



Meeting Agenda

Flat Track Commission

2022 Summer Meeting

September 16, 2022

MS Teams Call

Meeting Agenda

1. Opening of Meeting

- a. Comments by the AMA Representative - Ken Saillant
- b. Comments by the Commission Chair - Ken Saillant
- c. Attendance

NAME	Present	Absent With Notice	Absent without Notice
Kelly Bell		X	
Michael Bender		X	
Adam Blumhorst			X
Steve Bromley	X		
Chris DaRonco	X		
Andrew Hook	X		
Kelly Inman	X		
David Joiner			X
Bill Milburn	X		
Adam Schmidt			X
Wayne Sody	X		
Bert Sumner	X		
Dan Vrana	X		
Craig Wise	X		
Ken Saillant	X		
Mike Burkeen			
Allie Reasoner	X		

2. New Discussion Items

3. Closing Of Meeting.

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**American Motorcyclist Association
 Proposal for Rulebook Revision
 Flat Track Commission Proposal Item**

FT-0822-03: Section 3.8. Page 237: Speedway Tires

Current

Mitas 3.75-19/SW 05

Proposed

Mitas 3.75-19/SW 05 **and 3.75-19/SW 07**

Reason

Trelleborg Wheel Systems Motor, the producer of Mitas tires, intends to cease production of the SW05 tire. The SW05 shall remain approved until its supply is exhausted.

Submission

Kelly Inman

Discussion

MOTIONS

Made: BS Second: BM

VOTE

For: 9 Against: 0 Abstain: 0

DECISION

Yes: X No: Amended: Tabled:

BOARD

Approved: Rejected:

BOARD EXPLANATION:



**American Motorcyclist Association
 Proposal for Rulebook Revision
 Flat Track Commission Proposal Item**

FT-0822-07: Section 3.9.D.18. Page 244: Vintage Primary Chain Guard

Current

(new)

Proposed (changes in bold)

All machines with a chain primary drive must be fitted with a guard completely enclosing the front primary chain and sprockets. A chain guard back cover is optional.

Reason

To ensure that vintage engines with primary drive chains are properly protected.

Submission

Bill Milburn

Discussion

**MOTIONS
 VOTE
 DECISION**

Made: BS Second: BM
 For: 9 Against: 0 Abstain: 0
 Yes: X No: Amended: Tabled:

BOARD Approved: Rejected:
BOARD EXPLANATION:



**American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item**

FT-0822-08: Section 3.9. Pages 249-256: Vintage Frames

Current

Page 249: Frame: OEM*, 1933-1951 era, same make and model as the engine. No alterations are permitted.

Page 249: Frame, shocks: Rigid rear suspension only.

Page 251: Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed.

Page 252: Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed.

Page 254: Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 254: Frame, shocks: Piggy back shocks are not permitted.

Page 255: Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 255: Frame, shocks: Piggy back shocks are not permitted.

Page 256: Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Page 256: Frame, shocks: Piggy back shocks are not permitted.

Proposed

Page 249: Frame: OEM*, 1933-1951 era, same make and model as the engine. No alterations are permitted. **1951 Matchless/AJS may use the 1951 Matchless/AJS swing-arm frame.**

Page 249: Frame, shocks: ~~Rigid rear suspension only.~~ **1951 Matchless/AJS may use OEM* period-correct shocks. Piggy back or remote reservoir shocks are not permitted.**

Page 251: Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 252: Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 254: Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 254: Frame, shocks: Piggy back **or remote reservoir** shocks are not permitted.

Page 255: Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed. **Adjustable rake steering head or adjustable swing arm pivot are not permitted.**

Page 255: Frame, shocks: Piggy back **or remote reservoir** shocks are not permitted.

Page 256: Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed.
Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Page 256: Frame, shocks: Piggy back **or remote reservoir** shocks are not permitted.

Reason

To more accurately reflect the rules, appearance, and technology of the era.

Submission

Bill Milburn

Discussion

MOTIONS

Made: BS Second: BM

VOTE

For: 9 Against: 0 Abstain: 0

DECISION

Yes: X No: _____ Amended: _____ Tabled: _____

BOARD

Approved: _____ Rejected: _____

BOARD EXPLANATION:



**American Motorcyclist Association
 Proposal for Rulebook Revision
 Flat Track Commission Proposal Item**

FT-0822-09: Section 3.9. Page 258, 259, & 260: Vintage Frames

Current

Pg 258, 259 & 260:

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frame are allowed.

Proposed

Pg 258:

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock **Yamaha 250/360**, ~~C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame~~ or Panther-Bolger **H-D MX250** linkage frames are allowed.

Pg 259:

Frame: OEM* or aftermarket twin shock period frame, ~~Roberts Mono Shock, C&J/Gary Scott side shock, or C&J~~ **Honda RS500/600** horizontal shock on top of motor, ~~Honda RS factory dirt track linkage frame or Panther-Bolger linkage~~ frames are allowed.

Pg 260:

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock **Yamaha XS650/750**, C&J/Gary Scott **vertical** side shock **H-D XR750**, ~~or C&J horizontal shock on top of motor,~~ Honda RS **750** factory dirt track linkage frame or Panther-Bolger **H-D XR750** linkage frames are allowed.

Reason

To clarify which vintage frames are legal.

Submission

Bill Milburn

Discussion

**MOTIONS
 VOTE
 DECISION**

Made: BS Second: BM
 For: 9 Against: 0 Abstain: 0
 Yes: X No: _____ Amended: _____ Tabled: _____

BOARD Approved: _____ Rejected: _____

BOARD EXPLANATION: _____



**American Motorcyclist Association
 Proposal for Rulebook Revision
 Flat Track Commission Proposal Item**

FT-0822-14: Section 3.3.I Page 171: 85cc Class

Current

85cc Production 9 - 11 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Modified 9 - 11 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Production 9 - 13 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Modified 9 - 13 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Production 12 - 15 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke
85cc Modified 12 - 15 yrs.	66cc - 85cc 2-stroke	75cc - 125cc 4-stroke

Proposed

85cc Production 9 - 12 yrs.	66cc - 85cc 2-stroke	100cc - 150cc 4-stroke
85cc Modified 9 - 12 yrs.	66cc - 85cc 2-stroke	100cc - 150cc 4-stroke
85cc Production 12 - 15 yrs.	66cc - 85cc 2-stroke	100cc - 150cc 4-stroke
85cc Modified 12 - 15 yrs.	66cc - 85cc 2-stroke	100cc - 150cc 4-stroke

Reason

I am hoping to accomplish 2 things with this rules proposal.

1. I think we can eliminate the 9-11 class from the 85cc class list. And I think having 2 age groups in the 85cc division is plenty. I propose the first age group be 9-12 and the second age group remain as it is 12-15.

Next, I propose making the 4-stroke bikes 100cc-150cc. I think the 150cc bike can compete against the 85cc bikes fairly equally

Submission

Kelly Bell

Discussion

**MOTIONS
 VOTE
 DECISION**

Made: BS Second: BM
 For: 9 Against: 0 Abstain: 0
 Yes: X No: _____ Amended: _____ Tabled: _____

BOARD Approved: _____ Rejected: _____
BOARD EXPLANATION: _____



American Motorcyclist Association
Proposal for Rulebook Revision

Flat Track Commission Proposal Item

FT-0822-16: Section 3.2.D.16.b. Page 156: Number Plates

Current

The racer is held responsible for ensuring that their number plates are legible to the scorers. Failure to provide easy-to-read number plates may result in that bike not being scored for the event. Standard block numbers and letters are easier to read than cursive, shaded, or outlined numbers. Color combinations that have great contrast are easier to read than those colors that are similar: for example, a black-upon-white color scheme is easier to read than a blue-upon-black color scheme. If sponsors, names, or other advertising appear on the front number plate, they must be kept in the top 2 inches of the plate.

Proposed

The racer is held responsible for ensuring that their number plates are legible to the scorers. Failure to provide easy-to-read number plates may result in that bike not being scored for the event. ~~Standard block numbers and letters are easier to read than cursive, shaded, or outlined numbers. Color combinations that have great contrast are easier to read than those colors that are similar: for example, a black-upon-white color scheme is easier to read than a blue-upon-black color scheme. If sponsors, names, or other advertising appear on the front number plate, they must be kept in the top 2 inches of the plate.~~

Reason

Simplicity: rulebook is not for suggestions; it's for rules.

Submission

AMA staff

Discussion

MOTIONS	Made:	<u> BS </u>	Second:	<u> BM </u>		
VOTE	For:	<u> 9 </u>	Against:	<u> 0 </u>	Abstain:	<u> 0 </u>
DECISION	Yes:	<u> X </u>	No:	<u> </u>	Amended:	<u> </u>

BOARD	Approved:	<u> </u>	Rejected:	<u> </u>
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BOARD EXPLANATION: _____



**American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item**

FT-0822-17: Section 3.3.C.4-5 Page 163: Race Starts

Current

4. At all events, the number of riders allowed to start any race should take into account the width and length of the course, run-off room available, the ability of all riders to negotiate the first corner without incident, and the speed and skill level of the class or classes being run. Due to the lack of run-off room and the amount of clear track available to each rider, the maximum of 12 riders will be allowed to start. When a class has 13 or 14 participants, and the referee has no safety concerns, the referee is empowered to start all competitors in that class final so as to eliminate the need to run a semi in that class or to eliminate one or two racers from that class final.
5. If a racer is not ready when called to the starting line area, the racer or designee may request a two minute delay.
- a. If the racer does not request a delay, the meet referee may start the event without that racer.
 - b. If the racer requests the delay but is not ready at the completion of the delay, the meet referee may start the event without that racer.
 - c. Any racer may request a two-minute delay; however, the additional time will not prevent the disqualification of another rider who has exceeded their own two-minute delay.

Proposed

- 3.3.C.4. Delete
- 3.3.C.5. Delete

Reason

- C.4 is being removed because we state the same information on page 166 (D.1.e).
- C.5 is being removed because we state the same information on page 166 (D.1.f).

Submission

AMA staff

Discussion

MOTIONS	Made: <u>BS</u>	Second: <u>BM</u>			
VOTE	For: <u>9</u>	Against: <u>0</u>	Abstain: <u>0</u>		
DECISION	Yes: <u>X</u>	No: _____	Amended: _____	Tabled: _____	
BOARD	Approved: _____	Rejected: _____			
BOARD EXPLANATION:	_____				



American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item

FT-0822-18: Section 3.3.C.7. Page 163-165: Starting Methods

Current

Starting methods for Flat Track, short track and TT:

- a. Two starting lines, 2 feet apart, are plainly marked for each row. After starting their engines, competitors ride their motorcycles to their assigned starting positions, stopping half a bike length behind the back line and placing their machines in neutral. The width of the track at the starting line determines the number of riders. Each machine must have 1 meter (3.2-feet) of space. All riders are to get a front row start in all heat races.
- b. When the starter ensures that all engines are running and in neutral, and all machines are properly positioned behind the back line, the starter walks to the side of the track and faces the riders. This is the signal for riders to place their machines in gear, move to the starting line and stop. When all riders are ready, the starter begins the event.
- c. Facilities permitting, the referee may use starting lights, rubber band gate or speedway-type starting gate to assist the starter. All of the starters other responsibilities remain the same.
- d. Any rider whose motorcycle touches the front line before the start will be moved to the penalty line. Riders who cross the starting line prior to the official start of the event may receive the following penalties: finishing position deductions, (determined by the Referee), or disqualification and black-flagged out of the event while the race continues. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.
- e. All starts, except for time trials, must be standing starts with both wheels on the ground.
- f. If more than one starting line is used, each line must be 8 yards behind the preceding line. The penalty line is to be 8 yards behind the last starting line in use.
- g. Main event riders will select their start positions based on the posted order.
- h. Any race stopped with two laps or fewer completed will require a complete restart in the original positions (see d. above).
- i. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line.

If an event is stopped after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the referee's discretion, if the race must be resumed the riders will be started in a staggered start position in the order they held on the lap before the event was stopped (see Section 3.4.). At the organizer's option, the referee may use a rolling single file restart. If doing so the following procedure must be followed: The riders will be positioned in their restart order and instructed to do at least one pace lap. If all is in order (per starter) the field will be given the green flag. The referee will designate a point on the track that the riders may start to accelerate to race speed and a restart line. The riders MAY NOT PASS before getting to the restart line and the starter is waving the green flag.

DOUBLE RED FLAG RULE: In short track events, one quarter (1/4) mile or shorter, a rider causing two red flags in a single race without making an attempt to re-enter the race, can be disqualified at the discretion of the referee.

j. Should a race be stopped but not completed, riders must return their motorcycle to the designated work area only to make repairs. Any rider returning a motorcycle to the paddock will be disqualified.

(1) Work periods last two minutes at the red flag/light, except in final events where they may be 10 minutes. If the referee deems the red flag situation to be cleared up, and all riders are ready to resume the race, the referee may call for the race to resume immediately.

(2) Riders continuing to have work performed on their motorcycles past the allotted time period will be placed at the back of the lineup for the restart. There will be no two minute allowances given for further work.

(3) All riders must report to the starting line immediately when called or they will be subject to disqualification.

k. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who didn't fall. If for any reason a rider doesn't complete the red- flagged lap, they too will be placed in the rear of the restart in a position respective of their stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.

Proposed

3.3.C.7.a. through g. Delete

3.3.C.7.j.3. Delete

Reason

Starting methods for Flat Track, Short Track, and TT do not need to be under the General rules. Much of the same information also exists under page 166 (D.1: Race Starts).

Submission

AMA staff

Discussion

MOTIONS

Made: BS Second: BM

VOTE

For: 9 Against: 0 Abstain: 0

DECISION

Yes: X No: _____ Amended: _____ Tabled: _____

BOARD

Approved: _____ Rejected: _____

BOARD EXPLANATION: _____



**American Motorcyclist Association
 Proposal for Rulebook Revision
 Flat Track Commission Proposal Item**

FT-0822-19: Section 3.3.C.9-10 Page 165: Starts

Current

9. A rider whose machine is disabled before reaching the finish line may, under their own physical power, push or carry their machine (in the direction of the track) across the finish line to receive the checkered flag. Provided the rider completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.

10. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.

Proposed

3.3.C.9. Delete

3.3.C.10. Delete

Reason

C.9: safety concerns.

C.10: already listed on page 166 (D.1.e).

Submission

AMA staff

Discussion

MOTIONS	Made: <u>BS</u>	Second: <u>BM</u>	Abstain: <u>0</u>	Tabled: _____
VOTE	For: <u>9</u>	Against: <u>0</u>	Amended: _____	
DECISION	Yes: <u>X</u>	No: _____		
BOARD	Approved: _____	Rejected: _____		
BOARD EXPLANATION:	_____			



**American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item**

FT-0822-20: Section 3.3.D.1.d-f Page 166: Race Starts

Current

d. The number of participants placed on each starting row shall take into account any and all safety concerns.

(1) Each full-sized machine shall have no less than 39 inches (one meter) of space on each starting row to minimize starting line or first-corner congestion.

(2) In most cases, it is not recommended to line up more than 8 racers on a single starting row – even if the track width permits it – due to higher risks of starting line or first corner congestion.

e. At all meets, the referee shall determine the number of riders allowed to start any event, which shall take into account the width and length of the course, run-off room available, the ability of all riders to negotiate the first corner without incident, and the speed and skill level of the class(es) being run.

(1) Allowing more than 12 riders on any Flat Track (Dirt Track, Short Track, or TT) course for any race is prohibited, due to the lack of runoff room and the amount of clear track available to each rider.

(2) The only exception to the above rule is when a class has 13 or 14 participants, and the referee has no safety concerns, then the referee is empowered to start all competitors in that class final so as to eliminate the need to run a semi in that class or to eliminate one or two racers from that class final.

f. A rider must be ready when called to the starting area. If not ready, he/she is allowed to request two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two minute limit.

Proposed

3.3.D.1.d.2 Delete

3.3.D.1.e.1-2 Delete (keep e.)

3.3.D.1.f.

f. A rider must be ready when called to the starting area. If not ready, he/she or **their representative** is allowed to request two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two-minute limit.

Reason

3.3.D.1.d.2: we do not want recommendations in the rulebook.
3.3.D.1.e.1-2: we say elsewhere it's the referee's call.
3.3.D.1.f: Added representative.

Submission

AMA staff

Discussion

MOTIONSMade: BS Second: BM**VOTE**For: 9 Against: 0 Abstain: 0**DECISION**Yes: X No: _____ Amended: _____ Tabled: _____**BOARD**

Approved: _____ Rejected: _____

BOARD EXPLANATION: _____



**American Motorcyclist Association
Proposal for Rulebook Revision
Flat Track Commission Proposal Item**

FT-0822-21: Section 3.3.H. Page 169-170: Claiming

Current

1. All sanctioned Flat Track, Short Track, TT, Hillclimb, Road Race, and youth meets are claiming meets. The claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle. In Flat Track, Short Track, and TT claims will be for the engine, including electronics, carburetion, and exhaust only. Vintage and ATV class equipment will be excluded from the claiming rule. Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

Engine size Price
0-250cc \$4,000.00
251-504cc \$8,000.00
505-Up (single) \$8,000.00
750cc Multi-cylinder \$17,500.00

Proposed

1. All sanctioned Flat Track, Short Track, TT, Hillclimb, Road Race, and youth meets are claiming meets. ~~The claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle.~~ In Flat Track, Short Track, and TT, claims will be for the engine, including electronics, carburetion, and exhaust only. Vintage and ATV class equipment will be excluded from the claiming rule. **For all other track racing principles, the claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle.** Claiming prices for Flat Track, Short Track, and TT are established in the following schedule:

Engine size Price
0-250cc \$4,000.00 \$6,000
251-504cc \$8,000.00 \$12,000
505-Up (single) \$8,000.00 \$12,000
750cc Multi-cylinder \$17,500.00 \$25,000

Reason

Re-organization of the sentences to provide clarity for when the complete motorcycle may be claimed, and when only parts of the motorcycle may be.

Also update the prices.

Submission

Mike Bender

Discussion

MOTIONS Made: BS Second: BM

**VOTE
DECISION**

For: 9 Against: 0 Abstain: 0
Yes: X No: Amended: Tabled:

BOARD

Approved: Rejected:

BOARD EXPLANATION:



**American Motorcyclist Association
 Proposal for Rulebook Revision
 Flat Track Commission Proposal Item**

FT-0822-22: Section 3.2.C.17. Page 150: Production Class Slipper Clutch

Current

The following additions, changes, or modifications ARE ALLOWED on Flat Track, TT, and Ice Race Production Class machines: Air Filter, Anodizing (may be added to any external aluminum part), Brake Lever and Perch, Brake Line, Brake Pads, Brake Pedal (Mini bikes that are only equipped with hand brakes may not add a foot brake), Brake Snake, Chain, Chain Rollers, and Chain Guard, Clutch Lever and Perch, Cosmetic Items (provided that there is no performance advantage), Counter Shaft Cover (may be removed), Foam (may be added to any part), Foot Pegs, Fork Bleeders, Frame Guard, Fuel Screw (adjustable), Fuel Tank (Carbon Fiber or carbon composite fuel tanks are not permitted unless homologated), Fuel Tank Thermal Cover (including heat tape), Gripper Tape, Hand Guard (plastic open ended only), Holeshoot Device, In-line Water Cooler, Ignition Cover, Number Plates, Oil Cooler, Power Valve Actuator Hose Kit, Radiator Side Shrouds Radiator and Radiator Hoses, Radiator Guard and/or Brace, Rims, Rim Locks (may add, remove, or change), Seat (cover or foam), Shifter Lever, Shock Linkage (commercially available parts), Skid Plate, Spokes, Sprockets, Steering Stabilizer/Damper [3.2.D.10.d] [3.3.J.4.b], Throttle Tube, Triple Clamp upper/top, Water Pump Cover, Wheel Hubs

Proposed

Add slipper or back torque limiting clutch.

Reason

Increased safety.

Submission

Mike Bender

Discussion

MOTIONS

Made: <u>BS</u>	Second: <u>BM</u>	Abstain: <u>0</u>	Tabled: _____
For: <u>9</u>	Against: <u>0</u>	Amended: _____	
Yes: <u>X</u>	No: _____		

VOTE

DECISION

BOARD

Approved: _____ Rejected: _____

BOARD EXPLANATION: