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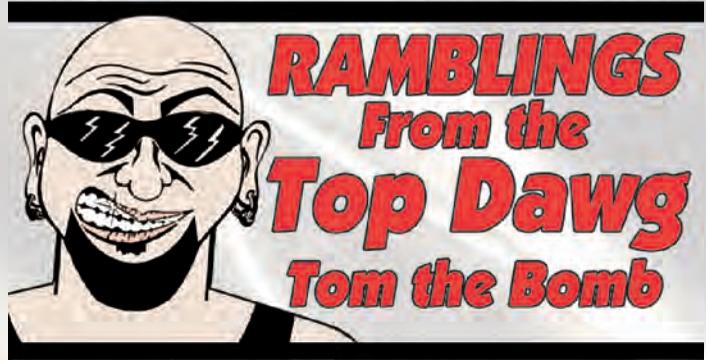


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I have to admit, I have a pretty cool job. I get to ride my motorcycle around from place to place, meet and talk to some of the nicest folks around, and I get to enjoy some great fringe benefits. From the outside, it looks really good, but there are some bothersome points here and there too.

For instance, because I edit the text we print, I'm "responsible" for practically every word in this publication. Besides the experience this magazine has afforded me, I have no more formal education in the English field than the next person. However, every time one of our contributors writes the word "thru," I replace it with "through." Every time someone writes "everytime," I replace it with "every time." There are a ton of small mistakes that writers make (even "professional" writers), and I'm compelled to eradicate them whenever possible. Most of these "mistakes" are so insignificant that I'm normally the only person that even notices them. For instance, from what I've learned, in a publication such as this, there should be only one space between one sentence and the next. That seems simple, but when you consider many people have been taught to type two spaces between every sentence, and you think about how many sentences are in one of our articles, how many articles are in each issue, and how many issues we've produced... That's a heck of a lot of backspacing to do!

One of my least favorite people in high school was a particular English teacher. The reason I didn't like this person was because they were so strict on "proper"

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Sandy Hodges	The "RUB"
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CONTRIBUTING PHOTOGRAPHY

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English, not only dealing with papers I turned in and the written word, but in everyday conversations in or out of the classroom, whether or not class was in session. I thought to myself, anyone who couldn't stand an occasional "ain't" or "y'all" was just too uppity. It was like this person had taken it upon themselves to rid the nation of improper English, and they thought it was an obtainable goal. I suppose the only reason slang still exists is because this particular person waited twice in the "snobby line" and missed their turn in the "tact line."

Keeping that in mind, I often ask myself... Am I becoming one of those uppity/picky people that used to grind on my nerves (like that English teacher)? I hope not. Like I mentioned before, about 90 percent of what I do editing text would go unnoticed by what is probably 95 percent of our readers. But I do it anyway, because I feel strongly that Road Rash should do as professional a job as possible in order to portrait the magazine, our contributors, and ultimately our readership and sponsors in the best light achievable. I'm not asking for more credit here, just explaining why I do what I do.

It may be due to my efforts/overkill, but I have never been approached by anyone complaining that the content

of our articles were grammatically incorrect, or that words in a particular article were grossly misspelled. However, in certain cases when someone's name was misspelled, or an ad wasn't properly proofread, you'd think I was caught biting the heads off of babies in a nursery! People can be unforgiving.

Anyway, I guess I'm through bellyaching about the petty little irritations of my job...

If any of you paid attention to Punxsutawney Phil on Ground Hog Day, we're supposed to have some more winter... but I've been enjoying the heck out of some unseasonably warm weather lately. I wouldn't want to put any rodent out of work (especially in these tough times), but I hope the little fellow is wrong this time!

In closing, if you are going out on Saint Patrick's Day, please plan ahead and have a sober way home. The luck of the Irish may be with you... but I wouldn't push it. Also, please take note of the advertisers in this issue, and show them your support whenever possible. They pay our bills, so you don't have to!

Keep it twisted!

*Tom
THE
Bomb*

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One of Our Own

Wyatt Hogue

by Alan "BooBoo" Kelley

Wyatt Hogue grew up in Spencer, TN. on his family farm. He received his first motorcycle, a Honda 50, at the age of five. This started a lifelong passion for motorcycles. As the years passed, he graduated to larger dirt bikes and eventually a street/trail Suzuki SP125. Like many street bike riders, Wyatt started on the dirt and then discovered asphalt.

After graduating from Red Bank, Wyatt attended U.T.C. His mode of transportation was a Radion 600.



Harley Davidson was re-surfacing as the "new" bike of choice around town, so Wyatt bought a 1977 Superglide, fixed it up and rode it everyday. You can imagine being in college in the early 90's and riding a Harley to class. He was quite the man on campus. "This is what I took my dates on back then. I wish I

still had that bike, what memories!"

On a hot August night in 1994, Wyatt was involved in a car accident that would change his life. He was in the front passenger seat of a friend's car crossing the Olgioiti Bridge. Wyatt explained, "The windows were down, and I had my right arm hanging out the window. You know we have all done it." The driver lost control for a split second and the right side of the car slammed into the bridge guardrail. Wyatt's right arm



was severed above his elbow.

Recovering in the hospital, once all the drugs had worn off and reality set in, his first thought was "How am I going to ride a motorcycle?" Wyatt's father, Jim, a lifelong motorcycle enthusiast was very supportive. Together they started planning how to overcome



this accident and ride again. One of the first calls Wyatt made from his hospital bed was to "Dr. Dave" Clemons. Wyatt told Dave, "Man, I have got a little problem." He explained about the accident and his worry about being able to ride again.

Wyatt told Dave that he and his father decided to sell the '77 Superglide and had ordered a '95 Fat Boy. They thought that a lighter bike with a lower center of gravity would make a better fit for customizing. Dave agreed to help customize the bike and began trying to figure out where to start. After much thought it finally came to him: A foot throttle! "Since they have that in cars, why not put one on a bike?" Once the bike arrived at the shop Dave went to work. "Wyatt probably called three times a day to check on the





progress. His desire to ride again was very inspiring.”

A few weeks passed, and the bike was complete. Wyatt was very excited to get the call to come down and check out the bike. When he arrived for the first test ride everyone was a little nervous. Dave said, “Man, he jumped on, fired it up, and was gone. It was awesome!” Wyatt could not believe how well the customizing turned out. Dave created the perfect bike. With a little more practice, Wyatt was soon riding everywhere. He went to Myrtle Beach Bike Week and Biloxi with his future wife, Tara. Of course he was back on campus riding to class.

Wyatt went on to complete college and join his family business, Adams Lithographing. He is a Vice President focusing primarily on sales and marketing. He lives on Signal Mountain with his wife, Tara, and their three children. Despite the accident, Wyatt has accomplished more in his life than most people could hope for. He competes in Olympic Triathlons and has his pilot’s license. He is a mean water skier and plays golf almost weekly. Of course, he rides his motorcycle every chance he gets. Wyatt’s story is truly inspirational.

Think of him the next time you say, “I can’t.”



Wyatt’s floorboard throttle. Designed and built by Dr. Dave Clemons.



ROCK'S TWO CENTS

sharing the environment with hundreds of fishermen sitting stoically in their boats enjoying the wintry solitude. When I started thinking about them, I quickly realized that we were kindred spirits and brothers of the cold.

Before I share my monthly thoughts I want to thank Cindy and Charlie Wade of Ultimate Cycle for being the first business

These winter fishermen are as different from summer fishermen as bikers are from "toy owners." A biker is a person who lives the two-wheeled lifestyle twelve months a year. Their motor is an extension of themselves not just a possession to occasionally ride and show off. Bikers are people that put thousands of more miles on their motors each year as they do in their truck or car. Biker's know that it is not just riding your bike over Bear Tooth Pass that counts. They know that the ride there and back is just as important as the scenery at their destination. Riding through small hick towns in the heartland of America, eating in the small diners, and shooting the breeze with the locals, now that's what being a biker is all about. Now, I'm not judging others or trying to be an elitist, I'm just stating the facts as I see them. There is a difference between bikers and motorcycle owners just as there is between fishermen and boat owners. Most fishermen own boats, but all boat owners are not fishermen. The same is true for motorcycles.

to be featured on our cover. I encourage each and every one of you to patronize our advertisers and thank them for making Road Rash Magazine possible.

Check out the Blessing of the Bikes ad on page 37. This is the second largest event in the area, second only to the Trail of Tears ride. The CMA (Christian Motorcyclists Association) sponsors this event, which includes good fellowship, prayer (if you request it) and a great, free meal. This is one of my favorite events of the year. I will be there taking photos for our May issue, so strike a pose when I point my camera your way. Please no single finger salutes.

As the warmer weather approaches, I look forward to not having to take as long getting ready to ride each day. The insulated coveralls, the heated Gerbing's jacket liner, and fleece hood will be tucked away until our trip to Glacier National Park later this summer. During my 3 to 4 thousand miles logged this winter, I have found myself

Now that winter's about over, I'll have to start sharing my favorite roads with the toy owners once again. Now don't get me wrong, I'm glad that other motorcycle owner's are out having a good time and I don't begrudge them that. However, the gaggles will become more and more frequent on the weekends and



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I'll be doing a lot more passing than I have to do in the winter. Unfortunately, most casual riding groups don't have a clue about what's going on behind them. The considerate thing to do is to move your group to the right side of the lane to let those bikes gathering behind you pass. This way you won't get the crap scared out of you when someone does a high-speed fly-by while you're daydreaming about your next piece of chrome. Be alert, and make it a point to know what's going on around you. Another annoyance is the continual stream of wavers. Now if I'm approaching a large group of riders, I will wave or most likely nod at the lead bike. I am not going to wave at every single bike in a line. I'm sorry, but I have other things to do with my hands. I might need to change channels on my XM or pat Pebbles on the leg. Heck, I might even need to scratch something.

Now let me go back to the real fishermen for a moment. In the winter the streams, rivers, and lakes are all theirs. They are the kings of the waterways. They are bundled up in their insulated clothing and just out enjoying nature. There are no fair weather Jet Ski jockeys or speed boaters to clutter up the scenery making large wakes for them to deal with. There are no bathing beauties in bikinis lounging on decks of houseboats to distract them. Okay, well I'm taking this a little too far, but you get my point. Summer is coming fishermen; it's time to share (just like us bikers have to do). Don't worry though; winter will be here again before you know it.

LTRNTT,

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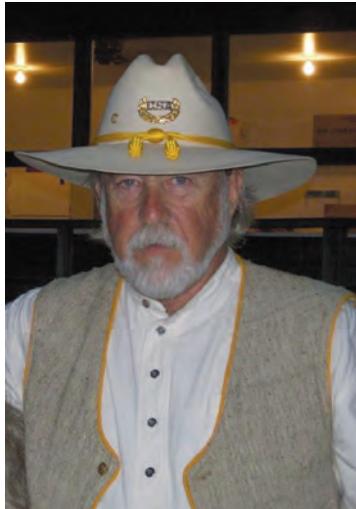
Tears on Black Leather

Brothers and Sisters Down or Gone

HELP US HONOR YOUR BROTHERS, SISTERS, FAMILY, AND FRIENDS

This column is entirely reader generated. Please send in a photo along with a poem or short paragraph about your loved one so that we can remember them here.

Lt. Russell Scaarbourgh, Commander of Troop 2 Georgia Mechanized Cavalry was diagnosed with bone cancer Dec. 23, 2008 and passed away January 26, 2009 at 61 years of age. His memorial service was held on Jan. 27 in Gainesville, Ga. Russell left behind his wife Debbie, children and grandchildren. Russell loved riding his harley with his wife Debbie by his side on hers. Russell had a large group of mechanized cavalrymen in his troop and was well loved and respected as a



leader and friend. He will be sorely missed by all. RIDE LIKE FORREST BROTHER TILL WE MEET AGAIN.

Capt. Johnny (Rocket) Sparks
Georgia SCV-Mechanized Cavalry

Freedom Riders Motorcycle Club member and Vietnam Purple Heart Veteran "Harley Charlie" Crabtree suffered a heart attack on February 5, and another one February 7, before being released from the hospital. His club brothers are collecting donations and there is a collection jar at Riders Bar and Grill for all those who wish to contribute and help pay his bills while he is ill.

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HERE'S THE RUB

"I got a Nikon camera, I'd love to take you for a ride, So Mama don't take my Kodachrome away!"
Kodachrome by Paul Simon



I had caught a few of my motorcycle moments in time! If God has a VCR, I intend to ask him someday to look over these top ten missed photos and video opportunities from last year:

When we were traveling through the no-helmet state of Wisconsin and my bandana flew off. Slim (at the back of the pack) actually snatched it in the air and drove up triumphantly waving it. It ranks up there with the Willy Mays catch in the 1954 Worlds Series as

one of the greatest snags of all time.

Rah-Rah gawking at the skyline of Chicago (and not the road). It was the first time she had ever seen a city that big and thought she was in Gotham. Did you know "In real life, Wrigley Stadium looks just like it does on television?"

Moleman, in one of the few moments he wasn't riding (he logged 39,000-plus miles last year) when the utmost of tough guys was crying watching the movie Free Willy. (Sorry Boss, but its priceless).

The look on my face (or the words I muttered) when exactly one mile into an Iron-Butt, Thousand-Mile-in-seventeen-hours ride I got stung in the cheek by a yellow jacket. For the next 999 miles I nursed a bulging eye. I stopped every hundred miles, bought a cold soda and held it against my cheek to reduce the swelling.

Last summer on the motorcycles, immersed in the mist while crossing the Rainbow Bridge between Canada and New York at Niagara Falls. This year we are going

I was recently organizing my motorcycle photos from 2008 on the computer. I was electronically sorting them into folders while I reminisced about great times shared with friends. It's a good thing to do on a frigid cold day of eight degrees when you can't ride. (Even Booger concedes you don't have to ride when the temperature is less than your shoe size!) The cool thing about riding with a group from a motorcycle magazine is that someone usually has a camera and many of the "Kodak moments" that would be lost are captured forever on film (or a digital disk). Still... there are hundreds of other times when it was impossible or we didn't think to grab a camera. They say when President Kennedy was shot, the odds of Mr. Zapruder catching it on his eight-millimeter home movie camera was a million-to-one, but if it happened today there would be no less than thirty camera angles and it would hit YouTube before it was on the television. I could have won a Pulitzer or made a fortune on America's Funniest Home Videos if

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to tackle the Mackinaw Island Bridge, the third longest suspension bridge in the world, over five miles long! I can't wait!

Guido, when she crashed her bike into Dust's. Sorry kid, but I wasn't there that day and while I pray it never happens again, I would ask God if I could see it. Maybe one of those slow-motion kinds of moments. You are one of the toughest women I know. I also know the broken collar bone was not an easy healing and it is good to see you back on the horse. I look forward to more trips with you this year.

The pack last summer; thirty-seven bikes strong in the Carter Hope Ride. All riding tight and looking good! An overhead shot would be something awesome to behold. There was so much pride and it was the perfect combination of weather, friends, and spirits.

Sharing coffee at 2 a.m. with a handful of brothers in Cherry Log who worked all weekend orchestrating a summer picnic for others to enjoy. They toiled non-stop for over two days straight; staging events, arranging a poker ride, cooking barbeque, serving meals, hauling garbage, cleaning bathrooms, herding kids into activities and hosting a ceremony that everybody else but them got to enjoy while they labored unselfishly. The rest of world had gone to sleep when they paused a moment to catch their breath. It was a privilege to be included in their inner circle and I don't think the stars shined as bright or coffee tasted as sweet all year long.

Colorado, when a herd of over 100 buffalo surrounded Rock and the Road Rash crew. They had to shut off and duck-walk their big black Electraglides that seemed to

pose an alpha-male threat to many of the Bison. Oh I know there are some photos of this event. I just want one of the look on Jimmies' face when he realized one of the big animals was not eyeing him as a competitor but was casting an "amorous" look of love towards him and his ride.

Booger, on our way to Northern Kentucky when he accidentally wandered onto the "Jesus Track" (those rumble-strip, bumpy roadway warnings on the edge of the highway intended to wake you up and keep you from going into the ditch). For an eternity of a minute, he thrashed about at 70 miles per hour while miraculously managing to hold his bike upright and somehow recovering. He looked like a minnow that jumped out of the minnow bucket and landed on the dock flopping about!

Motorcycle riding is a sensual event. Photos are great but they don't capture the other senses. It is the feel of the cool air in the morning, the smell of leaves burning in the fall, the sound of a dozen Harleys that makes being on two wheels a preferred option over being enclosed in a cage with four wheels. While pictures are great and it is fun to look at them, it doesn't match the real thing... So instead of reminiscing over frozen moments in time or fretting over missed opportunities, I think I'll get together with some friends and create some new memories. Maybe we will catch some of them on film... But if not, I can always tell you about them later.

Rub out



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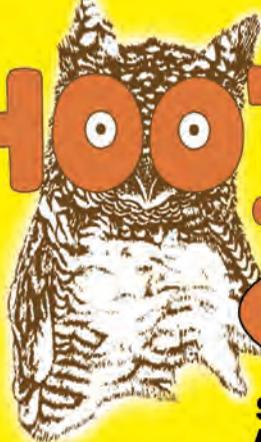
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NEXT MEETING:

March 5, 2009

@ 7pm @ Riders Bar

The December Motorcycle Clubs In Chattanooga (MCIC) meeting was held the first Thursday of the month (February 5) at Riders Bar and Grill at the corner of Lee Highway and Airport Road.

Organizations represented were as follows: The Outlaws, Black Pistons, Southern Journeymen, Freedom Riders, Steel Brothers, Black Angels, Unwanted, Road Benders, Alhambra Easy Riders, Front Runners, Southern Thunder, U.S. Marines, American Indian Bikers Alliance, ABATE, Christian Motorcyclists Association, and Road Rash Magazine.

These meetings provide club members and the general public an open forum to discuss motorcycle, club, and community issues at hand, as well as help unite us toward achieving mutual goals.

To start off, "HippyChicKim" addressed the group about the upcoming Thunder On The Rock bike rally Memorial Day weekend, describing the events, entertainment, rules and prices. She invited everyone to come, and announced the kick-off party to be held May 9 at Ultimate Cycle (for more information, go to thunderontherockonline.com). Afterwards, there was a short discussion about how everyone should support all local motorcycle events.

Rocky Layman, owner of Laura's Market, announced the opening of Laura's Mountain Way Restaurant on Highway 111, North of Dunlap, Tennessee, and invited everyone to check it out.

Road Rash Magazine's own Eddie Rahm, the City of Chattanooga's official Liaison to the Motorcycling Community, came forward and discussed the "chip seal" method of paving, explaining that there were no plans to use chip seal on the main roads or secondary roads. He also discussed a new project promoting 12 of the best motorcycling routes in and around the Chattanooga area, and touched on the motorcycle parking situation downtown centering on the Nightfall Concert Series. Road Rash Magazine's "Tom the Bomb" explained that although the City seemed to be doing what they could to accommodate the crowd of motorcycles, the organizers of the event didn't seem to want or appreciate the bikes being there. He then pointed out that Thunder Creek Harley-Davidson would be hosting a Friday night event twice a month throughout the summer, and Ultimate Cycle would be hosting a Saturday night event about twice a month, so there would be alternatives for those not wishing to attend Nightfall this summer. Everyone was encouraged to use the event calendar posted on the magazine's Web site, roadrashmag.com to find out the most up-to-date local motorcycle event information.

A representative from the Steel Brothers Motorcycle Club came forward to promote the Big Hearts 4 Little Hands Black Jack Poker Run to be held May 16, starting at Thunder Creek Harley-Davidson at 2 p.m.

A representative from the Freedom Riders Motorcycle Club invited the group to participate in their annual Make A Wish Poker Run, to be held April 25.

Please join us for our next MCIC meeting, at Riders Bar and Grill, March 12 (one week late due to bike week), at 7 p.m.

"Even the weak become strong when they are united." ~ Johann Friedrich

Special thanks to Stella for providing us her notes - Ed.

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REVEREND BOOGER'S TWO-WHEELED PULPIT

I hope by the time you are reading this, the weather has cleared up enough for you to get your bikes out and ride a little. If all went well, I should be tooling around the state of Florida on my yearly pilgrimage to the sunshine state about the same time as the magazines hit the stands. This month, I have decided to write an open letter to all non-motorcycle riding people. I would be very grateful if all you would pass this letter on to them. Thanks.

To whom it may concern,

My name is Reverend Booger. I would like to address this letter to all the people whom have pulled out in front of me, cut me off in traffic, and merged over on me while I was riding my motorcycle. First off, I want to apologize for calling you all those names. No, I don't think your mom is a female dog nor do I know if your parents were married. What I do know is that you scared me, and my temporary loss of vocabulary control was due to me being frightened. Ten years ago, I hit the side of a truck because he pulled out in front of me. And it hurt. Even though I got a new motorcycle and didn't get killed, I do not want to do it again. Now I know for the most part you



do not do this on purpose, but it really needs to stop. I also see your little apologetic smile and wave. To me, it's a little late to be apologizing after you have caused me to ruin a perfectly good pair of riding jeans. I was taught to make eye contact with person that was waiting to pull out. Well, I have been looking right at you and yet, you come on out. I was taught to watch the wheels to see if

you were coming on out. Well, cars with spinner rims kind of fouled that up. So, after all these years, I have gotten in the habit of letting off of my throttle and watching you. I'll be darned if when I do that, some of you think I am letting you out and you pull right in front of me.

Now, personally, I mean you no harm. I just want to ride my motorcycle and have fun. So why do so many of you want to run me down? I know that there are some of you that think we don't belong on the road, or that we are loud and dangerous. Well, sorry we are here to stay for now. You might as well slow down, start looking for us, and remember that even though our vehicle isn't very big, there are some of us just crazy enough to accelerate instead of brake. Now for those of you that want to talk on a phone or (even worse) text while driving: Stop it right now. There is no way whatever you are talking about is worth running over a (somewhat) innocent 48 year old dude. I do understand the quick phone call every now and then, but I have followed people for miles while they yap on and on and their car wanders from one side of the

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lane to the other. If you are stupid enough to text while driving a several thousand pound vehicle down the road, you might as well blindfold yourself and run into a tree.

There is an effort in several states to make injuring a motorcyclist, bicyclist or pedestrian due to negligence a serious offense. So the days of "a slap on the wrist" may be over. You have been warned. Negligently hitting one of these aforementioned people in a motor vehicle should be the same as negligently hurting someone in any other fashion. If I get out and shoot someone out of negligence I am in serious trouble. To the good Reverend, that is no different than being careless in a vehicle and running someone down.

Okay, warm weather is on its way. More and more of us will be out and about. So slow down, look for us, and hang up the phone.

Thanks,
Reverend Booger
(Self-appointed spokesman for all area motorcyclists that do not wish to be run over)

Okay folks. There you have it. If you would please post this at work, send it to friends, or any other method you know of to keep any of us from getting run over due to negligence of a vehicle.

As always, until next month... Ride safe, ride smart, and ride often.

Reverend Booger



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This & That



Have you heard about the coal ash spill in Kingston, Tennessee? Something like one billion gallons of crud (six feet deep in the Clinch and Emory rivers) has contaminated the rivers and more than 300 acres of land in that area. There are no doubts the heavy metals in that sludge will permeate into the ground and eventually contaminate the water supply (read that as the Tennessee River). The Tennessee Valley Authority (TVA) has said it will study the situation. One area mayor near Kingston even said there was nothing to worry about! Well, friends, coal ash is incredibly dangerous! It should not be ingested. Period. And it will leach into and ruin all the ground and natural springs in the area.

As if that weren't tragic enough, there was another spill of the same stuff/muck at Widow's Creek Fossil plant in Stevenson, Alabama. Another mishap occurred on January 4 on the Ocoee River. Fish and flora had only recently begun returning to the Ocoee... Life had been wiped out as a result of copper mining decades ago. One result of TVA's taking control of the Ocoee was the return of aquatic life within the Ocoee. But copper sludge had built up on the dams on the Ocoee. TVA, in its federal wisdom, deliberately opened dam number three so work could be done on dam number two. That process released decades of the copper sludge and killed all the life in the Ocoee. And the worst part is that TVA deliberately ignored

a state requirement to secure a permit from the Tennessee Department of Environment and Conservation. A TVA spokeswoman said (on television) that the permit probably would not have been issued had they requested it. So they went ahead and released the water. Whoops! What's that crap going down the river? Sorry 'bout that.

Is that a definition of arrogance or what? TVA does what it wants and then apologizes after the fact. It's easier that way, isn't it? After all, TVA doesn't have to worry about the cost of the cleanup. Who will pay the tab for the cleanup? Local citizens! And then, of course, fines from all the federal and state regulatory agencies will befall TVA. Who will pay the tab for the fines? Local citizens. You betcha! And then there are the suits being filed by developers and farmers whose land has been destroyed and springs contaminated. Guess who will ultimately wind up paying the lawsuit tab. Local citizens! It should be noted, however, that our Tennessee senators, etc., have requested cleanup relief by tapping into the \$900,000,000,000 that taxpayers nationwide will be forking over. TVA should be privatized so it can function effectively and profitably. It is a real shame that the agency put in charge of the environment in the area apparently regards the environment with disdain. And the most shameful of all is that TVA was at one time an outstanding organization. It was a model federal agency that, albeit practically autonomous, was ever mindful of its impact on the environment. It had a proactive approach to environmental responsibility long before it was politically correct to be "green." According to a report on TV, technology is already in place that has the ability to separate the contents of coal ash into several different components of the waste. The components can

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then be sold for use in concrete, roads surfacing and other manufactured products. Other power companies are already doing this. Why can TVA not do the same? They could make money off of waste products. What a concept! Perhaps TVA could even see beyond gouging its customers (have you noticed the monthly TVA charge of \$35 to \$50 on your latest power bills?) if it had more income from other sources.

Articles in Road Rash are supposed to relate to the motorcycling community. Well, all of us are local citizens. As riders, I think we are probably more appreciative of the beauty of our country than many folk. And we do have TVA to thank for many of the lakes in this area. If you want to ride the Ocoee gorge on Highway 64 beyond the Highway 30 turnoff toward Reliance, expect to see the bottom of the lake (sludge), ugly brown water (like the contaminated Tennessee River) wherever there is water, and practically no water on the rapids portion of the Ocoee. My route to the Skyway will now follow one of two routes: the first goes up Highway 411 to 310 to 39 to Tellico Plains; the other takes 64 to a left on 30 towards Reliance (yes, this parallels Lake Ocoee, but we get to stay abreast of what's happening this way), a right onto 315 and then a right onto 39. A right onto 68 takes you into Tellico Plains. The next left takes you to the Skyway (165/143) to 129 near Robbinsville, North Carolina. One can turn left on 129 and ride the Dragon. Better yet, turn around and repeat the ride in reverse!

Ride on.

Sandy

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**Road Rash Magazine's
Featured Bike For
MARCH 2009:
Biggen's Softail**

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The Low Down:

Make/Model: Custom 2002 Harley Softail

Engine: 96-inch HD (big bore kit)

Owner: Ricky "Biggen" Cantrell – Chatta., TN

Paint: Kenny (Kenny Reynolds Originals) and
Kenny Hadorn (Air-FX)

If I could describe the bike we've featured this month in one word, it would have to be "jaw-dropping." Okay, that's technically hyphenated, but have you seen this bike? Almost all of the work required to transform this Softail from stock took place at Ultimate Cycle and Scooter, here in Chattanooga. When I asked the good folks at Ultimate to write down what all had been done, they looked at me like I'd asked them to help me move a big screen TV up three flights of stairs (by the way, I need to thank my friends Austin and Jared for helping me do just that a while back). Anyway, the description started off with the words, "The entire Kuryakin book..."

In order to build what I would consider a really cool looking bike, you have to be a stickler for the details. Biggen and the guys at Ultimate Cycle hit the nail on the head with this one. Extreme Machine custom made the matching wheels, rotors, and pulley. The chrome brake calipers are from PM Performance. The handlebars are Burly 1 1/4 inch Bighorn Bagger bars (with internal wiring) and feature chrome switch housings and switches. Magnum Sterling Chromite steel braided lines help dress up the bike on the front and rear. Corbin made the seat Biggen sits on, and Memphis Shade made the windshield he looks through. Lighting it all up for the world to see is a set of Lizard LED lights. Of course, the guys at Ultimate didn't stop there.

They tore into the engine with a vengeance, increasing this bike's horsepower by 23 horses and bringing the stock torque up to 84. That's enough foot-pounds to put Michael Flatley's Lord Of The Dance to shame! Collins Motorsports took care of the head modifications (oversized combustion chamber, oversized valves, ported and flowed, etc.), and Ultimate Cycle's Service Manager, "Nuckolls," performed the engine build. With Keith Black 10.1 compression pistons, S&S 520G gear-driven cams, adjustable



Photos by "Tom the Bomb."
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pushrods and lifters, a Delkron cam plate, and a Power Commander (with a custom tune), unless you get a chance (like we did) to see this beauty parked, more than likely, the only view you'll get will include the ends of the Vance and Hines exhaust.

Local painting legend Kenny Reynolds gets a lot of credit for this one-off custom paint job, but Kenny Hadorn ("the other Kenny") from Air-FX contributed his expertise and a lot of the free-hand airbrushing (including the Ultimate Cycle logo incorporated into the graphics). As you can see, they both did a great job. Then again, it's what we've come to expect from each of them.

I can't say enough about how great the people at Ultimate Cycle are to work with, or the caliber of work they perform there. They are the only local business I know of that offers free 24-hour motorcycle towing day or night, regardless of the day of the week – including weekends and holidays. They also have certified technicians who are trained to maintain, repair, and modify all makes and models (Harleys, metric cruisers, scooters, sport bikes, trikes, etc.). Check them out in person, or go to their Web site, ultimatecyclescooter.com! They are having their first "Season Kick-Off Party" right in their parking lot (Brainerd Road and East Brainerd Road) on March 28. Come on out and show your support for a locally-owned business dedicated to "keeping riders in the wind!"

Special thanks goes out to Charlie and Cindy Wade for hooking everything up and humoring my crazy ideas for this shoot. Also, to Biggen for delivering the bike and doing everything he could to make sure everything went smoothly. Photographic duties were performed by "Tom the Bomb" at Ultimate Cycle. Pictures don't really do this bike justice, however, (as always) you can check out many more pictures and close-ups of the cool details on our Web site, www.roadrashmag.com.



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Welcome to the club! This continues my series highlighting motorcycle clubs/ministries/fellowships in the Road Rash coverage area. Every third month I will highlight a

different group in Counter Steer and will publicize your group if you send me an invite at edtennga@bellsouth.net. The requirements are you must have regular meetings, a back patch, and have a positive impact on the community.

SOUTHERN CRUISERS RIDING CLUB:

Recently, I visited the monthly meeting of the Southern Cruisers Riding Club (Chattanooga Chapter) at Wally's Restaurant in East Ridge. The leaders were quick to point out that the Southern Cruisers is a "Riding Club" (as opposed to a "Motorcycle Club"), which takes on different roles in the cycle community, as well as different organizational requirements. At mealtime, I enjoyed fellowshiping with Peggy and Steve Harris (see picture), who filled me in on details about the group and various functions. After supper, the official meeting started with reports on past and future events, as well as service projects they are currently involved in. They had a guest speaker who represented a local



business as well as announcements concerning some local cycle dealerships and offers they extend to the club members. Two strengths of the group that stood out to me in particular were the leadership abilities of the two officers presiding (Del Punneo and Michael Brown) and the fact the group appeared to have a genuine good time together. They have a commendable policy that they go nowhere that the whole family would not feel comfortable, and consider themselves a "family first" group. Based on my observations, they appear to lean more toward group riding (hence Riding Club) and fellowship than toward being involved in multi-cycle club gatherings, although they do interact with the local groups and fundraisers.

The following interview is with Del Punneo, who is the First Officer of the Chattanooga Chapter.

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Tell me about how and when the Southern Cruisers Riding Club was started and what your goals are?

The Southern Cruisers Riding Club (SCRC) is an all brands, no dues, motorcycle-riding club. We are a national/international family oriented club that participates in local events and national rallies. The SCRC sponsors local and nationwide fundraisers and is a major supporter of St. Jude's Hospital, located in Memphis, Tennessee, where the first SCRC Chapter was established. SCRC members can participate in local and overnight rides, join us at major rallies (i.e. Daytona Bike Week, Thunder Beach, Sturgis, Honda Hoot, H.O.G. Events, Trail of Tears, Rolling Thunder, etc.), or just meet some new riding friends. As we say: "It's not what you ride only that you ride!" We just want to promote unity, brotherhood and safe riding at all times.



How many chapters do you currently have and about how many members do you have in the Chattanooga chapter?

We have over 31,000 active members and over 500 chapters world wide, including the United States, Canada, Philippines, Iceland,



England, France, Czech Republic, and Australia. We currently have over 180 members in the Chattanooga Chapter.

How often do you have meetings and what is the meeting format?

Our meetings are held on the second Monday night of each month at Wally's restaurant in East Ridge (at 7 p.m.). Our meetings are held to discuss national/local bike events, club rides, and club business in general. Everyone has a chance to speak and our meetings are generally informal and relaxed.

How often do you have group rides and what are some favorite destinations of past rides?

We have two rides a month, one on Saturday, and the other on Sunday after Church (1:00 or 1:30 p.m.). On each ride, we have a Road Captain (someone that knows the roads) and a Tail Gunner (who blocks lanes for lane shifts).

What are your membership requirements and costs?

Membership is free and the only requirements are that you participate in at least one club function quarterly and

be at least 18 years old.

What types of bikes do your members ride?

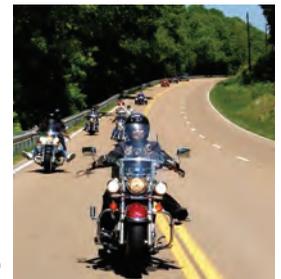
Our members ride Harley Davidson, Indian, BMW, Triumph, Honda, Kawasaki, Ridley, Suzuki, Yamaha, or any other brand of two or three-wheeled motorcycle. We have any bike that's between 500 cc and 2000 cc. Any bike that's safe enough to ride is welcome. Some times the smaller bikes have a hard time with expressway riding, so we try and stay on the back roads as much as possible! Long trips normally require at least some freeway riding, but if there is a back road that fits the ride, we will find it!

What is the age variance in your group (youngest to oldest)?

Our riders' ages range from 18 to 72 years old.

Who are the leaders of your group and what is the contact info for our readers who may be interested?

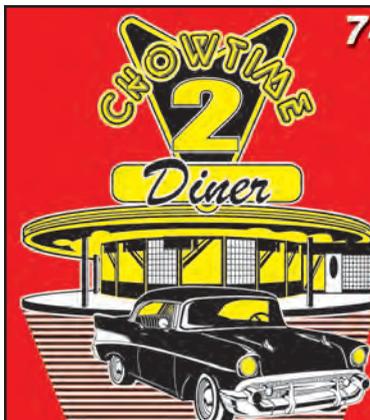
Interested individuals can contact Del Punneo (First Officer) at 423-316-2508 or Michael Brown (Second Officer) at 423-313-1158 (see picture).



I would like to offer my thanks to the Southern Cruisers Riding Club for their hospitality and special thanks to Del for taking the time to answer some questions. Also thanks to Steve and Peggy for the pleasant company over the dinner table. If you are not currently involved in a group and have been somewhat reluctant to do so because you think you may not fit in, I would advise visiting this group. I believe anyone would feel comfortable with this group and they would be honored to tell you "welcome to the club!"

Now lets go out and play in the streets!

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Bikes are People, Too!

I've been thinking lately about the people I ride with and their relationships with their bikes. I started thinking about this recently since I am looking for a different bike for myself. The "RoadPuppy," as "Reverend Booger" fondly calls my bike, has served its purpose in my life. For those of you who have followed my articles, you know it has served me well. I can look back on past relationships and see where each person was instrumental in some kind of personal growth for me. The RoadPuppy has seen me through a lot of growth and gave me courage to do things I would never have considered before I started riding. Oh, there are people involved here too - I'm not giving the bike all the credit! But, had I not gotten on that bike, I might not know the fantastic group of folks I ride with - at least not in the capacity that I do. It all fits together like dot-to-dots.

I didn't go shopping for my bike. A guy I know bought it on a whim and decided he didn't really want it. So, I kind of adopted the Puppy before it had to go back to the pound. Like being in a new relationship, it took some time for us to get to know each other and it was very awkward at first. Each time I got on to ride, I was a little more comfortable. And, one day, I felt as one with the bike. It was an amazing feeling. I would rather be riding than doing almost anything else in the world.

In talking about people/bike relationships, I want to make clear that what I am about to say is strictly my opinion and personal observations. If you are a guy, you might not have even thought about the relationship you have (or have had in the past) with your motorcycle. But, I'm a girl, and this is just how I think. With that said, here



it goes....

The black Electra Glide Classic: This one is a case of "man and machine." The bike gets traded every year and the man is quite okay with it. He rides it hard and lets it go when the time comes. When the trade is done, he knows that "that ain't my bike no more." So, he doesn't get too attached. He knows there is another one in the future.

The Street Glide: This is a guy that buys a bike and fancy's it up until there ain't no more fancying to do to it. There is no real pattern to his buying and selling. He doesn't search out his next bike, they just come to him when the time is right. He takes a lot of pride in the way his Glide looks... keeping it all shiny and clean. It's kind of funny, he rides it like he stole it and treats it with the utmost respect - all at the same time.

The V-Rod: I think it picked its owner. He went in to "window shop," and the bike screamed at him, "Pick me! Pick me!" He was not really going to buy that day, but couldn't resist. Its owner is about the most laid-back person I know, so I see his relationship as one where the two compliment each other. You know, it's like "opposites attract." It fits well for both of them.

The white Ultra Classic: I love watching this guy with his bike because the relationship parallels the one he has with his wife. He is very quick to tell everyone that his wife is his best friend and it is true. He cares for his bike with gentleness and love, knowing everything there is to know about it. And, when the bike needs something, he makes sure it is taken care of and the bike is back to good as

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soon as possible. He even named his bike after his wife!

The Dyna and Sporty: This one is the most fun for me. The same person owns both bikes, ...well sort of. The owner of these bikes has a different personality and relationship with each of his bikes. When he's on the Dyna, he is all business. He's our Road Captain and is darn good at it! He and the Dyna lead our group with confidence and diligence wherever we go. He calls the Sporty his "inner child bike." He usually rides it alone so that he can let loose and ride like he invented the wind!

The Softail: The owner of this beauty is, like me, an 18-wheel trucker, and is only home a few days a month. Like a faithful wife, his bike is always waiting and he makes sure to spend time with her whenever he is home.

The old Sporty: This bike and owner have separated and re-united on several occasions over the years. They are both classics! They're a little rough around the edges, but always there and ready. Everybody loves the classics!

The woman's Softail: The lady that rides this one is a typical "mom type" and treats her bike like her child - with love and tenderness, being careful not to bring harm to her. Oh, and she makes sure her bike gets lots of attention also: she rides every chance she gets.

The purple 1200 Sporty - The woman riding this bike is still getting to know it. They had a spill in August and both spent time healing and mending. They came out of it like champs. She loves her purple "Baby" and rides it with the big boys.

Well, that's the way I see it. Until next time, don't forget to spend some quality time with your two-wheeled friends.

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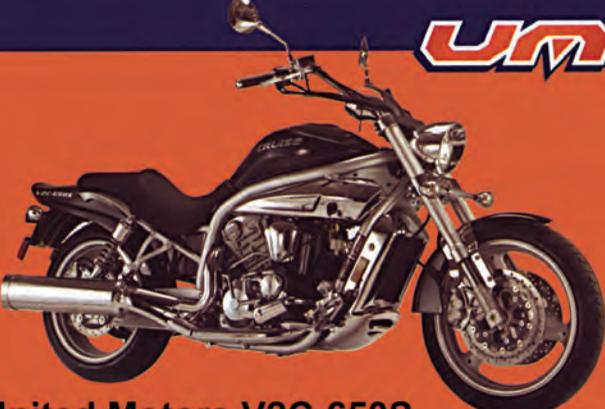
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Surrounding yourself with people who will work toward a common goal with you or encourage you along the way is very helpful. Attempting to quit smoking, stop drinking, or lose weight, for instance, is easier when you around others who are trying to achieve the same goals as well. You may find support from friends or family members who have already succeeded and have good insight to help you with your fitness goals. Peer support is a strong incentive for behavior change. During this process people who are not supportive of your wellness goals should be avoided. Friends who are not supportive may tempt you with Marlboros, Miller Light, and Big Macs (this looks like a Christmas wish list for some people I know). With the proper support and motivation from people who have your best interest at heart, you can achieve anything. With success in life comes personal and spiritual strength. Spiritual strength can bring you to better health and wellbeing more than you may realize.

All people are spiritual by nature. Spiritual health provides



a unifying power that integrates the other dimensions of wellness. Basic characteristic of spiritual people include a sense of meaning and direction in life, a relationship to a higher power, freedom, prayer, faith, love, closeness to others, peace, joy, fulfillment and altruism.

Altruism, a key attribute of spiritual people, seems to enhance health and longevity. Doing good for others is good for one's self, especially the immune system. Your immune system reacts to your physical and emotional balance. When you are spiritually and emotionally off balance your stress levels increase, thus weakening your body's immune system.

Let me make one last point. Altruistic people may have an increased sense of fulfillment in life; however, these people seem to be less attentive to themselves. One cannot be altruistic and be self centered or narcissistic at the same time. Therefore, selfless people tend to be less attentive to their personal needs. Usually these people spend their lives nurturing and caring for others, while neglecting their own physical and emotional needs. The nursing profession is a prime example. Nurses care for others. I work in two hospitals and I see nurses every day. Most of them are overweight and overstressed. It is an unfortunate side effect of the occupation. Those who give to others must find time to give to themselves. Every once in a while, it is good to be selfish. So, do unto yourself as you would do unto others. I'll see you on the road.

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Membership Profile for March, 2009 at A.B.A.T.E. of GA, District 1 West

This month's membership profile is none other than our very own Wyatt Elrod, who just happens to be our youngest Junior ABATE (American Bikers Active Toward Education) member here at District 1 West! At this point, we need to stop the profile and issue a warning to all the male bikers; this young biker will steal, without intention, the hearts of your ladies. Therefore, you may need to hide this profile! Now, back to the profile since you have been warned. Wyatt is part of a new breed of biker in that his main ride (a battery-powered Harley-Davidson) is ecology friendly (by producing no toxic emissions while in operation). But, the story of



conserving our environment does not stop here. When Wyatt is farming around the place, his tractor is also a battery-powered John Deere. Wyatt is not worried about the economy, inflation, or politics; he is too busy being a hobby farmer and biker. Wyatt is one to wrench on his own rides, as was proven when, at the young age of three, he found a way to get his Harley-Davidson into "fast" speed and also speed up his John Deere tractor. I am not sure how much this

has cut down on his travel or farming time... but he is happy. And when Wyatt is happy, everyone is happy. We should take note here that Wyatt is also very protective of his rides, as is demonstrated when one of his 10-year-old twin sisters (that he argues with but yet loves very much) wanders close to, touches, or sits on one of these possessions. The compassion Wyatt holds for his family is easily seen when the twins are not at home and he continually wants to know where they are, and when they will be back.

Time to clear the air. Wyatt also is quick to ride on gas-powered motorcycles with his mother (who not only looks like an Angel but is also named Angel) around the yard, and he will sit on Nanna's and Granddaddy's motorcycle as long as it is in the yard and not running (because it is too loud)! Are you getting the picture? His great-grandfather is also a biker!

Young Wyatt looks at life with a zest and glee in his eye. If his eyes are open, then he is on the move. Wyatt is an avid

follower of Thomas the Train and Sponge Bob Square Pants. Therefore, there is no wonder that he wore a Halloween costume of Thomas the Train for the festive event.

Although young Wyatt is small in stature, the lessons of life that he displays are monumental! Here is a young man who constantly demonstrates the qualities of life that we should all desire to have; enjoy life, meet each day full of energy, love your family, enjoy what you have, and hope that your batteries are charged!

It is often said, "the difference between a man and a boy is the price of his toys." Looking into the future, this will probably be proven true as this young ABATE member spreads his wings as a young man and hits the highways on a more expensive and less ecology friendly motorcycle. I would venture to say that he will probably lose his fear of the loud exhaust. After all, it is a family tradition!

At such a young age, every ride is a favorite ride and every ride is a great adventure. As with bikers who travel a different highway, the rides are sometimes exhausting, so occasionally you need to stop for a rest or nap. After a long ride, I will sometimes come in and eat, then sit on the sofa with my seat half way reclined back for a nap. Wyatt is being tutored on the proper napping technique by his Granddaddy and Wyatt has found that the perfect spot to be in is Granddaddy's lap!



Our next meeting will be March 23 at The Dari-Dip located on West Villanow Street in Lafayette, Georgia. Dinner will be at 6 p.m. and the meeting will start at 7. You do not have to be a member to come to our regular monthly meetings or go on our rides. Our first ride of the season is April 18, The Jack Daniels Poker Run, which leaves Wal-Mart in Lafayette at 9 a.m. For more information about ABATE of Georgia and District 1 West, please visit our website: www.gabated1w.com.

Protect your freedom, join ABATE!

Terry L. Simmons
District 1 West
Co-Coordinator

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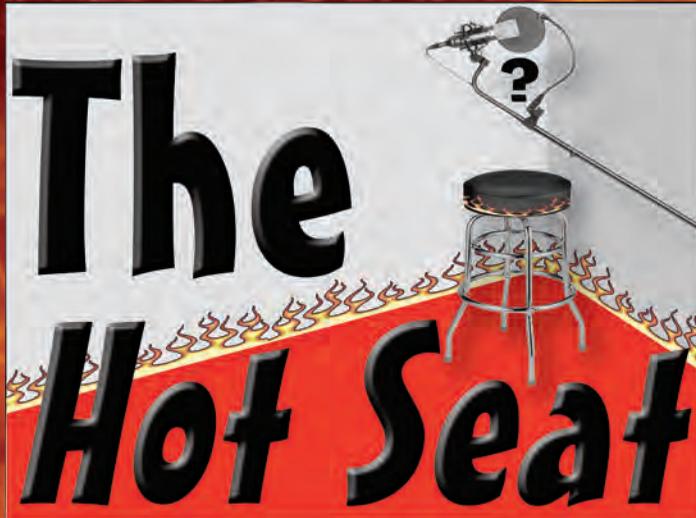
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I cornered this month's Hot Seat victim, er... I mean "feature" Chris "Gotti" Adamsky last month at his place of business, "Big Daddy's Dogz and Deli," located in the back part of Ultimate Cycle and Scooter. He was putting together a killer breakfast omelet for me on the grill. He was paying so much attention to his work, he barely noticed me sneaking up behind him with some heavy-duty bungee cords (I always keep a few on my bike in case of just such a scenario). In no time, I had him duct-taped to the Hot Seat and singing like a bird.

Here are his answers to our infamous ten questions:

1) Do you have any nicknames, and if so, how did you get them?

People call me "Gotti." It came from the area where I grew up and my ability to solve "problems." Some people also call me "Big Daddy." I guess that one is obvious – I'm a big boy!

2) When did you first start riding motorcycles, and what was your first bike?

When I was 14 years old, while working for my uncle pumping gas in New Jersey, I built a rigid chopper from scratch. Instead of getting a paycheck, I got parts.

3) What was your longest road trip on a bike, and did anything interesting happen?

When I was 17, I rode from New Jersey to Sturgis, South Dakota. About midway, I came across a couple that needed a lift because their Volkswagen bus broke down. Back in the day, I traveled light with just a sleeping bag, poncho, and other necessities. So I unloaded my "necessities" and put him and her on the back of... Yes, my first bike. I took them about 20 miles to nearest gas station, then went on my way...

4) Do any other members of your family participate in motorcycling?

Quite a few of my family members ride. My brother-in-law, sister and older brother all ride Harleys.



5) Have you ever had any serious wrecks?

Yes. One. I took a turn too fast in a causeway and faded to the outside. My bike slid, hit pea gravel and then hit the guardrail. I still have pea gravel in my derriere to this day... Bye-bye Harley!

6) Have you ever been discriminated against because you ride a motorcycle?

Yes, I came home from the service and jumped on my favorite bike. I went to the first bar I could find and the bartender quickly informed me that he did not serve "bikers" in his bar. Needless to say, they are still missing two inches of asphalt from their parking lot.

7) Have you enjoyed special benefits because you ride a motorcycle?

Yes. I would say so, taking into account all of the great people that I've met and where it's gotten me today.

8) What is your favorite type of riding and what is your favorite local route (within 100 miles)?

I love back road riding. I love the scenery. I really enjoy taking Highway 111 to Dunlap, then going across Highway 27 to Highway 24 and the Delaware Water Gap with my older brother.

9) On average, how many miles do you ride each year?

I ride around 3,000 miles a year... Only because I'm usually so busy making other riders happy (by feeding them).

10) If you could change one thing about the motorcycling community, what would it be?

I think the general public should have more safety knowledge about motorcycle riders.

As you can see, Gotti didn't have a very hard time answering our questions. In fact, I had to use far fewer torture techniques on him than I have most Hot Seat features. I'm glad too. He's just such a nice guy.

Growing up in New Jersey, Chris, the youngest of eight children, was soon drawn to both riding motorcycles and preparing food. That is much more understandable when you consider he spent his spare time riding on the back of his Dad's Indian and watching his Mom work in the restaurant industry. When Chris was very young, he started off riding a Sears and Roebuck motorcycle, and had built his first Harley by age 14. He says he's owned around seven motorcycles in his time, and that most were "choppers," with the exception of one Yamaha he owned, which he likes to call "a moment of reason." After returning home to New Jersey from a stint in the military, Chris opened his own hot dog stand, which grew into a successful business involving several stands. After moving to Chattanooga, Gotti met Ultimate Cycle owners Charlie and Cindy Wade in 2007. They became fast friends, and soon, Gotti was catering Ultimate Cycle's "Honky Tonk Saturday" events. When Ultimate Cycle outgrew their Market Street location and decided to move, the idea for "Big Daddy's Dogz and Deli" came to fruition. One of Chris' relatives told him, "Only you could figure out how to put a restaurant inside a bike shop!"

Gotti, now a widower raising his two teenage girls, is one of those rare individuals who are obviously happy doing what they do. Big Daddy's is a New York style Deli with a great menu, and the only place I know of where you can get the oil and tires changed on your bike at the same time you enjoy a killer chili cheese dog, club sandwich, hamburger, and/or soft-serve ice cream at the same time... in the same building!

Go by Big Daddy's Dogz and Deli (inside Ultimate Cycle at Brainerd and East Brainerd) and tell Gotti you read about him in Road Rash Magazine. Heck, ask him to autograph your copy! I don't know if he'll cut you a deal on a deli sandwich, but at least you'd meet a really nice guy. If you're really hungry, ask Chris (or one of his good-looking wait staff) to whip you up an "Ultimate Road Rash Eight-Ounce Burger." It's so good, it'll make you wanna slap your granny!

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February 13. Photos by Tom the Bomb



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