line lock’ whether mechanical or electronic to facilitate this is prohibited. This, and the spinning wheels outside the designated area may result in disqualification from the event. The use of an external device or power source to pre-heat the

tyres of competing cars, whether the tyres are fitted to the car or not, is prohibited. Transmission warming/testing shall be strictly in accordance with (K)14.2.

27. All tyre covers must be removed prior to approaching the start/tyre warming area. The use of plastic wraps is prohibited

28. Start Procedure: On arrival at the Start Line, a red light will be displayed, cars will be set up in line with the timing gear, the rear wheels will be chocked, once the red-light changes to green the driver may commence his run, promptly. A car will be deemed to have started when the vehicle, breaks the beam, starting the electronic timing apparatus.

29. False Starts: If a competitor makes an unsatisfactory start, provided that neither of the rear wheel centres has crossed the Start Line, he may be permitted to re-start. If, however, the car stops due to mechanical failure and cannot be immediately re-started, it must be removed as directed by marshals. Unless it can be returned to the Start Line within two minutes, a re-start will not be permitted. Judges of Fact will be on the Start Line to determine whether a false start has been made, and a re-start allowed.

30. Flag Signals:

Ascending: A **Waved** Red Flag means STOP as quickly and safely as possible and await further instructions from the Marshals.

Red Flags may be supplemented with flashing red lights at Bottom Ess

Descending: Marshals will display stationary red flags on batch returns, be prepared to stop if you see a waived red flag.

31. FINISH PROCEDURE: The finish line will be indicated by black and white chequered boards on either side of the course. After crossing the finishing line follow the track to the holding paddock. Brake testing or practice starts are not allowed in the approach to or in the holding paddock

32. Return to Paddock: After each batch is completed, cars will return down the hill on the signal from the Finish Paddock Marshal. Under no circumstances will a car that is descending the hill overtake or stop for any reason other than as outlined in paragraph 29 above. It is particularly important that cars do not stop in the first section of the Return Road between Triangle and the Church. This prevents following cars from coasting back to the Paddock and is the major cause of delay in batch changeovers.

It is imperative for public safety that you keep your speed slow when entering the paddock.

33. Competitors are required to wear ALL safety gear for the return downhill. Failure to do so is in contravention of (S)9.2.1.

34. Recovery: In the event that a stricken car has to be recovered using the available Recovery Unit, equipment or marshals, care will be taken to minimise any further damage during the recovery. However, the Club disclaims any responsibility for any such consequential damage.

35. All damaged cars will be taken to the competitor field unless directed by the Clerk of the Course.

36. Target times: Target times will be assessed after practice for each event, based on a competitor's practice times. If any competitor improves on his target time by more than 5% that time will be excluded from the meeting's results.

37. Ties: In the event of two competitors tying for an Award, the competitor with the lowest Aggregate times will be the winner. If the result is still a tie, the Stewards of the Meeting shall decide on a suitable solution.

38. Championships: will be run in accordance with the Regulations issued for the individual championships. Times recorded in the Championship Run Off will only count for the absolute Best Time of Day Awards, not for any other Class or definitive awards within the event. If any non-registered competitor has qualified for an absolute Best Time of Day Award at the end of the Class runs he will have the opportunity of becoming an additional runner in the Championship Run Off and will be integrated into the order of running.

39. On Board Cameras: The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. **Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event.**

40. Electric Cars: Standard Road going Electric and hybrid cars may be permitted, subject to the event organisers having the required personnel and equipment available. Commercial vehicles are allowed subject to the approval of the Chief Scrutineer.

41. Support vehicles: No Trailers, motorhomes or support vehicles will be allowed into the Paddock whilst the meeting is in progress.

42. Camping: is permitted for Motor Homes, Caravans and Tents upon prior booking provided that they are parked in the Competitor's Car Park. There will be a charge of £10.00 per night inclusive of VAT if pre-booked with entry. Competitors are asked to include the camping fee with their entry for each event. An inspection of passes will be

made during the weekend. Anybody who has not booked may be able to purchase their pass at the paddock office at a cost of £15 per night.

Camping on Sunday night is ONLY permitted in the Orchard

43. All other Motorsport UK General and Technical Regulations apply as written. All references are to the 2023 edition of the Motorsport UK Yearbook
44. **Officials:** The appointed Officials will be notified to Competitors in their Final Instructions and

published in the event programme. Any other changes will be notified on the meeting notice board adjacent to the Times Display in the Paddock.

45. **Results:** Provisional results will be published as soon as possible following the end of the event.
46. **Protests:** Any protest must be lodged in accordance with Motorsport UK Regulations.

Appendix 1 Event Structure

1.1 PERSONS ELIGIBLE:

1.2 National events Saturday Practice and a Sunday practice and Competitive runs are open to all competitors holding a valid Motorsport UK Speed or Race National or International competition licence as appropriate.

1.3 Interclub events are open to all competitors holding an interclub licence **UNLESS** competing in a Racing or Sports Libre car of more than 1100cc or equivalent forced induction, with the exception of class J1/J1b **MUST** hold a RS National or Race National Licence.

1.4 National with Interclub Weekend

Event	Date	Status	Closing Date	Invited Championship	Invited/Member Clubs
Speed into Spring	6 & 7 May	National	7 April	BMTR Tyres Midland Hillclimb Wynn Developments Top 10 Challenge	Association of West Midland Motor Clubs Welsh Association of Motor Clubs Bentley Drivers Club
	6 May	Interclub		Classic Marques Speed MG Car Club Speed Westfield Sports Car Club Speed Series Autocar Young Drivers BOC Fassi Classic	
	7 May	Interclub		Classic Marques Speed Midland Speed TR Register Sprint & Hillclimb BARC Speed	
Best of British	3 & 4 June	National	5 May	British Hill Climb British Hill Climb Cup BMTR Tyres Midland Hillclimb Wynn Developments Top 10 Challenge	Association of West Midland Motor Clubs Welsh Association of Motor Clubs
	3 June	Interclub		Pirelli Ferrari Hillclimb Thorne Wines MAC Speed	
Championship Challenge	12 & 13 August	National	14 July	British Hill Climb British Hill Climb Cup BMTR Tyres Midland Hillclimb Wynn Developments Top 10 Challenge	Association of West Midland Motor Clubs Welsh Association of Motor Clubs
	12 August	Interclub		BOC New Barn JDC 4 Hills & Sprint	

Maximum entries for 2 day National Meetings = 165

1.2.1 Interclub 1-day meetings

Event	Date	Status	Closing Date	Invited Championship	Invited/Member Clubs
Shelsley Season Opener	16 April	Interclub	17 March	BARC Connaught Speed Bert Hadley Austin 7 Midland Speed Triple M/Pirelli HSA Speed AMOC Speed Thorne Wines MAC Speed Paul Matty Lotus	Association of West Midland Motor Clubs Welsh Association of Motor Clubs
Vintage Meeting	2 July	Interclub	2 June	VSCC 500 Owners Association Speed	VSCC
Harvest Festival	16 September	Interclub	19 August	Classic Marques Speed 500 Owners Association Speed Healey Sport Speed Severn Oaks Speed Triple M/Pirelli HSA Speed Paul Matty Sports Cars Lotus Petro-Canada Lubricants Porsche Club Speed Trident Engineering Welsh Sprint & Hillclimb NSCC Speed	Allard Owners Club Association of West Midland Motor Clubs Welsh Association of Motor Clubs
	17 September	Interclub		Autocar MAC Young Drivers 500 Owners Association Speed Healey Sport Speed Severn Oaks Speed Midland Speed Pirelli Ferrari Hillclimb Thornes Wine MAC Speed TR Register Trident Engineering Welsh Sprint & Hillclimb MSCC Techniques (Morgan) Speed	Association of West Midland Motor Clubs Welsh Association of Motor Clubs Bentley Drivers Club

Maximum entries for the above Interclub events = 130

Appendix 2 Class Structure

For all competitors in the national 2 day events

A1	Road Cars – Series Production Cars up to 2000cc
A2	Road Cars – Series Production Cars over 2000cc
A3	Road Cars – Series Production Cars – 4 Wheel Drive of any engine capacity
B	Road Cars – Specialist Production Cars (see note 1 & 2)
C1	Modified Cars – Series Production Cars up to 1400cc
C2	Modified Cars – Series Production Cars over 1400cc up to 2000cc
C3	Modified Cars – Series Production Cars over 2000cc
C4	Modified Cars – Series Production Cars – 4 Wheel Drive of any engine capacity **
D	Modified Cars – Specialist Production Cars (see note 2)
F	Sports Libre Cars up to 2000cc
G	Sports Libre Cars over 2000cc
H	Racing Cars up to 600cc
I	Racing Cars over 600cc up to 1100cc
J1	Formula Ford Racing Cars up to 1600cc pre-1994 (see note 3)
J2	Racing Cars over 1100cc up to 1600cc
K1	Racing Cars over 1600cc up to 2000cc (normally aspirated engines)
K2	Racing Cars over 1600cc up to 2000cc (forced induction engines)
K3	Racing Cars over 1600cc up to 2000cc. - normally aspirated motorcycle engines with integrated gearbox **
L	Racing Cars over 2000cc
M	Sports Racing and Racing Cars manufactured up to 1971 inclusive (see note 4)
N	Sports Racing and Racing Cars manufactured from 1972 to 1990 inclusive
O	Saloons and Sports Cars manufactured up to 1971 inclusive
P	Saloons and Sports Cars from 1972 to 1990 inclusive

The following classes apply to all competitors who are competing in the 1 day interclub events

A1b	Road Cars – Series Production up to 2000cc
A2b	Road Cars – Series Production over 2000cc
A3b	Road Cars – Series Production Cars – 4 Wheel Drive of any engine capacity
Bb	Road Cars – Specialist Production (see note 1 & 2)
C1b	Modified Cars – Series Production Cars up to 1400cc
C2b	Modified Cars – Series Production Cars 1400cc up to 2000cc
C3b	Modified Cars – Series Production Cars over 2000cc
C4b	Modified Cars – Series Production Cars – 4 Wheel Drive of any engine capacity
Db	Modified Cars – Specialist Production Cars as (see note 2)
Fb	Sports Libre Cars up to 2000cc
Gb	Sports Libre Cars over 2000cc
Hb	Racing Cars up to 600cc
Ib	Racing Cars over 600cc up to 1100cc
J1b	Formula Ford Racing cars up to 1600cc pre-1994 (see note 3)
J2b	Racing Cars over 1100cc up to 1600cc
K1b	Racing Cars over 1600cc up to 2000cc (normally aspirated engines)
K2b	Racing Cars over 1600cc up to 2000cc (forced induction engines)
K3b	Racing Cars over 1600cc up to 2000cc. - normally aspirated motorcycle engines with integrated gearbox
Lb	Racing Cars over 2000cc
Mb	Sports Racing and Racing Cars manufactured up to 1971 inclusive (see note 4)
Nb	Sports Racing and Racing Cars manufactured from 1972 to 1990 inclusive
Ob	Saloons and Sports Cars manufactured up to 1971 inclusive
Pb	Saloons and Sports Cars from 1972 to 1990 inclusive
Rb	Shelsley Specials (target times)
Zb	Commercial Vehicles (including vans and pickups)

**** (Speed into Spring only)**

The following championships will run in separate classes.

500	500 Owner's Association Speed Championship
AUT	Autocar Young Drivers
AH	Austin Healey Club Speed Championship
AMOC	Aston Martin Owners Speed Championship
BH	Bert Hadley Memorial Championship (Pre-war Austin Sevens)
CM	Classic Marques Speed Challenge
DEW	DEWS Downton Minis Championship
FER	Pirelli Ferrari Hill Climb Championship
FCC	Bugatti Owners Club Fassis' Classic Speed Championship
JDC	JDC 4 Hills Championship
MG	MG Car Club Speed Championship
MOR	Morgan Sports Car Club Techniques Speed
NEW	Bugatti Owners Club New Barn Cars Speed Championship
PM1	Paul Matty Sportscars - Saloons & Sports Cars
PM2	Paul Matty Sportscars - Sports Racing & Racing Cars
PCS	Petro-Canada Lubricants Porsche Speed Championship
TR	Revington TR Sprint & Hill Climb Championship

Classes for the Vintage Meeting

Sports Cars – Standard and Modified

Class 1: Up to 750cc u/s

Class 2: 751cc – 1100cc and up to 750cc s

Class 3: 1101cc – 1500cc u/s and up to 1100cc s

Class 4: 1501cc – 2000cc u/s and up to 1500cc s

Class 5: 2001cc – 3000cc u/s and up to 2000cc s

Class 6: Over 3000cc – unlimited

Class 7: Edwardian Cars

Sports Cars – Specials

Class 8: Up to 1100cc u/s and up to 750cc s

Class 9: 1101cc – 1500cc u/s and up to 1100cc s

Class 10: 1501cc – 3000cc u/s and up to 2500cc s

Class 11: Over 3000cc – unlimited

Racing Cars

Class 12: Up to 1100cc

Class 14: 1101cc – 1500cc

Class 15: 1501cc – 3000cc

Class 16: Over 3000cc – unlimited

Class 17: Post War Racing Cars

Notes:

1. Cars running in road going classes must compete in a road legal condition. Competitors must be able to produce proof of current road tax, insurance and MOT certificate. Proof of road tax will be via taxation receipt or vehicle enquiry printout using the DVLA enquiry website. Competitors will also be required to provide the vehicle registration number of the car on the entry form. Tyres must comply with List 1a or List 1b in the Motorsport UK Yearbook 2022.
2. All Caterham, Lotus Seven, Westfield cars and other 'Kit' cars complying with S.12 and S.13 of the 2022 Motorsport Year Book will enter classes B and D. All other cars of this type which do not comply with the above will enter class F or G and comply with the relevant safety regulations.
3. Vehicles competing in class J(i) must comply with the appropriate Motorsport UK Formula Regulations.
4. To be eligible for class M – Sports Racing Cars and Racing Cars manufactured up to 1971 inclusive, vehicles of monocoque construction and those with rear wings will be allowed, provided they were standard on the car at the appropriate date. Wheel rim widths may be increased by no more than 25mm, but period style must be retained. The use of slick tyres is prohibited in class M. The type, size and tread of tyre must remain the same throughout the meeting. Post 1945 cars must run on treaded tyres which may be road tyres complying with the Motor Vehicles (Construction and Use) Regulations, or racing tyres as long as the latter have grooves in the tread pattern which must be lateral and circumferential and any 40mm diameter area of the tyre must have grooves in at least two different directions, which themselves must have a minimum width of 3mm.
5. All competing cars must comply with the safety requirements detailed in the 2023 Motorsport UK Year Book and these Championship Regulations.
6. All competing cars must comply with all the safety requirements detailed in the 2022 Motorsport UK Yearbook and these Regulations.

Appendix 3
Awards and Trophies

3.1 Class Awards - All Meetings:

First in each class (subject to 3 starters)
Second in each class (subject to 6 starters)
Third in each class (subject to 10 starters)

**All Class awards will be presented at the end of
the meeting in the barn**

*If the award winner is unable to collect their
award, someone may be nominated to
collect it on their behalf.*

*N.B Awards will not be posted out or held for
collection at a later date.*

**An award will be presented for the Best Time of
Day**

**3.2 Annual awards will be presented based on
overall performance throughout the season for
classes A to P with additional Seasonal
Performance awards as per the Final**

Period of Holding Awards:

All Annual Trophies and Cups remain the property of the Club, and are held by the recipient for not more than eleven months. By entering for and competing in the competition, the recipient undertakes to care and to make good any damage or loss sustained while the Trophy is in his possession. Class Awards remain the property of the recipient.

GENERAL INFORMATION

ACCOMODATION

A list of Hotels, Holiday Cottages & B&Bs can be found on the website
<https://www.shelsleywalsh.com/accommodation>

ANIMALS are NOT PERMITTED in the Paddock, Main Car Park or Spectator Areas whilst practice or competition is taking place.

CATERING

Restaurant facilities, Licensed bars, hot and cold snacks and ice creams are available in the Paddock, Car Park and at Bottom Ess. Catering will be available until 8pm on Friday and Saturday evenings,

ADVERTISING, HOSPITALITY SITES, ETC.

A leaflet giving details and costs of advertising at Shelsley Walsh through the media of Programmes, MAC News Magazine, Digital Displays and Banner Sites, together with costs of hiring Hospitality Sites and Trade Stand Sites, may be obtained from the Club Office.

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APPENDIX 4

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.