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"THE JOURNAL OF THE TRUCKING INDUSTRY"

The Show MUST Go On! 3rd Annual Gear Jammer Magazine Truck Show Brought Some Normalcy to 2020



475 trucks attended the 3rd Annual Gear Jammer Magazine Truck Show on August 2, 2020 at the Modadnock Speedway in Winchester, NH. - photo by Matt Conrad - Tuun to pages 10 & 11 for story and more photos from the show.

Skelton Truck Lines – High Standards – Excellent Service



Left–Right - (Top Row): Larry Skelton, Ron Skelton, Steve Skelton, Cody Skelton, Andy Skelton
(Bottom Row): Eunice Flewell, Mike Skelton, Melissa Skelton

By Steve Pollock
SHARON, ONTARIO, CANADA.... Skelton Truck Lines has built their business on high standards and reliable shipping. The company was founded in 1962 by Larry

Skelton with a single truck. Today, Skelton Truck Lines is operated by the third generation of the Skelton family with a fleet of 150 trucks and growing every day.

Andy Skelton, CEO of Skelton Truck Lines states, "Larry has always paid attention to details, and in particular, cleanliness. He has insisted that our trucks and maintenance shop be kept squeaky

continued on page 2

Foodliner, Quest Liner Drive to Front as Industry Leaders



Together, Foodliner® and Quest Liner® make up one of the nation's leading transportation carriers in North America.

While the companies together have been named as one of the nation's top-100 for-hire transport carriers in the United States consecutively since 2004, individually each company also stands out as a leader in the markets they serve.

Foodliner is recognized as the largest bulk food-grade carrier in the U.S., using a customized transportation system and the latest technology to provide individualized services throughout North America. Foodliner's customized transportation

system has repeatedly resulted in mutually beneficial partnerships with most of the country's major bulk-food, sugar, sweetener, vegetable-oil and flour-milling companies. Foodliner has terminal locations in 32 states, as well as multiple locations in Mexico. Quest Liner, on the other hand, focuses on serving the transportation needs of the chemical and biofuels industries, and also specializes in total transportation management. With locations in the Gulf Coast, Southeast and Midwest, as well as in Mexico, Quest Liner

provides services across North America.

Foodliner and Quest Liner are part of the transportation industry leader, McCoy Group, Inc. Tracing its roots back more than 60 years ago to southwestern Wisconsin, the McCoy Group got its start when entrepreneur Robert McCoy started a one-truck milk hauling business to supplement his income in order to support his growing family. Today, the McCoy Group is based in Dubuque, Iowa, and is still family-owned, now continued on page 7

Skelton Truck Lines – High Standards – Excellent Service



Skelton Truck Lines' brand new terminal is located in Canal Winchester, Ohio.

of North America's largest pharmaceutical companies. Skelton Truck Lines provides transport services throughout the USA and Canada, as well as cross border loads. Skelton has assisted in not only delivering essential medical supplies in both Canada and US but has been a part of the vaccine distribution efforts.

Skelton Truck Lines is pleased to announce the March 9th opening of a brand new terminal in Canal Winchester, Ohio at the Southeast Corner of Columbus. The new Columbus, Ohio terminal provides Skelton access to customers in Central Ohio. The company built the facility with the drivers comfort in mind with a laundry, drivers lounge with TVs and internet access, an in-house kitchen with vending machines, truck wash and a fully equipped garage staffed with experienced mechanics. Secure truck parking is provided and there are hotels and restaurants nearby. Skelton has plans to add a dog park in the near future.

Skelton Truck Lines operates driver teams exclusively in their fleet. Skelton has central dispatch in Canada from their Sharon, Ontario headquarters and in the USA from their new Columbus, Ohio terminal. They welcome both company teams and owner-operator teams and are open to candidates throughout the USA and Canada, with an emphasis on the Midwest in the USA. Everyone is paid by hub miles and there are no split miles. Skelton drivers and contractors receive great wages, and all of the loads are light, optimizing fuel economy. Driver teams average about 4,500 miles per week.

Company drivers earn \$89,000 to \$92,000 per year, per driver. They have 10 paid USA holidays and 1 week paid vacation every year. The company has a 401K program and pays 70% towards employee benefits. Drivers also receive an annual seniority bonus as well. The equipment consists of Kenworths, Peterbilts and Freightliners with an average age of 3 years or newer. The trucks are meticulously maintained. Skelton believes in providing their drivers with comfort amenities, including double bunk-super sleepers; leather seats; Sirius XM Radio; and 3500 watt invertors. The company welcomes pets and has no automatic shut-offs, allowing drivers to idle the truck.

Owner-operator teams earn between \$350,000-\$400,000 per year including a competitive fuel surcharge, company paid insurance and no hold back. Contractors are offered discounted labor rates in Skelton's shop and two company paid truck washes per week. Skelton provides all cargo insurances as well.

Skelton Truck Lines places a high priority on the health and wellness of all of their drivers and employees. The company is especially proud of the fact that nearly half (49%) of their drivers and employees are women, and they are an EOE employer. To learn more about Skelton Truck Lines, visit www.skeltontruck.com or contact Jessica Kapasky at 905-895-6688, ext. 345; 800-600-9229 or text Jessica at 705-717-4449. You can also email Jessica at Jessica.Kapasky@skeltontruck.com

continued from page 1

clean. In fact, he will even occasionally remind me when I need to wash my car. His high standards have helped Skelton to attract both customers and drivers over the years."

Larry Skelton began hauling flatbed and oversized loads, eventually transitioning to dry van and reefer trailers, which led to hauling temperature controlled pharmaceuticals, which the company hauls exclusively today. The high standards set by Larry has made Skelton Truck Lines one of the carriers of choice for many

Skelton Truck Lines

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Off The Beaten Path

by Pam Pollock

Give Flowers While They Live...

My emotions are all over the place right now and apparently so is my thought process. Since November 2020, five relatives and 3 friends have died. Two of my cousins were my exact age—we grew up together. Diane was always my protector throughout elementary, middle and high school. I was a sickly, tiny little thing and was a magnet for bullying. Diane was a scrapper—and boy, did she ever intervene on my behalf. People quickly learned that if they messed with me, they had to face the piper with Diane. She got me through those awkward years and I really wish I had told her just how much I appreciated her sticking up for me.

When my late father-in-law Strick was battling cancer in 1995, I felt hopeless. I do not handle illness well. I wrote him a letter telling him how much he meant to me and I likened myself to the character in the Pocahontas movie whose suggestion to everything is to whip up an elaborate gift basket. This is me. If you are crying on the steps, I will sit down and cry with you. Or I will bring you flowers and some chocolate.

My cousin Scott, who is exactly one week older than me, died 3 months ago today. His death hit me so hard in my heart. He honestly was more like a brother to me than a first cousin. Although he lived in North Carolina, we conversed almost daily via Facebook posts and private messages, texts and the occasional phone call. Scott had a lot of health issues, but he worked so hard to overcome them. Our last interaction was a week before he died and our last words to each other were, "I love you."

Three weeks ago, Steve and I drove up to Pymatuning Lake in search of a Snowy Owl. We saw it through a spotting scope, very far out on the frozen lake and all we could really see was this blob. We were driving around, trying to find a location on the lake that might give us a better look. I received a text from my Dad that our cousin Ted had died and then less than a minute later, my sister-in-law messaged me that my friend and former co-worker Tom had passed away suddenly. I told my husband, "I'm done looking for the owl. Let's go home."

Much like Scott's death, Tom's was such a blow to me. We were young kids, barely in our 20s when we worked together at the Kwik-Fill Truck Plaza in Barkeyville. We worked the midnight shift together and spent the nights laughing, pulling tricks on other people and talking about our families. Tom eventually started his own small trucking company with his son. He posted a photo of his truck on Facebook two days before he died. I "liked" the photo, but I didn't take the time to tell him that I thought the truck was nice (and it is) or that I was proud of him.

We publish a column every month here in Movin' Out called "The Circuit Rider". The late Rev. Robert E. Harris rode his horse and ministered the

gospel to people. His column for the month that my father-in-law died was entitled, "Give Flowers While They Live." This says it all. I have republished that column twice since 1995 – ironically enough, in last month's March edition of Movin' Out. It's a gentle reminder to me to spend time with loved ones and friends while we are both still living – to send a card or some flowers or a text NOW. I wish that I had taken five minutes to let Diane and Tom know how much they meant to me.

Give Flowers While They Live! And I am not just talking about flowers here—spend time with your families. Tell them that you love them. No amount of flailing yourself over their coffin is going to bring them back so you can have more time with them.

I found this saying on Pinterest and it sums up my emotions right now:

"Give them their flowers while they yet live. When they can smell the rose and hold your hand to receive the flower you give. Let them know you love them and say it putting a smile upon their face. Fill their days with moments at every second of their race. Give them their flowers while they yet live, even if their life you cannot save. They need and want to know you love them now not with flowers left at a grave."

To my recently departed friends and family - all of you shared your friendship and love with me. My vow to you is that I will strive to give "flowers" to others who are still on this earth.

Oh, and that Snowy Owl? Steve and I returned to the lake two days later and she was resting on the ice, right by the road when we arrived at 7:00 am. She posed for some memorable photos and then left about six hours later, presumably returning to the tundra.



This beautiful Snowy Owl brought me such much needed peace and comfort when I saw her in late February.

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1st Annual Crossroads Truck Meet To Be Held On April 17th



The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, Missouri (the junction of Highway 50 and Rt. 87, about 100 miles west of St. Louis).

By Steve Pollock

California, MO.... Get ready for the very first Crossroads Truck Meet to be held on April 17th at the Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, Missouri (the junction of Highway 50 and Rt. 87, about 100 miles west of St. Louis).

John and Delton Rissler invite drivers to show their truck and see the new showroom for Horse and Buggy Accessories. John says the entire Rissler family will be on hand to help out with the event. For those who don't know the Risslers, they are good, hard-working people from Missouri. The entire family are professional truck drivers.

The Crossroads Truck Meet will be a non-judged, one day truck show on Saturday, April 17th, but drivers are welcome

to arrive on Friday, April 16th when the gates open at 7:30 am. Plaques will be presented to the first 100 participant. Pre-registration is \$25, at the gate is \$35. Each registrant receives 1 free meal ticket for the homestyle buffet dinner on Saturday and one raffle ticket for door prizes.

The Truck Meet hours are 8 am – 5 pm on Saturday, the 17th and over \$10,000 in door prizes will be awarded between 9 am – 4 pm (you must be present to win). There are some great prizes, including: 8" Dynaflex exhaust kit, Merritt headache rack, Hogebuilt quarter fenders, Trux LED headlights, floor mats, bumper, set of train horns, LED lights, T-shirts, travel mugs, polishing kits and much more. There will be games and activities for the whole family throughout the

day as well as food and product vendor displays. A homestyle buffet dinner will be held between 5:30-7:30 pm. A light show will brighten the night from 7-9 pm. Pastors will be on-site to bless the trucks, drivers and their families. The Risslers invite everyone to stay and attend Sunday Worship Services on Sunday, April 18th at 10 am. A free lunch will be provided after the service.

Registration forms are available on Facebook @ Horse and Buggy Accessories - <https://www.facebook.com/TheCrossroadsShoppingPlaza/photos/pcb.112611674188922/112611597522263/> or you can call or text Delton Rissler at 573-789-5716. Email: horsenbuggy@gmail.com Website: www.horse-and-buggy-accessories.business.site



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High Performance Diesels with Bruce Mallinson

Differential gear ratios: there is a lot of confusion in the trucking industry about what is the best gear ratio for pulling power, fuel mileage, and a good cruising speed. This article will pertain to the over the road semi-truck, NOT heavy haul, or vocational local trucking. To pick the right rear gears you must know the peak torque RPM of your engine, the ideal cruising RPM, and the speed you mostly drive on the interstates. Today almost all transmissions are double

overdrive which is a .73 final drive gear. The standard 13 and 18 speed transmissions are all double overdrive, which means in the 13 speed transmission, 11th gear is direct, 12th gear is .85, and 13th gear is .73. With the 18 speed transmission 16th gear is direct, 17th gear is .85 and 18th gear .73. Back around 1990, Eaton did make a single overdrive 18 speed in which 18th gear is .85, however, this is a very rare transmission. I happen to have one in my 1989 T-600 Kenworth. This article

is pertaining to most 1995 and newer 13 and 18 speed transmissions. If you have an Eaton 10 speed auto shift or a 10 speed manual transmission and have 3.36, 3.55, 3.73 rear gears you still have a double overdrive transmission, however, your 9th gear is direct, and 10th is .73. Unfortunately, this transmission has a big gap between 9th and 10th gear. I do not care for 10th gear in the 10 speed. The 10 speed it's still considered a double overdrive because of the .73 overdrive



Don Griesmann's 2018 Kenworth W900L

do not understand that pulling in direct has more power than double overdrive. Think of a breaker bar, if it's 36" long you will be able to torque more than if the breaker bar is 18" long. The 36" long bar is direct gear, the 18" bar is double overdrive.

Pittsburgh Power is NOT a dealer for gears or transmissions; however, we do change rear gears, transmissions, remove auto shift transmissions and install 13 or 18 speed manual transmissions. Usually, we purchase the rebuilt differentials and transmissions from various rebuilders, and we have a local transmission rebuilder near us if you want to stay with your transmission and just need it rebuilt. If you want to play around with different gear ratios and tire sizes, please download the Gear Calculator on our website. You'll need Microsoft Excel on your computer to make it work, but it's a very useful tool.

This is Don Griesmann's 2018 Kenworth W900L. It's been a great truck for Don, but he came across the opportunity to buy a beautiful '99 Pete that just had a body-off restoration, so he'll be looking to sell this W900L. It's a 283 inch wheel-base truck. It has a Cummins X-15 605 HP engine that has been tuned to 730 HP right here at Pittsburgh Power and verified on our dyno. Power is delivered through an 18 speed trans with a 3.25 rear end. The truck features full lockers, all disk brakes, a toolbox with steps, and 22.5 low pro tires with low miles. Upgrades include JW speaker headlights, a PDI intake manifold, Espar bunk heater, and Holland aluminum 5th wheel. Recent maintenance includes recent DPF cleaning, new clutch, Fleet Guard filters, and new batteries. It only has 271,000 miles so it's barely broken in! Don also has all the maintenance records, receipts, and oil samples. He's asking \$130k and his number is 610-390-7497. If you're interested, please give him a call.

Written by: Bruce Mallinson and Andrew Wilson, Pittsburgh Power Inc., 3600 S. Noah Dr. Saxonburg, Pa. 16056. Phone 724-360-4080 Website: PittsburghPower.com

gear and because you cannot split the gears with the large gap between 9th and 10th gear.

What is the most efficient gear in the transmission for pulling and cruising? It's direct gear. Why? Because the power from the engine goes straight through the transmission to the differentials. When pulling in overdrive the power coming into the transmission is diverted in the overdrive section of the transmission and consequently power is lost, heat is generated, and the transmission produces more noise. 1 to 1 or direct gear, is always the best gear for fuel mileage, quietness, cooler temperatures in the transmission, and more pulling power. However, to run in direct gear, the rear gears must be either 2.64, 2.47, 2.21 and I think there is even a higher gear than the 2.21.

The average speed today is 70 miles per hour. Engines want to be near the peak torque so it's up to YOU to call the manufacturer of your engine and ask them at what RPM is the peak torque, and what RPM do they want the engine to cruise at. Now you can determine what Final gear ratio you need for your average driving and speed.

Next is a list of speeds vs RPM running low pro 22.5 tires.

2.64 gears; 62 mph=1390 rpm, 65 mph=1450 rpm, 70 mph=1625 rpm

2.47 gears; 55 mph=1200 rpm, 60 mph=1280 rpm, 65 mph=1375 rpm

3.08 gears, which is perfect for an X-15 Cummins running in double overdrive, 13th or 18 gear: 65 mph=1265, 70 mph=1340, 75 mph=1430 rpm.

The reason I'm telling you about the 3.08 is because Kenworth and Peterbilt do NOT understand running in direct gear and will usually not build the truck with a 2.21 or 2.47 rear gear. So, you might be stuck running in overdrive and in that case the 3.08 is a better gear than the 3.36 or 3.25 that most of the Paccar trucks on the lot are equipped with. Again, this is all predicated on low pro 22.5 tires.

If you have an older truck, 1995 up to about 2014, and you are thinking about changing the rear gears and like the rpm's the engine is currently turning at your cruising speed, than take your current gear ratio and subtract 91 from it and that will put you very close to the correct gear to run in direct gear. For example, 3.55-91=2.64, 3.36-91=2.45 so you would install the 2.47 gear, and the 3.08-91=2.17 or the 2.21 gear ratio. The gears mentioned in this article are Eaton specs, Meritor has the equivalent gear just a few numbers difference. I do not have the speed vs the rpm of the 2.21 gear ratio, you will have to go on Eaton's web site and look at the gear ratios available and determine the speed vs rpm.

My good friend Mike Lane put it this way for people that

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Foodliner, Quest Liner Drive to Front as Industry Leaders



continued from page 1

operated and led by the third generation of members of the McCoy family.

Foodliner joined the McCoy Group family of businesses in 1982, when the company was purchased from Roy's Dairy, in Monroe, Wis. The transaction was small, as it involved just 10 units.

In the mid-1980s, Foodliner experienced a huge business boost, when the company landed a contract to deliver corn sweetener produced at a Cargill plant in southern Iowa. As the business expanded and took on additional customers, Foodliner's sales grew substantially over a two-decade period.

The McCoy Group expanded its business offerings in 2007 with the acquisition of Gless Brothers Trucking. The chemical and alcohol

transport company was later rebranded Quest Liner. At the time, company officials described the acquisition as being an "ideal match and opportunity" of being able to pair Quest Liner with Foodliner and other McCoy Group companies. In addition to Foodliner and Quest Liner, the McCoy Group's transportation companies also includes W.W. Transport, which was acquired in late 2020. Additionally, the nation's largest Freightliner dealership group, Truck Country and Stoops Freightliner-Quality Trailer, are also operated by the McCoy Group. With 24 locations, Truck Country and Stoops Freightliner have dealerships in Illinois, Iowa, Indiana, Ohio and Wisconsin. In 2018, the McCoy Group expanded into construction

and forestry, with the acquisition of McCoy Construction & Forestry, a John Deere construction and forestry dealership group with locations in Minnesota, Wisconsin and the upper peninsula or Michigan. As Foodliner and Quest Liner's business models continue to evolve, so does the companies' staffing needs. Today, the McCoy Group employs more than 2,500, including approximately 800 Foodliner and Quest Liner drivers. (The businesses are also served by nearly 250 owner-operator drivers.) Both companies continue to look to add to their fleet of drivers, as well as other staff members.

For more information about Foodliner and Quest Liner, please visit their respective websites, Foodliner.com and Questliner.com

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Shell Rotella® Introduces Portfolio Of Carbon Neutral Engine Oils In North America

Houston, TX ... Shell Rotella® announced it will offer customers carbon neutral lubricants for heavy duty engines in North America. Existing products, Shell Rotella® T6 Full Synthetic and Shell Rotella® T5 Synthetic Blend engine oils will now be carbon neutral as a step toward Shell's target to be a net-zero emissions energy business by

2050 or sooner, in step with society and with our customers.

Shell Rotella is just one of the brands within the Shell global portfolio of lubricants that is committed to providing customers with carbon neutral alternatives. Globally, Shell aims to offset the annual emissions of more than 52 million gallons of advanced synthetic lubricants, expecting

to compensate around 700,000 tonnes of carbon dioxide equivalent (CO₂e) emissions per year, which is equivalent to eliminating the CO₂e emissions generated when driving a gasoline-fuelled 2021 Ford F-150 more than 1.5 billion miles².

Shell aims to be a net-zero emissions energy business by 2050 or sooner, in step with society, however no one



business through several factors: avoid emissions, reduce emissions and offset emissions.

One of the ways Shell plans to avoid emissions is by optimizing efficiency during production and design of our products by using more recycled content in its bottles, where possible. Shell will reduce emissions by a number of avenues, including improved energy efficiency. More than 50% of electricity used in our Shell Lubricant Blending Plants now comes from renewable sources. Lastly, Shell will offset the remaining CO₂e emissions through buying and selling carbon credits from Shell's global portfolio of nature-based solutions projects, and continued investment in nature-based solutions initiatives.

While measures to avoid and reduce emissions offer the best way to tackle emissions in the long term, until scalable solutions are deployed, carbon offsetting programs provide an immediate solution to balance CO₂e emissions.

solution is going to allow Shell to achieve this target. The transition to a low-carbon energy future will require a range of solutions and Shell Rotella is dedicated to helping drive the future and providing carbon neutral alternatives. To help achieve this, Shell Rotella T6 and Shell Rotella T5 will contribute to Shell's target to be a net-zero emissions energy



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Profile: Women in the Trucking Industry



Carrie Huffman

Since its earliest days, the trucking industry has been dominated by men – viewed as the only ones suitable for the “rough and tough” lifestyle, lifting heavy loads and long hours on the road.

This stereotype is becoming a relic as a growing number of women work as professional truck drivers in the United States. In fact, one out of every 10 over-the-road drivers is a woman, according to the 2019 Freight Waves & Women in Trucking Association survey. The American Trucking Association says that over the past 10 years, the number of women truck drivers increased by 68%.

Women are drawn to trucking more and more for the same reason men are – it can be a lucrative and challenging job where you can set your own hours, travel, and avoid a typical 9 to 5 desk job.

At the same time, companies are recruiting more women – not just because they are great workers, but they are also extra-dedicated when it comes to safety. Men represented 71% of all motor vehicle deaths in 2018, and were represented well more than 50% of all crash fatalities at every single age bracket, so statistically, female drivers are the safer hire. This is especially critical since civilian drivers are becoming more dangerous. Distracted driving – mainly the use of cellphones while behind the wheel – has become so commonplace that it was responsible for the loss of 2,841 lives in 2018 alone.

There’s a personal reason why Carrie Huffman, a truck driver from Washington, is deeply dedicated and passionate about the subject: She lost her son in a car accident involving a semi-tractor-trailer in 2018. Though the loss profoundly affected her life, it hasn’t stopped Huffman from loving her job as a trucker. But it has made her a vocal advocate for safe driving.

“In any accident, it takes 1.5 seconds to react. If you pull out in front of a truck, it takes that truck driver 1.5 seconds

to even put on his brakes or to do anything,” Huffman noted. “If they don’t have that second and a half, that’s when you have horrible accidents like the one that happened with my son.”

Almost 37 million trucks are registered and used for business purposes in the U.S., traveling almost 305 billion miles per year, according to the Trade Association Trucking,

percentage, and fuel efficiency. One of the unfortunate results of all this activity is almost 500,000 trucking accidents that occur in America each year.

“Driving big trucks makes you a lot more self-aware,” said Huffman. “I know that becoming a woman truck driver has made me a better driver. The most rewarding thing in my life is that I can get into any vehicle and drive it and feel confident that I will drive it safely.”

Huffman says it’s important that the commitment to safety comes from the top. She drives for Suddath, a global moving and logistics company based out of Jacksonville, and said, “I just can’t say enough about how wonderful Suddath is. They maintain a safe environment for all employees and have continued to be proactive when it comes to taking safety measures and having emergency protocols in place.”

Women have noted other benefits to working as a professional truck driver, including that trucking is one of the few occupations with wage parity. Starting salaries are higher than many other entry-level industries, and women earn the same wages as their male counterparts – all drivers are paid the same way: by the mile, hourly, or sometimes by the load. Many companies also pay performance bonuses based on safety records, on-time

The number of women executives in trucking companies is also climbing – just shy of 24% year-over-year. This year’s American Transportation Research Institute (ATRI) survey found that women make up one-third of the executive teams at for-hire carriers.

Another major benefit is the flexibility trucking allows in a driver’s schedule. Jennifer Fuller, a moving truck driver from Texas, prefers the flexibility of trucking because it allows her to finish school while working.

“I’m a full-time contractor, but I also am a full-time college student,” Fuller said. “There are some days where I’ll work six hours a day, and then the next day I’ll work a 14-hour day. I’ve always done really well with time management, and this is one of those fields where it’s helpful, especially since you don’t have set hours.”

Life as a truck driver provides a different atmosphere, with time in the field instead of in a traditional office. It can be exciting to work in a job that isn’t repetitive, since each move is different – different loads, different clients, different scenery.

But women truck drivers also face their own set of challenges.

Chief among them are

things male drivers are much less likely to encounter or even think about – like crass sexism, sexual harassment, and personal safety dangers at truck stops. Tamela Barner, a driver from Georgia, said she is sometimes the only woman in the room and feels intimidated.

Marina Posoa, a driver from Florida, agreed, noting that even a decade into her trucking career, customers are still surprised to see a woman in charge. “That’s probably still one of the difficult things I deal with 10 years later,” she said. “They expect a big strong man, not a woman running the move.”

Added Fuller: “Sometimes, when you come across older truck drivers, they may wonder if you’re up for the task, if you can handle this. You get a little bit of pushback, but I haven’t had any horrible experiences where it would make me not want to continue to do what I do.”

While many women drivers enjoy the flexibility that trucking offers, but they also recognize the difficulty of trying to maintain a balance between work and life. In an effort to establish that balance, Posoa chooses to spend half her time in the field and half at home.

Barner struggles to be there for her teenage daughter, who sometimes gets upset when Barner can’t come home. During summers, when her daughter is off from school, Barner is occupied as summertime is the busiest season for moving.

Despite their presence in a male-dominated field, these women truck drivers have found their occupations empowering, with deep rewards. For Fuller, “girl power” has its own rewards.

“It’s nice to showcase women in an industry that’s usually pretty male-dominated,” she said, smiling.

Many women bring a “try harder” factor to traditionally male jobs, in everything from caring for their equipment to customer relations. Posoa, the Florida-based trucker, said she feels she must always give 110% because she is a woman. Learning truck maintenance, pre-and post-inspections, safety, and speed are all critical parts of trucking. But so, she says, is customer relations.

“Professionalism is everything to me. You meet your customers, you get very familiar with them and hopefully within the first hour or two while the move is happening, they get comfortable with you and they see why I’m in my position,” said Posoa, who manages a team of 15 movers as a moving truck driver.

All four women love their chosen field, and highly recommend it.

“I can say to any woman who wants to be in the trucking industry that it is a wonderful career. It enhances your ability to communicate with many different people, and you can drive any kind of vehicle they put in front of you,” said Huffman, who is certified to drive box trucks, vans, and anything with a DOT logo on it. “And it’s fun. If you’re over the road, you’re seeing the country for free and getting paid for it.”

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The Show MUST Go On! 3rd Annual Gear Jammer Magazine Truck Show Brought Some Normalcy to 2020



By Matt Conrad
2020 was a slow year when it came to attending truck shows. The 3rd Annual Gear Jammer Magazine Truck Show was still able to go on as scheduled. After trying 30 different locations due to Covid 19 we were finally able to find one.

On August 2, 2020, in Winchester New Hampshire, 475 trucks packed Monadnock Speedway. Trucks came from as close as 5 miles away and as far as 1,000 miles. The two companies to travel the longest distance were TriState Vacuum and Rental out of Texas and Theresa and Dean DeSantis from Arizona.

All participants who came had a chance to compete in the show-and-shine, with over 100 trophies given out. After the trophies were given out, over 60 raffle prizes were won by numerous participants. To end the show Tony Justice performed a concert with his band on the racetrack. While Tony performed trucks lit up the stage during the light show.

Despite numerous changes the event was still a huge success. We were able to raise \$36,001 to donate to the Doug Flutie JR Foundation. This foundation helps to benefit children with autism. All of us at Gear Jammer Magazine want to thank all of our sponsors, truckers, volunteers, and spectators. Without all of your help this show wouldn't have been this successful.

The 4th Annual Gear Jammer Magazine Truck Show will be held this year on July 30-31 at the Monadnock Speedway in Winchester, New Hampshire. We hope to see you there!



- All photos by Matt Conrad -



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3rd Annual GEAR JAMMER Truck Show MAGAZINE

All Photos by Matt Conrad See our complete Truck Show Gallery at www.movinout.com



Kenworth Names 2021 Dealer Council, Supports World's Best Customer Experience

Kenworth Truck Company has named its 2021 Kenworth Dealer Council members. The council features nine executives representing 431 Kenworth dealerships in the United States and Canada.

The Kenworth Dealer Council works in partnership with Kenworth to support The World's Best customer experience throughout the Kenworth dealer network. Kenworth dealers provide leading-edge customer support and strive to maximize uptime for fleets and truck operators.

The 2021 Kenworth Council members are: Chairman – Todd Rice, MHC Kenworth (Leawood, Kansas); Bill Currie, Inland Kenworth (Burnaby, B.C.); Bill Kozek, CSM Companies (Madison, Wis.); Samuel Letendre, Kenworth Maska (La Présentation, Québec); Mike Levering, Truckworx Kenworth (Birmingham, Ala.); Tim Mitchell, Kenworth of Pennsylvania (Carlisle, Pa.); Scott Nichols, Kenworth of Indianapolis (Indianapolis, Ind.); and Jared White, MHC Kenworth (Leawood, Kansas). In addition, Jodie Teuton of Kenworth of Louisiana (Gray, Louisiana) serves as the Kenworth line representative for the American Truck Dealers (ATD).

Love's Loyalty Program Ranked One Of America's Best

OKLAHOMA CITY, OK... Love's Travel Stops' loyalty program was named one of Newsweek Magazine's best loyalty programs in America. More than 4,000 U.S. customers participated in the survey, further establishing My Love Rewards as the industry's leading program.

"My Love Rewards allows us to give back to our most loyal customers – professional truck drivers," said Francie Koop, senior manager of customer and brand strategy for Love's. "Love's will continue to listen to customers' feedback to make sure My Love Rewards is the best loyalty program on the highway when helping to get customers back on the road quickly, safely and at the best value."

My Love Rewards placed 13th out of 241 loyalty programs in the country and is the highest-

scoring travel stop program on the list. Rankings were based on ease and enjoyment, benefits, satisfaction, customer support, trust and recommendation. For the complete list of ranked programs, visit <https://www.newsweek.com/america-best-loyalty-programs-2021>.

My Love Rewards allows professional drivers to earn and spend points on food, drinks, merchandise and services at Speedco and Love's Truck Care and more. It also allows customers to earn free drinks and showers, access contactless receipts, access additional deals and pay for commercial fuel through the Love's Connect app. For more information or to enroll, visit <https://www.loves.com/en/my-love-rewards>.

Love's also offers professional drivers and four-wheel motorists the best food and drink values on the highway through Mobile Deals on the Love's Connect app. To learn more, visit [loves.com](https://www.loves.com).

Federal Motor Carrier Medical Card Waiver Extended To May 31, 2021

The Federal Motor Carrier Safety Administration will continue to offer extensions on Medical Examination Certificate requirements for commercial drivers whose MEC has recently expired.

FMCSA has had a waiver in place since March 2020 to allow commercial driver license holders who are subject to federal rules to continue to hold commercial driving privileges with expired certificates.

These Medical Examiner Certificate (MEC) waivers will be extended as follows:

* If a driver certifies a driving type of "non-excepted interstate" and their MEC was valid for a period of 90 or more days and expired on or after Dec. 1, 2020, then a MEC emergency condition waiver will be placed on their record with an expiration date of May 31, 2021. "Non-excepted interstate" drivers whose prior MEC expired before December 1, 2020 or was valid for a period less than 90 days will not qualify for this new waiver.

* If a driver certifies a driving type of "non-excepted intrastate" or "excepted interstate" and the driver's prior MEC was valid for a period of 90 or more days and expired on or after March 1, 2020, and before May 31, 2021, a MEC emergency condition waiver will be placed on their driving record with an expiration date of May 31, 2021.

More information

* Oregon MEC requirements including how to mail or fax your certificate to DMV: <https://www.oregon.gov/odot/dmv/pages/driverid/cdlmedex.aspx>

* Information on COVID-19 safety in accessing DMV services: https://www.oregon.gov/odot/DMV/Pages/COVID_Alert.aspx

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Big G Express Announces 6th Annual Motorcycle Ride Benefiting St. Jude's

Shelbyville, TN... Big G Express is planning its sixth annual Big G Motorcycle Ride June 5, 2021, benefiting St. Jude Children's Research Hospital. In partnership with the Tennessee Trucking Foundation, Big G's fundraiser will help St. Jude continue to lead the way in how the world understands, treats, and defeats childhood cancer and other life-threatening diseases.

The ride is approximately 75 miles starting at 193 Aldi Blvd. in Mt. Juliet, Tenn., and ending at Jim Oliver's Smokehouse Restaurant, 850 W. Main St. in

Monteagle, Tenn. At the restaurant, all riders will be included in door prize drawings and a fundraiser auction will be held.

"I'm so excited about the ride," says Tim Chelette, driver and fundraiser organizer with Big G Express. "This year, we're going to be escorted by the Tennessee Highway Patrol [coordinated by the Tennessee Trucking Foundation] from the time we leave the Big G yard all the way to Jim Oliver's Smokehouse. We're going to be going in style, lights flashing and all!"

In a video address promoting the annual ride, Chelette noted

that Big G riders and supporters raised \$25,000 during last year's ride - \$15,000 more than the goal they set. Over five years, the fundraiser has collected \$56,000 for St. Jude.

The 2021 ride begins with registration for \$20 per motorcycle at 7:30 a.m. on June 5, then kickstands up at 9:00 a.m. Coffee and doughnuts will be provided.

The Big G Motorcycle Ride donations can be made directly to St. Jude here. "Imagine the enormous good that could be done for the children at St. Jude with donations of just \$1 or \$5,"

says Chelette. "It's people like you who show up, who show out and like to support St. Jude and it's the children being treated there and their families who benefit because at the end of the day, \$0 is what they pay. I need you to tell people and dig deep to raise some money!"

Anyone who would like to donate items for the auction should contact Tim Chelette (615-308-7502; timchelette@yahoo.com) All proceeds go to St. Jude Children's Research Hospital.

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Latest Trucking Industry News

OOIDA Rejects ATA's Call For Speed Limiter Mandate

Washington, DC... The Owner-Operator Independent Drivers Association sent a letter to the U.S. Department of Transportation, telling them to reject failed speed limiter proposals that have been resurrected by the American Trucking Associations in coordination with Road Safe America.

OOIDA has long opposed efforts to mandate speed limiting devices because they make roads less safe. Speed limiters increase congestion and speed differentials between trucks and cars, which ultimately lead to more crashes. Additionally, arbitrary speed limits make it difficult for truck drivers to switch lanes to accommodate merging traffic at entrance ramps – or to merge themselves.

“Studies and research have already proven what we were all taught long ago in driver's ed classes – traffic is safest when vehicles travel at the same relative speed,” said OOIDA President Todd Spencer. “What the motoring public should know is that when they are stuck behind trucks on long stretches of highway, those trucks are limited by a device to a speed well under the posted limit. This proposal would make that the norm for every truck on the road,” added Spencer.

In this most recent effort, ATA would mandate that truckers operate below the maximum speed limit in nearly every state. Mega carriers' use of speed limiters is primarily for fleet management purposes – a tool single truck operators and small fleets don't require. OOIDA sees their effort to speed limit independent truckers as nothing more than an attempt to eliminate one of the few economic advantages small-business truckers currently enjoy.

“Drivers hate speed limiters because of the operational and safety problems they create,” Spencer explained. “Large carriers would love nothing more than to ensure every truck and carrier is stuck with these devices, so their drivers stop fleeing for jobs at more trucker-friendly carriers,” Spencer added.

This is not the first time that ATA has pushed for a speed limiter mandate. They originally petitioned the agencies in 2006 for a mandate, only to oppose it when NHTSA and FMCSA moved forward with a proposal in 2016.

On this, Spencer advised, “To be frank, it is difficult to keep track of what ATA and its members think about speed limiters. We would recommend that DOT hold off on a mandate, if only because we're not sure where ATA will be on this by the time the agency could produce a proposal.”

The Association created a video visually demonstrating the dangers of speed limited trucks. The following research and summary documents are

cited in the letter and also provide more detailed explanations.

Differential Speed Limits Make Roads Less Safe

Study Shows Speed Limit Differentials Compromise Highway Safety

Empirical Analysis of Truck and Automobile Speeds on Rural Interstates

Cost-Benefit Evaluation of Large Truck-Automobile Speed Limit Differentials

FMCSA and NHTSA, Parts and Accessories Necessary for Safe Operation; Speed Limiting Devices

Accidents on Main Rural Highways Related to Speed

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 150,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

ATA Truck Tonnage Index Increased 1.4% in January

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 1.4% in January after rising 1.2% in December. In January, the index equaled 114.6 (2015=100) compared with 113.1 in December.

ATA recently revised the seasonally adjusted index back five years as part of its annual revision.

“Over the last four months, the tonnage index has increased a total of 3.3%, which is obviously good news” said ATA Chief Economist Bob Costello. “However, the index is still off 2.8% from the high in March as tonnage plunged 9% in April alone. I continue to expect a nice climb up for the economy and truck freight as we get more economic stimulus and increased vaccination numbers.”

Compared with January 2020, the SA index fell 2.1%, which was preceded by a 2.6% year-over-year decline in December. In 2020, the index was 4% below the 2019 average.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 107.4 in January, 4.5% below the December level (112.4). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.84 billion tons of freight in 2019. Motor carriers collected \$791.7 billion, or 80.4% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

Business and Community Leaders Urge Congress to Oppose Commercial Rest Areas

Alexandria, VA... NATSO, representing truckstops and travel plazas, and a diverse coalition that includes restaurants, fuel retailers, city governments, trucking firms and blind entrepreneurs today urged lawmakers to oppose efforts to commercialize Interstate rest areas as Congress considers infrastructure legislation.

The groups, which represent hundreds of thousands of mostly small businesses that operate near the Interstate Highway System, urged lawmakers to reject proposals to carve out any exceptions to the longstanding ban that prohibits state departments of transportation from unfairly competing against the private sector by selling food, fuel or other commercial services, including electric vehicle charging, at Interstate rest areas.

America's cities, restaurants, hotels, travel plazas, fuel retailers, convenience stores and blind merchants have been economically harmed by the COVID-19 pandemic. Fiscal losses by the nation's businesses have led to unprec-

edented unemployment and massive municipal deficits. The private sector's ability to operate in a competitive and robust marketplace ensures its ability to provide jobs, generate critical tax revenues and further enhance investments in alternative fuels, the groups said in a letter to the members of the House Transportation and Infrastructure Committee.

“Offering food or fuel, including electric charging services at rest areas, would allow states to enter into a monopoly in which they unfairly compete with the private businesses already operating near the interstate exit interchanges to meet the needs of the motoring public,” said NATSO President and CEO Lisa Mullings. “If state governments preempt consumer demand, they will effectively destroy the incentive for private sector investment.”

“The ban on commercial services at Interstate rest areas exists in order to encourage private commercial activities in off-highway communities,” said NATSO Vice President of Government Affairs David Fialkov. “Carving out an exception for EV charging infrastructure would not only discourage existing refueling stations throughout the country from investing in charging infrastructure, but it will signal to prospective EV drivers that they will not be able to access the same amenities and fueling experience to which they are accustomed. This is the wrong signal for Congress to send.”

Upending long-established policy prohibiting commercial rest areas also threatens the livelihood of the nation's blind merchants, who service the vending machines at rest areas, and would hinder the Department of Transportation's goal of expanding commercial truck parking capacity nationwide.

Congress effectively privatized highway services in 1960, when Congress prohibited states from offering commercial services at rest areas along the Interstate Highway System specifically so that private sector entities would grow and provide services to the traveling public. This includes the establishment of fees for electric vehicle charging. Established businesses including travel plazas, convenience stores, restaurants and hotels are already meeting the needs of highway travelers.

In many rural communities located near Interstates, gas stations, restaurants, convenience stores, truckstops, and hotels represent the largest local taxpayers, contributing more than \$22.5 billion in state and local taxes. These funds help support schools, police and fire departments and other vital public services.

Congress reaffirmed its commitment to helping exit-based businesses thrive and to supporting local communities as recently as 2012, when the Senate voted 86 to 12 to uphold the longstanding federal law prohibiting the sale of food, fuel and other convenience items from Interstate rest areas.

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Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

What Is Man That Thou Art Mindful Of Him?

The minds of men have pondered, "what is man" since the earliest of times. Various answers have been given.

Some tell us that he is the product of evolution. Many of us believe that man is the creation of God, that he is the masterpiece of God's creation, and after God created man, He put the world in subjection to man.

Others believe that man is just a comet passing through time, coming from nowhere and going nowhere... all of us know better! It might be said that man is a generator. He has the ability to generate good or the ability to generate evil. It is likewise said that man may be a transmitter. He may receive one thing and give it out to someone else. I like to think of the human as transmitting good. This is how the gospel went around the world.

God gave the gospel to men, and they transmitted it to others. Man can be called a receiver. He receives many things; his life was given to him, his intelligence was given to him, his talents were bestowed upon him.

"Ask and ye shall receive" is something known to all of us. Man can also be a sponge. He can absorb everything that comes his way. Sometimes in selfishness! A sponge is not so bad if it fills itself and then yields itself to do some good. If the sponge absorbs for its own interest, then it is evil.

Finally, a man can be a conduit that dispenses what which is given to him, and that's where the blessing is. What is man? Man is an instrument God can use if he will commit himself.

M&K Truck Centers Names Vice President of Used Trucks

BYRONCENTER, MI... M&K Truck Centers is pleased to announce the promotion of Mike Rutherford and appointment to Vice President of Used Trucks.

Mike joined M&K Truck Centers in 2017. In his most recent role as Regional Manager for all Michigan locations, Mike has significantly contributed to the company's success and proven his leadership ability. Mike's extensive background in the trucking industry began with a family owned commercial vehicle dealership in Lansing, MI. His educational background includes a business management degree from Western Michigan University, with a primary focus on the transportation industry.

In his new role, Mike will be responsible for directly overseeing the sales growth of M&K's used truck operations and wholesale sales. He will manage the used truck sales teams located in Illinois, Indiana, Michigan and Pennsylvania.

M&K Truck Centers (www.mktruckcenters.com) is a full service dealer of new and used heavy- and medium-duty trucks, trailers, and luxury sport coaches.

The organizations' comprehensive service offerings include financing, leasing and rental services as a member of NationaLease, service and repair on all makes and models with over 350 service stalls, and one of the industry's largest parts inventories. M&K employs over 900 talented people across 20 locations in Michigan, Indiana, Illinois and Pennsylvania and is headquartered in Byron Center, Michigan.

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Pacifico Reflections - Big Deals

by: Mike McGough

For a multitude of reasons, we often miss the big things. By the time we realize how big they are, they have passed. We frequently miss them because they come dressed in

common garb. Their arrival is not heralded by a brass band, and no one has arranged a 21-gun salute. There are no news crews covering the event, and many of the responsible parties are nowhere to be seen. Those

who are there are so busy doing what they do that they too attract no individual attention. They make it look easy; like it happens every day.

It goes by a number of names, where it started and how it got here depends on who is answering those questions. We are frankly years away from having credible answers to any of these questions. Notwithstanding, one fact is known, and nothing that we'll ever learn will change that—it got here!

Initially, it didn't seem to be a major concern, but in short order there was no doubting the reality that it was. Unfortunately, it became political, and as soon as it did, the battle began. Unlike battles between warring factions or nations, this particular battle had three major contestants—those who thought it was real, those who didn't, and those who began trying with all their might to battle it. As the infection rate increased, hospitalizations rose, and the death toll began to mount.

Battling it was tough, very tough, and in some instances almost impossible. It was unrelenting and insidious. It refused to respond to known medical protocols, it stood established procedures in the corner, as it defied the known. It turned the unimaginable into stark, irrefutable realities. It interrupted everything, it stopped many things, and it threatened everyone. It showed us just how vulnerable we were, and how much we depended on certain things that could

so easily be taken away. It punished some more than others, often crushing those least able to fight back.

Some expressed their fears through anger and denial, while others turned their anxieties into resolve and action. Science battled politics, and free will expressed itself in more ways than anyone could have imagined. Limits were tested, and in some cases pushed well beyond reasonable bounds. Fortunately, there were those who turned their fear into action. The who, what, when, where, and why questions that fueled political and social discourse, and media coverage, did not deter scientists even a lick. They had a massive job to do, they knew it, and they did it!

In less than a year, a feat most thought was impossible was done. Not one, but several vaccines were ready, and more were on the way. Shots were going into arms, and a scourge that seemed irrepressible just nine months earlier, was about to meet its match. With little or no fanfare, the process started. Sure, there were some setbacks. This was uncharted territory. These were challenges that less than a year earlier were still in the realm of the unimaginable. Villains emerged and so did heroes. Supporters powered efforts and detractors sowed doubts.

Everyone had a decision to make. When it was his turn, there was no doubt. If there were risks, they were small. Some of the best minds on the planet said it was a no-brainer.

He was all in.

On that day, he was excited. This was truly something. He personalized the experience, and it humbled him. So many people had done so much to make this possible. He was thankful, he felt blessed. A great thing had been done, and because it was, an enemy that threatened all humankind was being faced down and subdued in a massive life-saving effort. When he was vaccinated, he wanted to thank someone. He wanted to shake someone's hand or give someone a hug, even though he knew he couldn't.

"This is real power," he told himself. "This is what happens when the determined and committed among us take on a challenge. When fear is turned into willful action, when doubt is rebuked by resolve, and when the selfless lay it all on the line for a greater good, marvelous things happen."

For him it was clear. In a friendly, supportive, and most unassuming manner, those providing vaccinations were winning a war one injection at a time. An epic battle in the protracted war against Covid-19 was being fought that day. The hospital offering the vaccinations is in a town that is no stranger to an epic battle fought in a protracted war. On that day, history was repeating itself in Gettysburg!

Oh, and by the way, don't miss this; it's really a big deal!

Thank you, WellSpan Gettysburg Hospital, and everyone who has and continues to empower your best efforts!

CVSA Cancels Its 2021 North American Inspectors Championship

Greenbelt, MD... The Commercial Vehicle Safety Alliance (CVSA) has canceled this year's North American Inspectors Championship (NAIC), which was scheduled to take place in August in Minneapolis, Minnesota.

NAIC is an annual CVSA competition and training event that trains, tests, recognizes and awards commercial motor vehicle inspector excellence. Each jurisdiction sends its best commercial motor vehicle inspector to compete against top inspectors from other jurisdictions throughout Canada, Mexico and the U.S.

NAIC is held concurrently with the American Trucking Associations' (ATA) National Truck Driving Championships and National Step Van Driving Championships, including a combined driver and inspector awards ceremony. Due to ATA's recent announcement that this year's national driver competition has been canceled, the CVSA Board of Directors and NAIC program leadership made the decision to cancel the inspector competition.

CVSA's next event, the CVSA Annual Conference and Exhibition, is still scheduled to take place in-person Aug. 29-Sept. 2 in Wilmington, Delaware. And next year's NAIC is still set for Aug. 15-19, 2022, in Indianapolis, Indiana. However, CVSA will continue to closely monitor the pandemic and the vaccination rollout and will inform the membership of any other upcoming event changes.




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2nd Chance Diesel – Putting Trucks Together – And Taking Them Apart



2nd Chance Diesel is located at 981 W. Innovation Dr in Kearney, Missouri.

By Steve Pollock

Kearney, MO.... After keeping his own fleet of trucks on the road for 24 years, Jason Bates discovered that it was harder and harder to find honest people to deal with. In 2020 Jason and his wife Tannile decided to start their own company, that is strong and reliable with integrity, and treats others like they would like to be treated. Using

a repair facility that served their own fleet of trucks and a salvage license they had obtained, the Bates launched 2nd Chance Diesel. Their goal was to offer good, reclaimed parts for the consumer at affordable and competitive rates.

Today 2nd Chance Diesel has grown to offer so much more. With a staff of 16 employees, most of whom are trained

and experienced mechanics, 2nd Chance Diesel offers both used and remanufactured truck engines, as well as in and out of frame overhauls for their customers. They also perform computer diagnostics, tire and wheel service and body work and painting – everything from minor repairs to major overhauls. 2nd Chance Diesel also offers mobile repair services within a 50 mile radius of Kearney, Missouri. Reman engines carry a 1 year unlimited mileage warranty and include: Detroit Series 60 12.7 and 14.1 litre; along with DD15 and DD13; CAT C12 and C13, 15 Acert and Non-Acert. As well as 3406 A, B & C and 3406E. Cummins engines include N14, N14E, ISX; Volvo D13 and Paccar MX13.

With an in-house machine shop, 2nd Chance Diesel also offers reconditioned cam shafts, crank shafts, cylinder heads, blocks and many other parts. In short, 2nd Chance Diesel carries all the parts that go on a semi-truck, including body parts – all of which can be shipped anywhere in the USA.

2nd Chance Diesel also offers complete Diesel Particulate Filter (DPF) services, including in-house cleaning, parts, repairs and complete remanufacturing. The company also provides trailer repair services as well.

2nd Chance Diesel is located at 981 W. Innovation Drive in Kearney, Missouri, off exit 26 of I-35 in the Northeast corner of Kansas City. You can contact them at 816-293-9570 or by email: sales@2ndchancediesel.com. You can view the company's inventory at www.2ndchancediesel.com



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April 17 - 1st Annual Crossroads Truck Meet - Crossroads Shopping Plaza, Hwy. 50 & Route 87, California, MO. Presented by Horse & Buggy Accessories and Diesel Power Plus. Non-Judged Truck Meet/Show, Blessing of the Trucks, Games and Activities, Food and Product Vendors, Light Show, Worship Service, Door Prizes! For more info call or text Delton @ 573-789-5716.

April 23-25 - 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 3291-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 7-9 - Midwest Pride In Your Ride - Tri-State Raceway, Earlville, IA. Email: info@midwestprideinyourride.org or visit www.midwestprideinyourride.com

May 9 - Annual Make-A-Wish Mother's Day Convoy - For Questions, contact Cathy Schladitz at cschladitz@philadesv.wish.org or (717) 283-4868

May 15 - LargeCarMag Family Gathering United We Roll Truck Show - Leesport Farmers Market, Leesport, PA. Call 717-806-8907 or visit www.largecarmag.com

June 3-6 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

May 15 - Trucks For Smiles Convoy - Somerset County Fairgrounds in Meyersdale PA. Hosted by WW Friedline Inc. Benefits the Make-A-Wish Greater PA and WV Foundation. The convoy starts at 10 am with registration, live auction starting at noon and the convoy leaving at 2pm with a truck pull to follow after the convoy returns! For more info, call WW Friedline at 814-445-2193

June 3-5 - American Truck Historical Society National Convention & Truck Show - Rockingham County Fairgrounds, Harrisonburg, VA. For more info, visit <https://aths.org/convention/>

June 4-5 - Joplin 44 Petro Truckers Jamboree - Joplin 44 Petro, Joplin, MO. For more details, visit www.joplin44.com/truckers-jamboree

June 5 - Paul Riggle and Sons Truck Show - Paul Riggle and Sons Trucking, 601 Marco Rd, Apollo, PA 15613. For more info, contact Pat Riggle, 724-448-7809.

June 11-12 - Oak Grove 70 Truckers Jamboree - Oak Grove Plaza, I-70 Exit 28, Oak Grove, MO. For more info, visit www.oakgrovepetro.com/trucker-jamboree

June 19-20 - 9th Annual Ohio Vintage Truck Reunion - Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Truck Light Display, Door Prizes, Raffles, Jake Brake Competition, Country Convoy Dinner Cruise, and much more. For info, visit www.ohvintkru.com or call Bill Peters at 330-682-1707 or email: wep515@gmail.com

July 8-10 - Annual Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 16-17 - Expedite Expo - Allen County War Memorial Coliseum, 4000 Parnell Ave., Fort Wayne, IN. 46805. For more info visit www.expediteexpo.com

July 17 - Gulf Coast Big Rig Truck Show - Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd, Biloxi, MS. 39531. For more info call 985-630-9171 or email: pattimccleney@gmail.com

July 23-24 - Keystone Chapter ATCA Truck Show - 139 Municipal St., East Freedom, PA. Trucks, Tractors, and Machinery welcome. Dash plaques while supplies last. No Judging. Friday evening dinner and Ice Cream Convoy. Food and drinks on Sat. For more info, visit www.keystonetruckers.org or call 814-224-2084

July 30-31 - 4th Annual Gear Jammer Magazine Truck Show - The Monadnock Speedway, 840 Keene Rd., Winchester, NH on July 30-31, 2021. All proceeds donated to The Doug Flutie Jr. Foundation for Children with Autism. Over 100 trophies, Vendor midway, Beer Pavilion, Tony Justice in Concert - Friday evening, Light Show - Friday evening, NEW FOR 2021 - TRUCK PULLS Big Raffle - Saturday, Kids activities & more! Questions: Call Bob @ 508-212-9998 or email to: mttconrad7@aol.com

August 6-8 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 13-14 - Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 20-22 - Big Rig Truck Show - Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

September 10-11 - Big Iron Classic - Dodge County Fairgrounds, Kasson, MN. Visit www.bigironclassic.com or email: info@bigironclassic.com

September 11 - Bedford County Convoy of Diesel Dreams - Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 24-25 - Truckers 4 Hope Truck Show - Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

September 23-25 - CSM'S Guilty By Association Truck Show (GBATS) - 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more... bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshop-mafia.com/guilty-by-association-truck-show>

October 2 - Victory Road Truck Show - hosted by Pittsburgh Power and Long Haul Custom Detailing, held at the Victory Road Business Park, 3600 S. Noah Dr., Saxonburg, PA 16056. Activities include: Show 'N Shine, Live Dyno Runs on the Pittsburgh Power Chassis Dyno, Food Trucks, Kids Activities, Raffle Prizes, Giveaways and much more! For more information, call Pittsburgh Power at 724-360-4080

October 16 - 12th Annual LargeCarMag Southern Classic Truck Show - Whites Travel Center, Raphine, VA. For more info www.largecarmag.com

March 24-26, 2022 - 50th Anniversary Mid-America Trucking Show - Kentucky Exposition Center, Louisville, KY. www.truckingshow.com

If you would like to list an upcoming show or event, send all the details, including a telephone contact number to:

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A Likely Story - "Right Of Way"

By Roger Clark

One of the most vexing questions in today's socially-torn, economically unstable, politically fractured world is: who has the right-of-way? Is it the vehicle to our right, or a hundred-thousand-dollar Cadillac on your left? Is it a vehicle with the biggest tires, or one festooned by hazmat placards?

Emergency vehicles, even under code-3 conditions, can only ask for the right of way, not demand it. Yet if you block them, even for a moment, those flashing red lights can lighten your wallet by several hundred dollars. But what if it's a steep hill, icy road, tree lined boulevard, or dead-end alley? Or worse, an oversize load, and it's thirty minutes before sunset.

You would think we had enough to worry about, what with unblinking cameras, unwanted ELD's, unworkable routes, and uncomfortable seatbelts. But no. They also insist we show up on time, share the road, cover our you-know-what, and be civil to you-know-who. That's a lot to ask, when you're just now awake at 3:00 AM in a minus 10-degree parking lot.

Many postal facilities have clearly marked, one-way lanes that intersect neatly with dock doors, staging areas, and drop lots. Many air-freight centers, such as JFK airport, do not. Produce terminals like Hunt's Point, also in the Big Apple, are a combination of order and chaos, with brightly lit arrows often pointing in the wrong

direction.

It's not just cities that confuse me anymore, but out here in flyover country as well. We like roundabouts here, because we're told to, but no one explained that vehicle-on-the-right thing. Is it the closest entry lane, the fastest one, or the 4-wheel drive pickup with a lift kit and distracted driver?

Oh, and don't even get me started on harvest season, which is open season on unsuspecting drivers from St. Joe to Hannibal. Higher, wider, and more unstable than Great-Aunt Mary at the Old Country Buffet, those haywagons and combines can wreak more havoc on the highway than a teenage texting marathon.

And speaking of country, what about this winter's record number of multi-vehicle pile-ups? From Dalton, Georgia to Fort Worth, and Elk Mountain to Minneapolis, we've lost hundreds of cars and trucks because braking action is somewhat diminished on cold, slippery surfaces. At least that's the rumor, anyway.

From my vantage point, it appears that driving IS the distraction. Most other drivers are so busy texting, talking, gesturing, and eating that maintaining control of their 2,000 pound weapon of smashed destruction is just another inconvenience. Just the other day, in fact, I was passed by a driver waving both hands in the air. Just what part of his anatomy held the wheel

remains this week's mystery.

Another mystery related to this metaphysical discussion are the sincere desires of other drivers to kill me with kindness. Often at the junction of uncontrolled intersections, these kind-hearted souls will enthusiastically wave to me from behind tinted windows, unaware of the 50,000 pound dump truck bearing down on us from the other side.

Even at Walmart, it seems, I often get waved forward by pedestrians who then step directly in front of my Peterbilt. Sure, it'll stop on a dime, but I don't expect them to go looking for it. After all, their covid mask might get in the way.

The real answer to safely negotiating the Right Of Way is genuine defensive driving, which my older, smarter, and better looking brother defines as operating like everyone else is crazy because well, they are.

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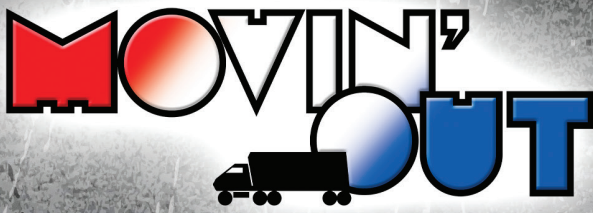
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Working Show Truck Of The Month

Racz's Towing - Driver -
Tomas (Tom) Sanchez, Jr.



By Robert Conrad

Racz's Towing Co. has been "towing the line since '39" and their NJ-based fleet has always been a familiar sight with their signature bright yellow trucks. This 2002 Peterbilt is driven by Tomas Sanchez Jr. whose father, Tomas Sanchez Sr., was also a truck driver. Tom says he basically grew up on the road with his dad and he has a ton of great memories from trucking with him before he passed away in August of 2020.

Tom treats this company truck like it was his own, always laying down a coat of polish to make sure it's shining! The

truck features custom headlights, a Texas bumper, chrome accessories inside & out, and a custom 35 ton wrecker unit sits behind the cab. Even the storage compartments on the wrecker body are spotless inside, as Tom keeps everything organized so he knows where it is when he goes on the road.

Power to tow just about anything comes from the 425 CAT engine that's paired with a 13 speed transmission. Tom wanted to say thanks to Tom Rhodes, Colby Caliva, and polisher Billy Blavackas for all of their help. He says his kids are the reason he's always pushing

forward and striving to be the best father and role model he can be. Thru it all, his beautiful girlfriend Noemi Thompson is by his side helping him enjoy the ride!

Tom takes a great deal of pride in his profession, practicing the old school ethics that his father taught him. Tom wanted to dedicate his selection for Working Show Truck of the Month to the memory of his father, Tomas Sanchez Sr. One thing's for sure, Tom's "pride in his ride" shows every time he leaves for a tow or recovery with his truck shining bright!

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Crossroads

TRUCK MEET

“MEET US AT THE CROSSROADS”

April 17th, 2021
A NON-JUDGED SHOW

California, MO Exit
Hwy 50 & Route 87

31716 Old Eighty Seven California, MO



Pulling Trucks & Tractors Welcome at the Truck Meet

Time: 8am - 9pm (Gates open @ 7:30am) - Plaques to the first 100 participants
 Line up: Friday: Truck parking available for early arrivals
 Saturday: 8am - 5pm Truck Meet - Door Prizes 9am - 4pm (must be present)
 Games & Activities throughout the day
 Food & Product Vendors all day
 5:30 - 7pm Homestyle Buffet Dinner
 7pm - 9pm Light Show
 Sunday: 10am Worship Service
 12pm - Free Lunch provided after service

Show Shirts \$20
 Over \$10,000 in Prizes



Blessing of the Trucks - There will be Pastors on site to pray over the trucks, drivers & their families

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 MERRIT HEADACHE RACK BUMPER TRAVEL MUGS
 HOGEBUILT QUARTER FENDERS TRAIN HORNS POLISHING KITS
 TRUX LED HEADLIGHTS LED LIGHTS & SO MUCH MORE



Check us out on to stay up to date - The Crossroads Shopping Plaza
 For more information call or text Delton @ 573-789-5716

Pre Registration (before April 1st) \$25 Each Truck Registration includes
 Registration at the Gate \$35 1 FREE Meal Tickets for dinner @ 5:30

*Blank Registration Forms available on Facebook @HorseandBuggyAccessories

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