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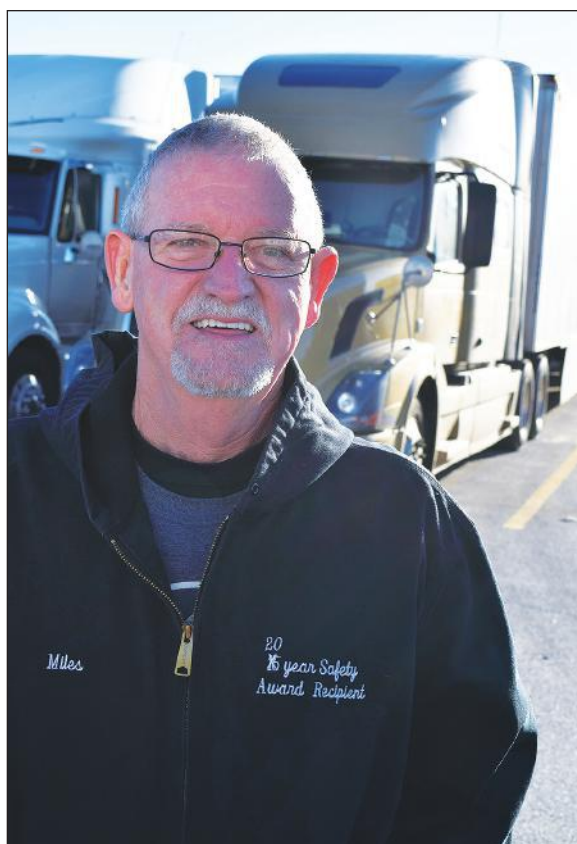
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Rollin' Down The Highway... 2016 Wheel Jam



Spectacular Big Rigs made the sojourn to Huron, South Dakota in early June for the annual Wheel Jam! For more photos turn to pages 16 & 17. - Photo by Nate Anderson of Complete Media.

Meet Miles Johnson – Mercer Contractor Who Believes in Giving Back!



Mercer Contractor, Miles Johnson, understands the ins and outs of being a successful Owner Operator at Mercer Transportation, but after being leased on at Mercer since July of 1992, that

shouldn't come as much of a surprise. "After being leased on here for nearly 25 years, I can't imagine working with any other company," Johnson said. "You want to surround yourself with good people and there are plenty of them here."

Miles was one of the first Owner Operators asked to become a Mentor when the Mercer Mentor Program was launched in 2015, and he eagerly accepted the offer. He understands the assistance and support that a Mentor can provide. In fact, Miles had a Mentor himself. "I started in trucking working for my uncle," Miles said. "After six months he told me to take the truck over and run it like it was mine. I felt like I had been thrown in to the deep end of the pool." But his uncle didn't just hand him the keys and walk away. "He was always there to help me out, answer questions and provide moral support," said Miles. "Helping other drivers is a way I can kind of pay him back. I know that's what I am supposed to do."

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White Oak Mills Makes Gains In Fuel Economy With Bully Dog



Left to right: Josh Long, Kevin Campbell and Brent Frank.

By Steve Pollock

ELIZABETHTOWN, PA... White Oak Mills is a growing feed manufacturer located in Elizabethtown, Pennsylvania and is a supplier of bulk and bagged feed for dairy, swine, poultry and

miscellaneous species.

White Oak Mills was founded in 1930 and then purchased by brothers Mark and John Wagner in 1976. The company moved from Manheim, Pennsylvania to their current Elizabethtown manufac-

turing facility in 1984.

The White Oak Mills fleet has grown from a single truck to a fleet of 23 comprised of tractors, triaxles and straight trucks that delivers feeds to farms throughout

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New International HX™ Series Now Available At Cerni Motors



YOUNGSTOWN, OH... International's all new HX™ line of vocational trucks is now available from Cerni Motors. The HX™ is specifically designed for severe duty operations such as concrete mixers; dump trucks, cranes and heavy haul applications. The HX™ series will replace International's current PayStar line. The International HX™ has bold new styling and an ergonomically redesigned cab for added driver comfort. The sloped hood creates excellent visibility and a 40° wheel cut allows for greater maneuverability. Dual air cleaners provide added air

intake capabilities and the cab is lightweight aluminum with a three-piece Metton hood, which is stronger than fiberglass. A 12.5" frame rail has replaced the 10" double frame, retaining strength while reducing weight by 40 pounds and at the same time eliminating corrosion between the frame rails. A 150,000-pound capacity front center tow pin is provided to lend a helping hand when needed.

The HX™ is available in four models and can be custom built to the customer's specs. The HX515™ has a set forward front axle, a 144" BBC and is equipped

with an N13 Navistar engine and is ideally suited for concrete mixers, construction dumps, roll-offs and cranes. The HX520™ also has a set forward front axle with a 120" BBC and can be configured as truck or heavy haul tractor, construction, dump, logger or recovery vehicle. It is spec'd with a Cummins ISX15. The HX615™ has a set back front axle and a 115" BBC. It works equally well as truck or tractor, configured as a concrete mixer, construction dump, platform stake, crane or roll-off. It comes equipped with a Navistar N13 engine. The HX620™ has a set back front axle, 119" BBC and

can be used as truck or tractor for heavy haul, construction dump, platform stake or crane. It is fitted with a Cummins IX515.

The HX520™ and HX620™ can both be upgraded from the standard ISX15L 500 hp, 1,650 ft./lbs. of torque to 600 hp and 2,050 ft./lbs. of torque.

These exciting new vocational trucks can be ordered from Cerni Motors, I-80 Exit 223, 5751 Cerni Place, Youngstown, Ohio. For information contact a sales professional at 330-652-9917 or spec your own HX™ at www.cernimotors.com

National Carriers Names Steve Danielson Driver of the Month



Steve Danielson has been named May Driver of the Month for National Carriers, Inc. Danielson owns and operates a truck dedicated to NCI clients in the southeast United States. He has delivered refrigerated goods to customers since he began working at National Carriers in January of 2008.

Danielson stated, "National Carriers is like family to me. If I have an issue they will step up and help out. I like being involved and getting my hands dirty. NCI recognizes the extra effort. It is an honor to be considered for driver of the month and even more so to be chosen. National Carriers has been good to me and the only regret I have is that I didn't start work at NCI earlier in my driving career."

Recently, Danielson was recognized for driving one million accident free miles for National Carriers. He is also active in promoting safety for the motoring public by conducting classes for the local Head Start program in Ocala, Florida. During his NCI career, this marks the second time he has been named driver of the month for the 700 truck, "Elite" Fleet. He previously was named driver of the month in 2013. Each Driver of the Month is a finalist for NCI Driver of the Year 2016. Monthly award winners receive a \$500 bonus. National Carriers Driver of the Year is awarded a \$5000 prize at the NCI Driver of the Year Banquet held in Arlington, Texas in the spring of 2017.



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Off The Beaten Path



by Pam Pollock

Shine on my brothers.... (Everybody come together)

It's a dark and dreary morning here as I sit at my computer. A thunderstorm just blew by (literally) and the wind was howling and the rain poured from the sky in buckets. I'm tired and I'm hot. I'm sad and I'm mad. I'm confused, I'm conflicted. I'm hopeful, yet I despair.

The upcoming election is a joke. At this point, I think Spongebob Squarepants or Doc McStuffins would be the best candidates for President.

I'm mad at every illness and disease that is ravaging our bodies. Why can't a cure for cancer be found? Why must we suffer?

I am sad and angry at the evil and hateful actions of so many people all over the world. Why? Why can't we all get along? Our family is comprised of many ethnicities and religions (or no religion at all) and we love and respect each other. Why is this so hard to do?

I am not going to harp on this because, quite frankly, I am sure that you are sick of listening to the media, your neighbors, your friends and your family sound off.

I took a leisurely walk around my daughter and son-in-law's pond yesterday and the water lilies that my husband and son planted in the cold, damp Spring were in full bloom. They were beautiful to gaze upon. Emotions of peace and tranquility washed over me – and for a moment gave me hope and comfort.

Back to the present time, the storm has passed by now and the sun is trying to filter through the clouds. Dear Lord, shine your light from the heavens and give us the strength, courage, wisdom, hope, kindness and love to carry on.

Wicked people inhabit the world but there are also those who are the direct opposite. Let's find the beauty and good hidden amongst the ugly and mean. Peace out, my brothers and sisters.

The Debate Over Automatic Brakes: Are They Ready for Heavy-Duty Trucks?

TAMPA, FL... Just days after IHS Automotive estimated that annual sales of autonomous, or self-driving, heavy-duty trucks could reach 60,000 annually by 2035, the safety of a major component of the autonomous system, automatic emergency braking (AEB), is being debated on Trucks.com.

In a column published, Jacqueline Gillan, president of Advocates for Highway and Auto Safety, contests a recent opinion piece by Shelley Uvanile-Hesch, chief executive of Women's Trucking Federation of Canada, whose near collision while driving a semi-truck with AEB has led her to believe the technology, while right for consumer cars, is not ready for commercial haulers. Gillan's organization is one of four signatories to a petition filed this year asking the National Highway Traffic Safety Administration to make AEB mandatory for all new large trucks and buses with a minimum gross vehicle weight rating of 10,000 pounds.

While acknowledging that federal regulators need to establish

performance requirements, Gillan said the move to mandate automatic braking on all new trucks sold is necessary to prevent some of the 4,000 deaths per year attributed to large truck crashes.

"Fortunately, we already have solutions to significantly improve safety and prevent needless crashes," Gillan said. "One common-sense safety measure that would curb frequent and fatal truck crashes is the use of automatic emergency braking, or AEB, systems. Yet, in a column, truck driver Shelley Uvanile-Hesch

argued that AEB technology needs more research before it is required for new trucks. We respectfully disagree."

Gillan cites NHTSA findings that in more than 3 million miles of testing crash avoidance systems, no rear end crashes of the type those systems are designed to prevent occurred. "Safety advocates need to better understand that developing automated safety systems for trucks is more difficult [than for much lighter consumer vehicles]," Uvanile-Hesch said in her op-ed published earlier this month. "The huge weight and size of a big rig

makes stability paramount. That means any collision-prevention system must make sure that rapid braking won't cause the vehicle to tip over or the driver to lose control. That nearly happened to me."

Uvanile-Hesch's op-ed recounting her near collision, and resulting position on AEB.

Technological change, increased regulatory requirements and escalating cost pressures are combining to reshape transportation and shipping at a pace not seen in a century. This will lead to new ways of thinking and revolutionary breakthroughs in the industry.



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IDEALEASE



High Performance Diesels

with Bruce Mallinson

Have You Noticed The Black Coating Inside Your Fuel Tanks?

We have talked about this in the past few years, and why diesel fuel turns black in your fuel tanks and leaves a black coating in the tank. This coating is extremely hard to remove, we have tried steaming, bleach, parts cleaning solvent, many different types of soaps and liquid cleaners, and the black residue still stays in the fuel tank. So we called in the cleaning experts and after several tries at their shop, came up with a mixture of chemicals along with custom bent lines to steam clean the inside of the tank to make it look new once again.

our technical director John Walko decided to do more research to find out just why does diesel fuel turn black, which means it's going back to its original state, asphalt. This problem does not exist in older mechanical engines, such as 425-B Cats and Big Cam Cummins. However it does happen in the electronic Caterpillar and Detroit engines. The 60 Series Detroit appears to be the engine with the most Asphaltene problems. Common rail fuel systems such as the DD15 Detroit, and the ISX Cummins from 2011 DO NOT have the Asphaltene problem. So why does



trucked during the night because they could not keep the coolant temperatures down. Charge air coolers, better radiators and electronically controlled engines have made it possible to drive in the 95 plus degree days. The negative of today's engines is 190 to 195 degree thermostats. We always install the 180-degree stats because it takes 16 degrees to fully open. So if your truck is equipped with a 190 stat then it's already 205 degrees before it's fully open. Please don't be afraid to manually turn on the fan before getting into the hard pull section of the hill or mountain. It's easier to beat the heat than trying to cool it off after it gets hot. The Pittsburgh Power Radiators are always built



the fuel, made by Fleetguard and PENRAY, are to disperse (dissolve) the polymer back to diesel fuel. This problem is most present at refineries where they treat for it constantly and if your engine produces Asphaltene you should run the chemicals consistently as opposed to waiting for a problem. The labor to remove the fuel tanks, have them cleaned and reinstalled is about \$1200.00

Internal Engine Cleaning, We spoke about this about one year ago and the program has been very successful. If you own a 2003 or newer truck equipped with EGR, or EGR and DPF, or 2011 and newer with EGR-DPF-DEF, then you should think about this cleaning process once a year when the oil is due to be changed. This process takes about one hour to perform and the process of flushing the engine with a thin oil with 6 times the detergents regular oil. After the internal cleaning and your oil and filters are then put into the engine, you will be amazed at how long you can drive and the oil on the dip stick will remain clean. Emissions engine eat a lot of soot, and much of it stays in the engine cavities during an oil change, with the internal cleaning process the engine is pressure washed with the ultra-high detergent oil and the cavities are flushed out. The normal price for this operation is \$350.00 plus oil and filters, however for this summer we are having a special, \$275.00 plus oil and filters. Try it once and see how much extra dirt we can get out of your engine.



the 1995 through 2011 engines have the Asphaltene problems? John's studies have found the temperature and pressure in the injector tip is high and hot enough to link the molecules found in diesel fuel that creates Asphaltene. The injector does NOT inject all of the fuel that has been heated and pressurized, and returns it to the fuel tank. The Asphaltene is actually a polymer, which is created in the injector tip, then returned to the fuel tank. So even if you install a fuel cooler it WILL NOT fix this problem because of the heat and pressure present in the injector tip where the polymer is created. The chemicals we have today to add to

The summer heat is here and so are high coolant temperatures. Owner-operators expect a lot out of their trucks and engines today. Years ago on the very hot days especially in the South, many guys sleep during the day and

with as many tubes that we can fit in the confines of the opening of the hood. Think about this, on a 379 Peterbilt equipped with a 500 horsepower Detroit there are 177 tubes to cool the water and 14 fins per inch. The fins between the tubes carry away the heat. If the same truck is equipped with a 550 Caterpillar engine there will be 234 tubes to cool the coolant. Our 379 Pete radiator has 400 tubes and 16 fins per inch. Plus we use a dimpled tube to dissipate more heat from the coolant. Yes, this radiator cost about \$1,000.00 more than a stock radiator, however you're getting twice the radiator. Than install the 180-degree thermostat and your engine will run cool even on the hottest days. Another truck I used to use on the Big Cam 4 Series Cummins with the low flow cooling system was to install an additional coolant tank. I would use and air tank, mount it back in the frame rails near the transmission or where ever there was space, and run a 1" water line to the front of the tank. I would take the coolant from the engine right in front of the black heater and return out of the far end of the air tank back to the water manifold. Then add about 5 more gallons of coolant to the radiator and the results were pretty amazing. The engine would run 20 degrees cooler on a hard pull for 7 miles. If the mountain were longer than 7 miles, than you would have to drop some gears to keep it cool. One of our clients from eastern Ohio mounted a radiator out of a Camaro with an electric fan on it and once the coolant came out of the tank it passed through the Camaro radiator. Problem solved!

Written By Bruce Mallinson, Pittsburgh Power Inc., 3600 S. Noah Dr., Saxonburg, Pa. 16056. Phone 724-360-4080.

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SLC Lighting - The Lighting Basics: Lighting Legality – To See and To Be Seen

By Warren Lantz

Ask any trucker about getting pulled over by the DOT and I'm sure he will have a story, usually resulting in loss of time, money, and sanity. One way to save yourself a visit from a law enforcement agent at the side of your truck is to check to make sure that you have appropriate, legal lighting installed. This article will be the first of many in a series discussing light legality. While I am no legal expert, my goal of this series is to point you in the right direction when it comes to safety. This week, we will discuss why safety standards exist.

The purpose of safety standards for lights boils down to a simple phrase, "to see and to be seen." In fact, that is the reason we even bother to put lights on our trucks in

the first place. We need to be able to see in every direction at night and to be seen by others to avoid collisions. Safety standards protect the driver of the truck, other travelers on the road, and the manufacturers of the lighting products. Sounds like common sense so far.

So what do safety standards regulate when it comes to lighting? Typically, these specifications are in regards to light output, light pattern, light color, and durability. These standards are outlined by the federal government as well as individual states. These standards may also vary from state to state. This is especially difficult when dealing with emergency lighting as different states have different "color codes." For example, in the state of Ohio, volunteer fire uses red

and white. However, my friends in the volunteer fire department three miles across the border in the state of Pennsylvania use solid blue.

In short, the reason why safety standards exist is to make sure that truckers can see and be seen by others. We can help you see and be seen with a variety of LED and incandescent side marker lights available on our website www.slclighting.com or you can give us a call at 800-938-0120 to see what we have to offer. Online, use the code MOVINOUT2016 or call in and mention that you saw our ad in Movin' Out for a 10% discount.

Next month, we will discuss a side that you may not hear very often when it comes to safety standards, a manufacturer.

Understanding Oil Contaminants



By Tom Bock

Before I get into this month's article I want to remind everyone that the Great American Truck is coming up August 25th to 27th at the Kay Bailey Hutchinson Convention Center in Dallas. If you haven't made plans to attend I suggest you register at: www.trucksnow.com. Congratulations if you have already registered, you truly must understand the value of attending a truck show.

Stop by the OPS-Oil Purification Systems booth 18026 and I will gladly discuss oil sampling and oil related issues with you. I hope to see you there.

Recently, I was asked a very interesting question. I know oil sampling can help me to understand what is happening in my engine and allow me to safely extend my oil drains, but is it really worth the time and expense?

Well the best way I can answer this is to say that an advanced oil sample that usually costs less than \$30.00 will uncover potential issues that could prevent catastrophic engine failures. An engine that is contaminated with fuel or antifreeze that goes undetected will eventually have viscosity issues that will accelerate wear, cause internal parts to overheat and premature engine failure. If you drain your oil and never sample you would have no indication that the contamination is occurring. There are numerous

other signs of imminent failure like excessive metal or bearing wear that repaired promptly would eliminate the need for a tow truck when the engine fails. A dedicated oil sampling program will help you identify internal engine issues before they become catastrophic engine failures. Repairing a leaking injector or defective coolant seal is considerably less expensive than an engine overhaul. I would say the \$30.00 oil sample is a very good investment.

Anyone who uses an extended oil drain filtration system knows that oil sampling is a critical part of any extended drain program. Without sampling you would have no way of knowing that the quality of the oil is being maintained. At OPS the extended drain program recommends that oil filters be changed and samples taken at specified intervals depending on filter size and the operation of the vehicle. For example an over the road vehicle that operates on pavement would

typically use a 10 inch filter and change filters and sample oil every 25,000 miles. That would mean that a driver who typically runs 125,000 miles a year would change filters and sample 5 times a year. If the oil sample results showed the oil properties were within guidelines and oil quality was maintained the oil would not be changed.

Most OPS customers say that the lower oil maintenance is great but not having to wait in line for oil changes and the benefits that the oil sample provide far outweighs the thousand plus dollars they save every year. I guess the answer to the question is oil sampling will save you major expenses by utilizing a preventable maintenance program. Using oil sampling with an extended drain filtration system will put extra dollars in your pocket every year. So yes oil sampling is definitely worth the time and expense.

If you have any questions or topics for this column please email me at tbock@ops-1.com.

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Kevin Rutherford, Host Trucking Business and Beyond Sirius XM channel 146

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WALCOTT, IA... CAT Scale Company is now accepting ACH payments through its popular Weigh My Truck™ application.

The Weigh My Truck™ application allows drivers to weigh their truck and pay for the transaction all from their smartphone. Drivers can weigh and then get the weights displayed right on their phone without ever leaving the cab. The app will also email a PDF copy scale ticket or weight information text file to up to five email addresses the driver specifies. If a driver needs a hard copy scale ticket, they can still pick up a printed CAT Scale ticket at the fuel desk within an hour after weighing using the Weigh My Truck™ application. Fleets have additional options available for driver enrollment and data receipt.

The ACH (Automated Clearing House) Payment Option would allow a bank account to be tied to the app for payment with the funds being drafted from the account on a daily basis. More information about the Weigh My Truck™ app can be found online at weighmytruck.com. Weigh My Truck™ is available on the Google Play Store and also the Apple App Store.

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www.weighmytruck.com

Girard Equipment Company Receives Transcraft/Benson Trailer Award



The staff of Girard Equipment Company with Owner John Cerni (far left).

By Steve Pollock

GIRARD, OH... Girard Equipment Company, located at 1745 North State St. in Girard, Ohio, recently received the Transcraft and Benson Trailers "Performance Excellence Award". The award is presented for all-around sales, service and parts excellence provided by Transcraft/Benson dealers to their customers. Girard Equipment is also a 4 Star Aurora parts distributor for Transcraft, Benson and Wabash trailers.

For over 50 years Transcraft/Benson Trailers has been building flatbed and dropdeck trailers in aluminum, steel or combo. They also custom build trailers for specific freight building applications.

Girard Equipment Company was founded in 1987 by John P. Cerni. The company is a full service semi-trailer dealership, offering parts and repairs for all makes of trailers. Girard Equipment Company employs experienced trailer repair technicians who can repair any trailer from road to roof. The company specializes in suspension repair and has their own trailer alignment equipment. Girard Equipment Company also stocks lift gate parts and heavy-duty trailer ramps.

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ATA Truck Tonnage Index Increased 2.7% in May

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 2.7% in May, following a revised 1.7% drop during April. In May, the index equaled 139 (2000=100), up from 135.3 in April. The all-time high was 144 in February.

Compared with May 2015, the SA index jumped 5.7%, which was up from April's 2.4% year-over-year gain. Year-to-date, compared with the same period in 2015, tonnage

was up 4%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 138.9 in May, which was 2.4% above the previous month (135.6).

"Following two consecutive decreases totaling 6 percent, May was a nice increase in truck tonnage," said ATA Chief Economist Bob Costello. "Better consumer spending in April and May cer-

tainly helped, but economic growth remains mixed and I'd expect the recent choppy pattern in tonnage to continue for the next quarter or two.

"We recently received good news on the inventory cycle, with the total business inventory-to-sales ratio declining for the first time in nearly a year. While one month doesn't make a trend, this was good news for the trucking industry," he said.

Oregon Commercial Driver Licensing Procedure Is Changing

If you are seeking an Oregon commercial driver license (CDL), some changes are under way at DMV that will take effect this year. The changes are required to comply with Federal Motor Carrier Safety Administration regulations. Oregon is adopting these changes by switching from a CDL "instruction permit" system to a new "commercial learner permit" program. The new commercial learner permit is more like a CDL in that it has a class, endorsements and restrictions. The law took effect July 8, 2015, and Oregon is making the changes in phases. To ease the transition, Oregon DMV is changing its CDL drive test appointment scheduling policy and procedure this summer:

* Effective June 28, 2016, customers must have a valid Oregon CDL instruction permit and applicable commercial knowledge test scores on record with DMV before scheduling a CDL drive test appointment occurring on or after Sept. 26, 2016.

* On or after Sept. 26, 2016,

customers must have either a valid Oregon CDL instruction permit and applicable knowledge test scores on record or a valid Oregon commercial learner permit before scheduling a CDL drive test appointment.

These changes are being made to enforce the requirement, beginning Sept. 26, that applicants must

hold a valid Oregon CDL instruction permit or commercial learner permit in order to take a commercial driver skills test. Additional information about Oregon's transition to the commercial learner permit will be distributed in future releases. For more information, visit OregonDMV.com.

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1st Annual "Take Pride in Your Ride" Show - An Idea To Reality - A Show In The Making



because of Chad's extensive experience in the truck show world. The two discussed possible venues to host a show, what is required and expected to assemble and execute a successful show where drivers, participants and spectators would want to return for another show the following year. With every call and meeting, the show seemed to be becoming more and more of a reality.

Next of the checklist was a venue. After looking around the area, two guys stepped up to the challenge and was excited to be a part of a show in the making. Ray O'Hagen and his son Andy, owners of Midwest Truck and Equipment, gladly volunteered their fantastic facility to host the show. Midwest was the perfect fit. Only a few hundred yards from exit 24 on I-70 in Brookville Ohio. It couldn't have been any easier for big trucks to get in and out.

Here's where the reality of this show got exciting. Jerry reached out to the face of trucking music, Tony Justice. Tony was more than thrilled and willing to be a part of this project. With Tony being the headlining entertainment at the world famous Shell Rotella's SuperRigs the weekend before, he would be on a roll and ready to hit the stage once again for this first time event kicking it off.

Many other important pieces of the puzzle were falling into place nicely. The crew from Diesel Life Clothing and Accessories were on board as well. James Sigler, Lori Franklin, Christine Arnold, Jesse Betz and Edward Warne jumped in with both feet getting their hands

dirty and showing their appreciation and hard work for making this show a success.

It was finally show day and many trucks rolled in with their chrome and paint highly polished standing tall in the beautiful clear blue skies over Brookville Ohio. Many vendors and multiple food trucks were on hand for the people along with a variety of radio stations broadcasting live.

The first Take Pride In Your Ride truck show is in the books. Jerry and everyone involved are greatly pleased with the show. But with everything we try, there's aspects that are discovered and lessons learned, but in a positive direction that helps drive the planning and execution of the next show. Not even a week old and next year's show is already in the planning stages to become a little bigger and a little better. One thing for certain, everyone associated wants to see this show grow steadily and focus on the quality while honoring the hard working drivers of this incredible industry and enjoying the really cool iron being manned keeping this country moving. Make sure to keep an eye out for next year's show and take the time to visit or bring your truck to show off.

By Chad Violet

Nearly eight months ago, a few guys were kicking around the idea that having a truck show in west central Ohio sounded like a good plan. That is about as far as the topic went for a few weeks until one of those guys, Jerry Novak, started putting ideas to paper to see if putting on a truck show

could really be done. Throwing out ideas and jotting down thoughts of what it's and maybe's started to look daunting. But that didn't slow down Jerry. Still just some chicken scratches on paper, Jerry started dropping hints of a truck show to a few select people of the transportation industry around the Springfield, Dayton Ohio area and

those same scribbles soon started to transform into a blue print for what was later called "Take Pride In Your Ride" truck show.

Moving forward Jerry fine-tuned the blue print to include key individuals who would provide the best support, advice and encouragement and who share the same passion and vision in making this

idea into a reality. It started with the company that Jerry (owner operator) is leased to, Shuman Specialized of Springfield, Ohio. Mark and Debbie Shuman shared the vision that a show honoring the working truck and driver was needed in the area. Jerry then called upon longtime friend, Chad Violet of Chad Violet Pictures for his help

- All photos by Chad Violet -

Freightliner Trucks Presents 2016 Ride of Pride Truck to Schneider



Schneider driver Jon Ritscher of Crown City, Ohio, has been selected to drive this year's Ride of Pride.

GREEN BAY, WI.... It's not common for military veterans to have their past be a major part of their present civilian life. However, those two worlds connect every day for the drivers of the Ride of Pride, a truck series designed as a rolling tribute to members of the United States military – past and present. For the 10th time, Schneider, one of the nation's largest truckload carriers and an employer of thousands of associates with military experience, has been selected by Freightliner to receive its annual Ride of Pride truck.

Freightliner presented Sch-

neider with the 2016 Ride of Pride on May 27, 2016 – the eve of Memorial Day weekend. The truck then made its traditional public debut at Rolling Thunder, a motorcycle rally in Washington, D.C., honoring our nation's veterans, POWs and MIAs.

"Schneider has long been a valued Freightliner customer, and we are so pleased to again partner with them for the 2016 Ride of Pride program," said Steve Mignardi, director of national accounts for Daimler Trucks North America. "We know that Schneider places great importance on the contribu-

tions of our military veterans, and this truck is a testament to that commitment."

Schneider has been independently ranked as the top military-friendly employer in the trucking industry, and approximately 28 percent of Schneider drivers are veterans or actively serving.

"We at Schneider are so grateful that Freightliner once again chose us to receive the Ride of Pride," said Rob Reich, Schneider senior vice president of equipment, maintenance and driver recruiting, and U.S. Army veteran. "This year's truck is yet another way we can ex-

press our military support and our commitment to hiring those with military experience into our ranks. We couldn't be more proud and excited to showcase our truck across the U.S. in the coming year."

This year's tractor includes historical images representing all U.S. conflicts from World War II on. The truck showcases black and white imagery of a beach invasion on D-Day, a helicopter landing in Vietnam and a patrol in the mountains of Afghanistan. The truck also features the American flag and a bald eagle. The words "Honoring all who have served" can be found

beneath both doors of the tractor, and the hood pays tribute to prisoners of war (POWs) and those missing in action (MIA).

Schneider driver Jon Ritscher of Crown City, Ohio, has been selected to drive this year's Ride of Pride. Ritscher has driven with Schneider since July 2013 in the Van Truckload NE Regional division. He previously spent eight years in the U.S. Army as a petroleum supply specialist, and used his GI Bill to obtain his commercial driver's license. Because Schneider has been accepted into the U.S. Department of Veterans Affairs' exclusive Apprenticeship Program, Ritscher was also able to earn a \$1,266 monthly educational benefit during his first year as a driver, in addition to his Schneider paycheck.

Ritscher, who completed two tours in Iraq, has a sense of nostalgia when he looks at his new tractor, as he manned convoys similar to those depicted on the passenger side of the truck. "I can't believe I get the privilege of driving this beautiful truck for a year," Ritscher said. "Yet the truck doesn't really belong to Schneider or to me; it really belongs to everyone who

has served or has family who have served. I look forward to the new experiences I will have with this truck and particularly all the interactions I'll have with the people who come to spend time with it."

Freightliner's Ride of Pride tradition began more than 14 years ago when Ed Keeter, Freightliner shift manager and Vietnam War veteran, proposed the project as a way to honor current and prior members of the U.S. military.

Schneider has been presented with Ride of Pride trucks in 2007, 2008, 2011, 2012, 2013, 2014 and 2015. The newest military-themed tractor will spend its first 12 months traveling the U.S. to various military-themed events. After that, it will join the Schneider fleet to primarily haul freight, just like the previous editions of Schneider Ride of Pride tractors.

For more information on career opportunities with Schneider and the company's commitment to those who have served in the military, please visit <https://schneiderjobs.com/company-drivers/military>.

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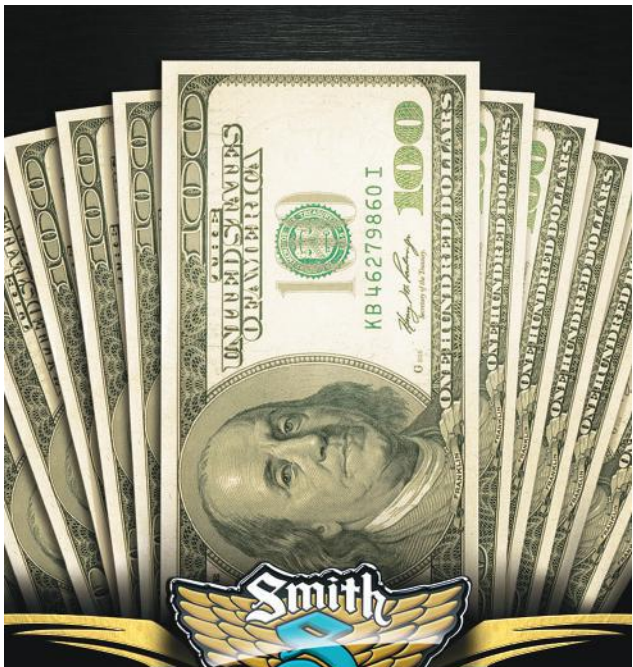

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By Mike McGough

The Constitution provides in Article II, Section 1 that, "He (the president) shall hold his Office during the Term of four Years. . . ." It makes no mention of the number of terms a president may serve. The two-term limit was established by Amendment XXII, passed by Congress in 1947 and

ratified by the requisite number of state in 1951.

With no constitutional limit, the decision to seek a third term was open to George Washington. Some believe that Washington rejected a third term over concerns of developing another monarchy. They believe he thought two terms should be the limit for a president. Other historians point to his farewell address and indications that his age (67) was his concern. Still others contend that health issues may have played into his decision. Had Washington been elected again in 1796, he would likely have been the first president to die in office. He died on December 14, 1799.

Regardless of the motivation, Washington's decision set a presidency that continued for 144 years, but it was not without chal-

lenges. Ulysses Grant considered a third term in 1880, but lost the Republican nomination to James A. Garfield. Grover Cleveland also considered a third term in the election of 1896. Cleveland, the only president to serve two non-consecutive terms of office (1885 to 1889 and 1893 to 1897) sought a third term but lost his party's nomination to William Jennings Bryan, who lost the election of 1896 to William McKinley.

Theodore Roosevelt became the president when McKinley died in 1901. After completing that term of office he won re-election in 1904. He made another bid for the White House in the election of 1912 as a third-party candidate. He lost that bid to Woodrow Wilson, who quietly sought a third term in the election of 1920. Although seriously ill and living in seclusion, he sought to deadlock the convention hoping that he would be drafted to run for a third term. His party did not draft him.

Franklin Roosevelt notified the Democratic National Committee that he would run in 1940 only if he was drafted by the convention. The convention nominated Roosevelt for an unprecedented third term, which he won handily carrying 38 of 48 states to defeat Wendell Willkie. Despite rumors of failing health, Roosevelt again won re-election in 1944, defeating the Republican challenger Thomas E. Dewey. Dewey, the Governor of New York, came out in this election cycle in support of a two-term limit. Roosevelt was sworn into office for his fourth term on January 20th 1945. He died less than three months later on April 12th from a cerebral hemorrhage.

Upon Roosevelt's death, Harry S Truman became the 33rd president. It was during his two terms in office that the 22nd Amendment was passed by Congress and ratified

by the requisite number of states. Although Truman supported a two-term limit, the Amendment provided a provision that permitted him to seek a third term, but he declined to do so. All presidents after Truman have been and are bound by the two-term limit.

State DOTs Move Toward Increased Roadway Design Flexibility

DES MOINES, IA... A committee of top engineers representing state departments of transportation adopted a resolution directing the development of more flexible highway and street design guidance.

The American Association of State Highway and Transportation Officials' Standing Committee on Highways approved the resolution. That committee is made up of engineers from various state DOTs, and brings together best-practices expertise from around the nation.

"We have seen consistent growth in walking and biking throughout the country, and we also have seen an increase in crashes and fatalities involving them," said Kirk Steudle, Standing Committee on Highways chair and director of the Michigan Department of Transportation. "Our state agencies need robustly-researched guidance on how to best incorporate all modes of travel when designing safe and efficient roadways that serve all users."

AASHTO's Green Book (formally known as A Policy on Geometric Design of Highways and Streets) consists of research-based, peer-developed guidance that serves as the basis for the design of roads on the National Highway System, as well as many state and local roads. An update to the Green Book is currently under development.



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White Oak Mills Makes Gains In Fuel Economy With Bully Dog



continued from page 1

PA and northern MD. The fleet operates in two shifts, running 24/7. The feed industry is Hours of Service (HOS) exempt and permitted to run heavy.

White Oak Mills operates all Kenworth and Peterbilt trucks with 5 new T880 daycabs driven by experienced drivers. The trucks were specially spec'd by Josh Long with the help of Kelly Hawthorne, Sales Professional at Kenworth of Pennsylvania's Carlisle branch, Kevin Wimer of EMM Sales and Service and Paul Strauss of Sindall

Truck Service. The New tractors are powered by Cummins ISX 15 liter engines with a fully automatic Eaton 13 and 18 speed transmissions and 3:90 rears. Each truck is equipped with a power take off, which runs the grain augers in the custom built Walinga grain trailers. While operating the auger, the tractor runs at a very brisk 1,400-1,500 RPMs for about 1.5 hours a day as they unload the grain. The average length of haul is only 60 miles, with each truck traveling about 120,000 miles annually and each driver logging approximately

60,000 miles each year.

This operating environment created a unique challenge for White Oak Mills—its average fuel economy was only 4.5 mpg. The company met with representatives from Kenworth, Cummins and Eaton to see what could be done to improve fuel economy. The only viable solution offered was to change rear end gear to gain fuel economy, but with a ratios loss of power that the company could not afford.

White Oak Mills Transportation Manager Josh Long was searching for a solution when he spoke to his

friend Charlie at Wolf Pack Transport. Charlie recommended that Josh try Bully Dog as the entire Wolf Pack fleet is equipped with Bully Dog. Bully Dog representative Kevin Campbell allowed Josh to try a unit on 2 tractors, and the results were an immediate 7/10 mpg gain. The White Oak Mills fleet is currently running 10 Bully Dog units, going from a 4.5 mpg to 5.2 average, including off-loading at high idle. They will save an estimated \$50,000 in fuel costs this year and Josh is happy at finding a solution to his fuel economy dilemma – so

much so that White Oak Mills is considering installing Bully Dog units in the rest of the fleet.

Bully Dog installs in about 20 minutes, plugging into the truck's data port. A HDMI cable runs from the data port, plugging into the driving coach mounted with a suction cup on the windshield. Simplistically, Bully dog improves fuel economy by increasing horsepower. The device stores the factory ECM settings in its memory and can be programmed to increase horsepower by 5%, 10% or 15% by optimizing each engine's combustion timing. The product does not change emission parameters or void factory warranties and Bully Dog guarantees a 6-10% improvement in fuel economy over factory ECM settings on both old and new trucks. The Bully Dog monitor also serves as a driving coach, showing drivers their optimum RPM operating range for the best

fuel economy. An added bonus is Bully dog's soft diagnostics that analyzes check engine light fault codes, providing the driver the fault code and a description of the problem. It allows the driver or maintenance director the flexibility of delivering their load or looking for the nearest repair shop.

Before joining Bully Dog, Kevin Campbell was Maintenance Director at a Central Pennsylvania fleet and understands the challenges of keeping trucks on the road while also delivering good fuel economy. Kevin has become known as "The Fuel Mileage Doctor", helping owner-operators and fleets achieve optimum fuel economy from their trucks. Call or email Kevin with your fuel economy questions at: Kevin@fuelmileagedr.com or call 877-994-4692. You may also long onto www.fuelmileagedr.com for more information.

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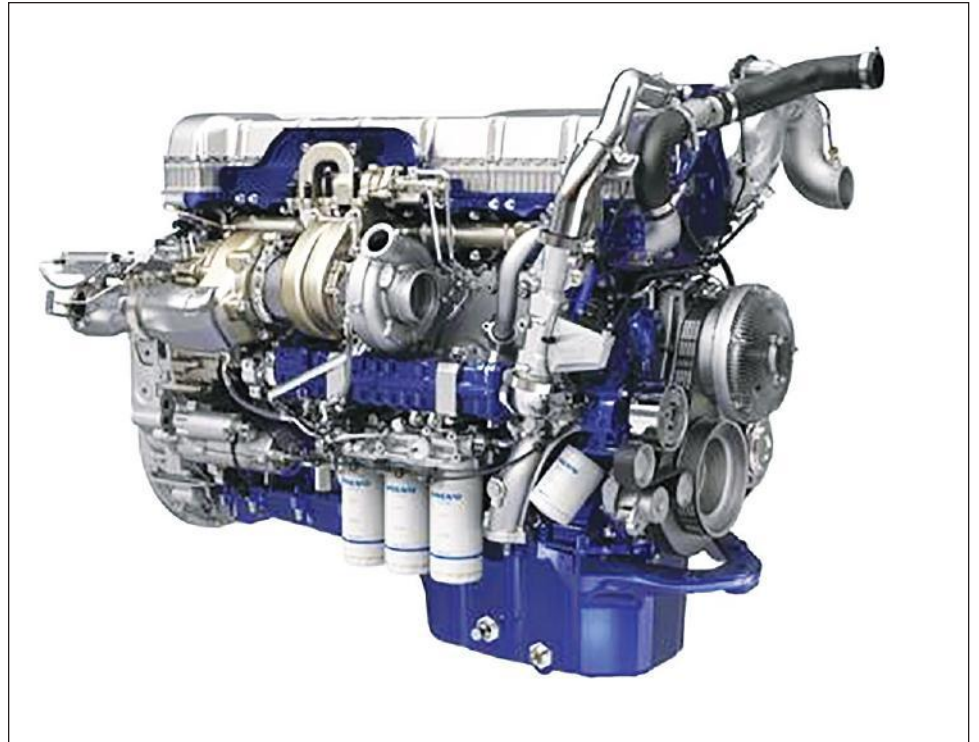
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Volvo Trucks D13 Engine with Turbo Compounding Offers Increased Power and Fuel Efficiency



Volvo Trucks North America is adding a turbo compounding option for the Volvo D13 engine, bringing even more power and fuel efficiency to one of the industry's most fuel-efficient engines. By converting wasted heat energy, the 13-liter D13 with turbo compounding improves fuel efficiency by up to 6.5 percent, while also delivering up to 100 extra lb.-ft. of torque for improved performance.

Turbo compounding increases fuel efficiency by converting wasted heat energy from the exhaust into useable mechanical energy that is returned as extra torque to the crankshaft of the engine. This additional torque allows the Volvo D13 with turbo compounding to improve performance and efficiency at the same time.

The Volvo D13 with turbo compounding will be available in two HP ratings – 425 and 455 – in combination with three torque management packages – XE-Economy, XE-High-Torque and XE-Adaptive Gearing – giving customers flexibility to achieve improved fuel efficiency. The D13 with turbo compounding optimizes fuel efficiency for steady state, long-haul applications where downspeaking drivelines thrive.

In addition to turbo compounding, several other improvements were made to the D13 engine to boost efficiency, improve serviceability, reduce noise, and vibration. New shimless rockers reduce maintenance time for valve adjustments, while a proven common rail fuel system helps cut noise and vibration in the cab. The engine also features a new wave piston design to help improve combustion efficiency through a higher compression ratio and improved flame propagation resulting in lower soot output.

The Volvo D13 with turbo compounding will be available in mid-2017 as an option on Volvo sleeper models spec'd for long haul applications.



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Qty 100 -2010-2013 Great Dane All Alum Flatbeds, 48'x102", air ride spread axle, alum wheels, winch track and winches.



Qty 20 - 2004-2006 Wabash Electronics Vans 53'x102" x13'6" air ride tandem , 17.5 Steel wheels / Tires, swing Doors, alum roof, hd Scuff and ceiling Liners



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5/16X20FT GR70 CHAIN W/GRAB HOOKS
Part # 54317

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Meet Miles Johnson – Mercer Contractor Who Believes in Giving Back!



“But I still do a lot of the minor stuff myself.”

When asked what the most important thing for Owner Operators to do to be successful at Mercer is, Miles didn't hesitate coming up with the answer. “You want to establish a good relationship with your Coordinator. Go to lunch with him or her and take time to get acquainted,” Miles said. “And meet the other people you work with at the office. With the Mercer open-door policy, you can meet with anyone in the company regardless of their title.”

Miles travels the road with his four-legged rider, Yoda. “I love having her with me. Taking her on walks keeps me active,” said Miles. “I may be stuck in traffic and frustrated, then I see how calmly Yoda is handling the situation and I just laugh to myself.”

Miles and Susie, his wife of 31 years, live in Judsonia, AR. On his downtime he will work around the yard or spend some time at his camp on Greers Ferry Lake. “Susie and I are NASCAR fans and we will take our 38-foot, fifth-wheel camper and head to one of the tracks to catch a race several times a year.”

Mercer is proud to have Miles on our team as an Owner Operator working with our customers and as a Mercer Mentor assisting other Mercer Contractors. It's great to see a person, who received help when they were starting out, pay it forward and be there for others. Job well done, Miles!



continued from page 1

Buying his first truck in 1987, half million miles on its odometer. I am a little older, I have a local Miles' current truck is a 2000 Peterbilt with a whopping 2 and a “I used to do all the maintenance on the truck myself but now that mechanic doing any major work that needs to be done,” Miles said.

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Rollin' Down The Highway... 2016 Wheel Jam



The annual truck parade in downtown Huron, South Dakota is always a favorite with drivers and residents alike! - photo by Nate Anderson of Complete Media -



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Wheel Jam 2016



- All Photos by Nate Anderson -
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Industry News Briefs

Courtesy of PMTA



For more information on PMTA (Pennsylvania Motor Truck Association), go to www.pmta.org

U.S. Army Launches Live Test of Self-Driving Trucks

The U.S. Army tested technology to power a driverless truck convoy along an empty stretch of Michigan highway Thursday as part of the first step toward a network of fully autonomous cars and trucks.

The state government's partnership with Warren, Mich.-based U.S. Army Tank Automotive Research, Development and Engineering Center, or TARDEC, also raised the possibility that Michigan will be ground zero in developing autonomous technology for com-

mercial trucks.

"We have a shared interest in a lot of the advanced capabilities and technologies that not only enable our military to succeed in combat but also enable our commercial industries," said Paul Rogers, director of the Army's research center.

TARDEC is developing its vehicle-to-infrastructure capabilities to increase safety, reduce distracting tasks and carry supplies for soldiers, he said.

Report Finds New Oil Blends Could Improve Fuel Efficiency Up to 1.5%

Two new low-viscosity oil lubricants set to come onto the market, CK-4 and FA-4, will improve fuel efficiency in heavy-duty trucks between 0.5% and 1.5%, according to a new report from the North American Council for Freight Efficiency. The report recommends carriers with Class 8 fleets switch their oil from a 15W-40 heavy-duty blend to the new CK-4 variant of the lighter 5W/10W-30 when it becomes available at the end of the year.

Eventually NACFE would like to see carriers switch to FA-4 variant

with 2017 diesel engines, which could add another 0.4% to 0.7% in fuel savings. Both new variants emerged from what was first known as Proposed Category 11 or PC-11. NACFE recommends fleet owners use a conservative 0.5% estimate when calculating the return-on-investment and making a final decision. Executive director Mike Roeth told reporters call that about 20% of trucks in the industry are planning to adopt these new oils.

Industry invests at least \$9.5 billion in safety each year, ATA report shows

A first-ever research initiative by the American Trucking Associations reveals that the trucking industry invests at least \$9.5 billion in safety annually.

"We know this industry prioritizes and invests in improving safety on our nation's highways," ATA Executive Vice President of National Advocacy Dave Osiecki said Wednesday concerning the landmark report. "With the results of this survey, we now can put a

dollar figure on that investment and that figure is significant."

Sean McNally, ATA vice president of public affairs and press secretary, said the genesis for the study was informal discussions within the ATA about how much had been invested in safety initiatives within the industry.

ATA decided to quantify a dollar figure.

The \$9.5 billion annual figure breaks down over four broad categories:

- On-board Technology: Collision avoidance and mitigation systems, blind spot warning systems, stability control, video event recorders, electronic logging devices and other safety technologies.

- Driver Training: Safety training, staff wages and consultants, safety retraining and coaching and hazardous materials training.

- Safety Pay: Awards and bonuses based on improved safety performance.

- Regulatory Compliance: Motor vehicle and driver record

checks, drug and alcohol testing, voluntary safety audits, safety staff wages and benefits as well as safety consultants.

ATA Pleased by FMCSA's Proposed Crash Preventability Determination Project

Today, American Trucking Associations expressed their gratitude that the Federal Motor Carrier Safety Administration would be launching a pilot program to allow carriers to have non-preventable crashes stricken from their record.

"Since FMCSA began using crash history to rate motor carriers' safety, ATA has argued that crashes a driver could not have prevented shouldn't be counted on a carrier's safety record," said ATA President and CEO Bill Graves. "Today's announced pilot project is a step toward that goal and we appreciate FMCSA adopting ATA's call to provide a way for carriers to strike these tragic, but non-preventable crashes from their record."

Under FMCSA's proposed demonstration, carriers would be able to challenge certain crashes where it is plainly evident the commercial vehicle is not at fault. FMCSA proposed to include crashes in which an opposing motorist was driving under the influence, driving the wrong direction or struck the truck in the rear or while it was properly parked. Also included are single vehicle accidents involving an animal strike, suicide by truck or infrastructure failure.

"ATA hopes this demonstration project is a step toward a more robust and complete system for carriers to dispute and ultimately strike crashes that were not the fault of the commercial driver," Graves said. "We look forward to monitoring FMCSA's progress as they advance this important program. By improving crash accountability and data, FMCSA can improve the performance and accuracy of the CSA monitoring system—a goal ATA wholeheartedly supports."

Class 8 Orders Fall to Nearly Six-Year Low

North American orders for Class 8 trucks in June fell to the lowest point in nearly six years, ACT Research Co. reported. The 13,100 total — a preliminary tally, which will be revised later this month — was the lowest since the third quarter of 2010 and down 35% compared with 20,287 a year earlier, according to ACT.

"Class 8 vehicle orders continued to lose traction in June," ACT President Kenny Vieth said in a statement.

Last month, Volvo Trucks North America, a unit of the Volvo Group, announced production cuts at its Dublin, Virginia, plant in "the early August timeframe," given the continued decline in Class 8 orders.

Daimler Trucks North America, a unit of Daimler AG, also said in June that it plans to cut 1,240 jobs across most of its North American production facilities starting in late June as it anticipates a 15% decrease in Classes 6-8 retail sales from 425,000 units in 2015. Together, the two truck manufacturers control about 60% of the market. At the same time, June orders also fell 8% from the May total of 14,224.

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Part 1: The First Half Of The Throttle

Back in early 2011 when I was a relatively inexperienced Cummins ECM programmer I did a 700-rwhp program for an owner operator who had an ISX. He told me a story about his first experience with that program that I'll never forget. He transported show horses for a living and the first time he hitched up to his loaded trailer, put the truck in gear, and touched the throttle the truck lurched forward so hard the horses lost their balance and got knocked over.

I learned that there's nothing difficult about making big power but if it's not done with care you create a heavy handed brute of a program that is hard on fuel and hard for the driver to control. I see programs every day created by inexperienced programmers that have yet to learn this lesson.

I've been on lots and lots of road tests. I've even driven a few myself. I'll sit in the passenger seat if it's not too cluttered but most of the time I end up sitting on the bed in

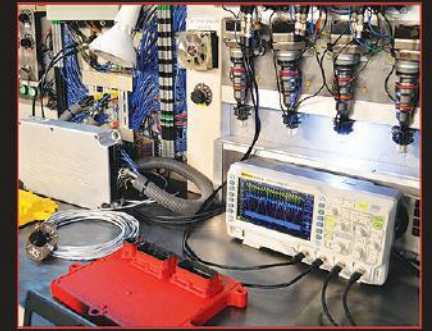
the sleeper holding onto my laptop. Bobtail my old programs would get me tossed into the back of the sleeper when the driver hit the throttle. This was because I used to program throttles to be more linear and scale throttle position in line with total fuel position. So 10% throttle meant 10% total fuel 20% meant 20% fuel and if the throttle was half way to the floor the ECM would go to 50% total fuel. Factory throttle programming has the throttle as a much more dynamically proportional input device. 10% throttle is usually 3% fuel and 20% throttle is around 8% fuel and half throttle is about 35%. There is good reason for this. The first 50% or so of throttle travel is for running bobtail, cruising, and pulling a light load. If 30% throttle is 90 horsepower and 40% percent is 130 hp hitting a pothole that forces your foot to push the throttle 10% more then you intended isn't going to cause the truck to lurch forward because that's only a change of 40

hp. Now imagine 30% percent is 150 hp and 40% is 280 hp. Now that same pothole causes your foot to ask for an additional 130 hp and the truck lurches forward. To make things even worse some newer KWs have throttles with very little travel. Every time I've seen one of these throttles I told the owner I'd take it out and install a Williams throttle in its place because I like a lot of throttle travel especially when working with powerful engines. Regardless of horsepower goals the first half of the throttle should be reserved for lower stock like horsepower to maintain drivability and be very predictable. Next month I'll talk about the second half of the throttle.

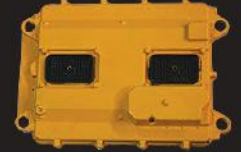
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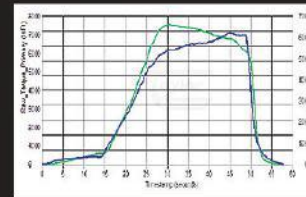
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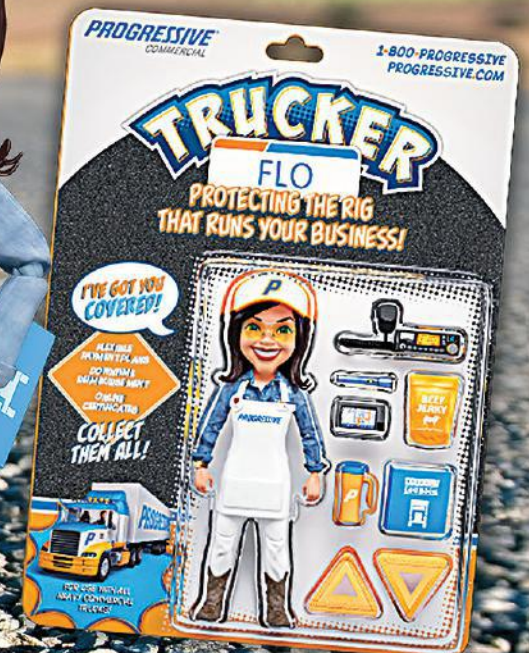
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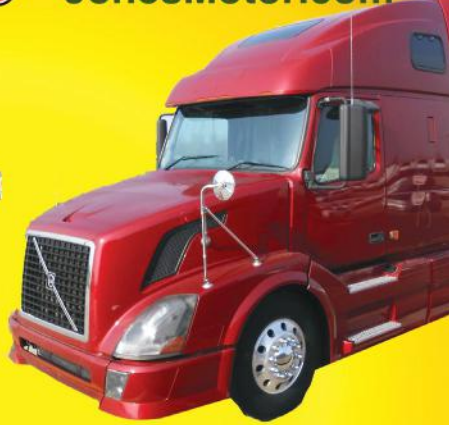
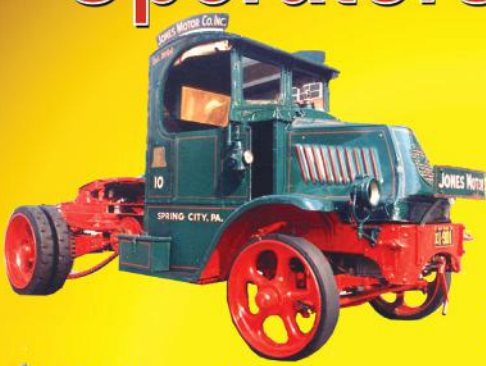
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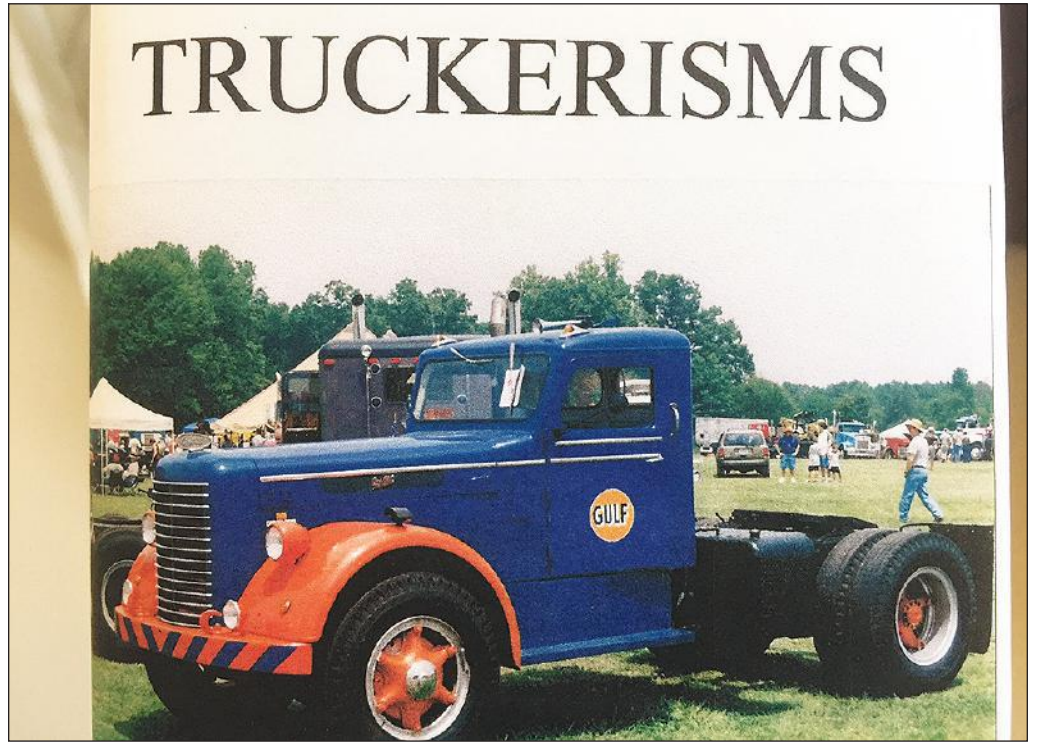
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BERM NOTES

TRUCKERISMS



by Henry Albert

I have been driving since 1983 and have heard quite a bit of what I call "truckerisms" over the years. Many are useful and some are not. Many fall under the category of comical and most I would not consider grammatically correct. It's fun to hear these so called sayings from drivers across our country. I thought it would be fun to share some with you. All of the sayings are from real world experiences from various drivers in the trucking industry.

"You can go down a mountain hundreds of time too slow, but only once too fast."

"There is not a load too hot that won't cool off in the ditch."

"If you cannot see another driver's eyes, they can't see you."

"No load is worth your life or

anyone else."

"There is more to driving a truck than just holding a steering wheel."

"When there is another vehicle aggravating you on the highway, get off at the next exit, walk around the truck once, get back on the highway and you'll never see them again."

"If you have a lot of stone chips on the front of your truck, you are following too close."

"Chrome does not get you home."

"Never put yourself into a situation that you can't back out of."

"Use one gear lower to descend a mountain than you used to go up it." (Other version)... "Go slower down the mountain that you did up the mountain."

"It's better to have gotten out and looked than to have not gotten out to look and needed to."

This also falls under the acronym G.O.A.L.

which means Get out and Look." Pride can often get in the way of this practice.

"You can't stop a truck faster than the load." (other)... "It doesn't matter how fast you can stop the truck, what matters is how fast you can stop the load."

"Don't drive faster than the distance you can see to stop in."

The last "truckerism" is important because you must always make sure that you can see properly in front of you during fog, smoke, cresting a hill or around a corner. I have written the above sayings exactly as I've heard them over the years. For some reason, these have stuck in my mind. I am sure there are many more and I would like for you to share some that you may have heard and found useful in your driving career.

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Pennsylvania Tourism Office Releases Inaugural "Happy Traveler"

Harrisburg, PA... The Pennsylvania Tourism Office today released the inaugural edition of the "Happy Traveler" travel guide and launched the first significant advertising campaign to feature the state's new tourism mantra, *Pursue Your Happiness*.

The Happy Traveler offers a fresh take on the traditional travel guide and has been designed to highlight the wide variety of ways visitors can experience happiness in Pennsylvania. The guide features a vibrant cover comprised of real travelers' photos, fun and sophisticated roundups, and in-depth editorial features.

"Pennsylvania offers an unmatched mix of history, vibrant small towns and natural resources second to none and we want everyone to know about it," said Pennsylvania First Lady Frances Wolf. "The Happy Traveler is guaranteed to spark the pursuit of happiness – and travel – in Pennsylvania."

The Happy Traveler includes:
 • A unique look at the commonwealth's vibrant history, outdoor adventures, and cosmopolitan experiences;

• A feature story showcasing Pennsylvania's national parks and historic sites as part of the National Park Service's 100th anniversary;
 • Icons which direct readers to their area of interest or passion, from adventurer and foodie to history buff or family attractions;

• "Keystoner" tips on how to experience off-the-beaten-path stops hidden gems;

• "A Happy Day" suggestion in each of the 11 tourism regions and signature events;

• For the first time, the guide includes interactive digital expe-

riences accessible with the free mobile app, Layar. Pages marked with the Layar logo connect readers to videos and other exclusive content.

• A visual illustration of the spirit or personality of the Happy Traveler.

The Happy Traveler is available at visitPA.com or by calling 1-800-VISIT-PA. Pennsylvania visitors and residents are encouraged to explore the Happy Traveler content across the state's social media platforms and share selfies of their favorite Pennsylvania adventures with the hashtag #PAHappySnaps for a chance to be featured on visitPA.com.

"The Happy Traveler inspires travelers to explore what matters most to them, whether they are here for a weekend getaway or an extended vacation. There's a happy traveler in all of us," said Carrie Fischer Lepore, Deputy Secretary of Marketing, Tourism, and Film at the Department of Community and Economic Development. "We

are also connecting with potential travelers through a targeted digital advertising campaign consisting of online display, video, and radio."

Pursue Your Happiness, which debuted in March, captures the spirit of the Keystone State, echoing the famous call to "Life, Liberty and the pursuit of Happiness" that began with our nation's Declaration of Independence in Philadelphia in 1776. It also says that in Pennsylvania, a vacation or getaway is an active, self-styled adventure – a pursuit.

The Pennsylvania Tourism Office, under the Department of Community and Economic Development, is dedicated to inspiring travel to Pennsylvania. For more information, go to visitPA.com or call (800) VISIT PA; become a fan at facebook.com/visitPA, follow us at twitter.com/visitPA, share photos at pinterest.com/visitPA, view scenic photos at Instagram.com/visit_PA, or watch us on youtube.com/visitPA.

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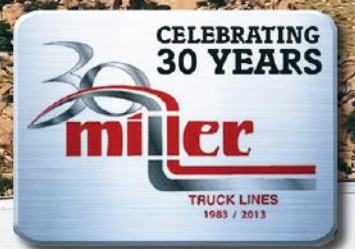
- Best Straight TriAxle:** Arnie White, 1990 IH 9670
- Driver's Choice:** Arnie White, 1990 IH 9670
- Best Bobtail:** Jonathan Stockdale, 2000 Peterbilt 379
- Best Combo:** Jason Westermen, 2001 Peterbilt 379
- Best Chicken Lights:** Jonathan Stockdale, 2000 Peterbilt 379
- Best Antique:** Bill Doyle, 1960 Kenworth 925
- Ugliest Truck:** Tom Corgea, 1979 Ford
- Best Pre-1982:** Dale Gwin, '76 Chevrolet
- Best 2WD:** Matt Daught, 1979 Chevrolet
- Best 1981-2000:** Frank Sarreye, 1984 Chevrolet K10
- Best 2000-Present:** Trevor McFeters, 2015 Ram 2500

This beauty brings back memories of the good old days... - Photo By Pam Pollock -

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Share the Road Professional Truck Drivers Deliver Safety Lessons to Montana Students

Billings, MT... American Trucking Associations has partnered with Motor Carriers of Montana and ATA's Share the Road highway safety program to deliver life-saving safety lessons to Billings, Montana area high school students.

"The young men and women we're speaking to this week have a whole life of driving ahead of them, so we want them to be equipped with the tools they'll need in order to safely operate their vehicles near large trucks," said Share the Road professional truck driver Allen Boyd, of Walmart Transportation. "One of the big things we're focusing on is distracted driving because the next generation of drivers will have access to technology that makes distracted driving more tempting than ever."

Students at Billings Senior, Skyview and Billings West High Schools have the opportunity to sit in the cab of a tractor-trailer and find out what a professional truck driver is able to see from the driver's seat. Large trucks have blind spots on all four sides, with the largest blind spot extending from the passenger's side door to the rear of the trailer and out three lanes. Share the Road professional truck drivers are emphasizing the critical need for motorists to quickly and safely pass through truck blind spots, while also touching on subjects such as maintaining appropriate following distance, the dangers of cutting in front of a truck and the importance of being aware at all times.

"Professional truck drivers are able to travel the country and see a lot of great things, but one thing we're not always able to see is a car in our truck's blind spot," said Share the Road professional truck driver Wayne Crowder, of FedEx Freight.

"I've found that a lot of young drivers, and many veteran motorists as well, simply are not exposed to our message about how to properly drive near a large truck. We're trying to share that message with students here today so that they'll be able to recognize and prevent unsafe driving behaviors in the future."

Share the Road professional drivers also volunteered for the Montana Truck Driving Championships hosted by Motor Carriers of Montana. The state's truck driving championships give drivers an opportunity to compete in essential safety events with participants identifying safety concerns during pre-trip inspections, completing a written examination and driving through an obstacle course meant to test their physical abilities as truck drivers. The school demonstrations and truck driving championships both contribute to Share the Road's mission of improving safety on the nation's highways.

Measuring And Monitoring Off-Road And Trailer Activity Is Now

Practical With The Geotab GO RUGGED

Geotab has announced the availability of GO RUGGED, one of the most advanced, ruggedized telematics devices meant for harsh outdoor environments and developed for fleets with industrial heavy-duty and service vehicles. Ideal for use in construction and engineering, agriculture, utilities, oil and gas, and mining, the GO RUGGED device provides users with increased visibility of location and status of equipment, powered assets and trailers; improved maintenance planning and reduced fuel costs.

The GO RUGGED features a rugged exterior enclosure, which is ideal for those fleets battling through harsh elements. Additionally, the GO RUGGED allows for installation outside of the vehicle, is designed to the IP67 standard - an international rating for protection against intrusion of solid objects, dust, accidental contact and water - and offers engine data reporting on the Primary CAN BUS.

Additional features of the GO RUGGED, which are also found in the Geotab GO7 device, include:

- IOX expandability, which allows users to expand the capability of their fleet management solution
- Intelligent in-vehicle driver coaching via IOX-BUZZ or the Geotab GO TALK
- Accident detection and notification
- Built-in auto-calibrating accelerometer
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- G-force monitoring
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To learn more about the GO RUGGED and its benefits for fleets tackling harsh terrain, please visit www.geotab.com.

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CMD Trailer Sales and Leasing, Inc. Finds Trailstar Trailers Well Received



Mike DePew of CMD Trailers Sales and Leasing, Inc.

By Steve Pollock

JACKSONVILLE, FL... CMD Trailer Sales and Leasing, Inc. of Jacksonville, Florida has a unique business model. The company, founded in 1990 by Mike DePew, is focused on the sale of good, late model tractors along with new and used trailers. While the majority of CMD's business is within the USA, and in particular the Southeast, the

company has exported equipment through the Port of Jacksonville as far away as Africa and Russia and frequently to South America.

CMD Trailer Sales and Leasing, Inc. has plenty of inventory for customers to see at their 6650 Barth Rd. location on U.S. 1 near I-295 in Jacksonville. The company has high quality, pre-owned tractors of all makes and models as well

as new and used dump trailers, flatbeds, vans, reefers, live floors, and chip trailers.

CMD became a Trailstar dump dealer in 2013 and Mike DePew had this to say about the product, "Trailstar builds a very durable and lightweight dump trailer that is competitively priced. I like the fact that Trailstar can adjust to our production needs. Whether I need

one trailer or 100 trailers, they will get them built. I can reach out to anyone at the company, including the President. Trailstar International is everything a dealer can ask for from a manufacturer."

For information about CMD Trailers, call 904-766-9703 or visit www.cmdtrailers.com.

America's Road Team Captain David Boyer Wins Prestigious Safety Award

Arlington, VA... America's Road Team Captain David Boyer was honored with the 2016 Governor's Transportation Safety Award for his lifetime commitment to improving safety on the nation's highways through his work with America's Road Team and his 1.9 million accident-free driving miles.

Boyer, a professional truck driver for ABF Freight, has been a professional truck driver for more than 39 years and demonstrated his commitment to safety by earning various safe-driving awards. In 2009, Boyer took first place in his class at the Virginia Truck Driving Championships and was awarded the 30 Year Safe Driving Award the following year.

The awards honored outstanding professionals in various segments of traffic safety, including winners from specialties such as impaired driving, bicycle safety, law enforcement and media. Boyer was recognized as the Motor Carrier Safety division winner and was chosen based on his hard work, innovation and commitment to saving lives.

Boyer participates annually in the Mid-Atlantic Charity Fun Drive for the Make-a-Wish Foundation and is a member of the Mid-Atlantic Professional Truck Drivers Association and God's Pit Crew, a program that provides aid during disaster relief efforts.

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New Goodyear Tire Targets Rugged Mixed-Service Applications



its all-new Armor Max Pro Grade MSD tire for hardworking construction, cement, dump and coal field trucks.

"Part of the Goodyear Total Solution for fleets, the Goodyear Armor Max Pro Grade MSD builds on the toughness of the popular Goodyear G177, while providing enhanced traction, miles to removal and retread ability," said Evan Perrow, marketing manager, Goodyear.

"This fuel-efficient tire also achieves Greenhouse Gas (GHG) compliance, enabling it to meet increasingly stringent environmental requirements," said Perrow.

"And it is available with Goodyear's exclusive DuraSeal Technology, which instantly seals nail-hole punctures of up to ¼-inch in diameter in the repairable area of its tread."

Goodyear is the only truck tire manufacturer that offers a built-in tire sealant. "Goodyear DuraSeal Technology helps keeps trucks up and running and reduces expensive downtime," said Perrow.

The Goodyear Armor Max Pro Grade MSD also boasts a premium-quality casing for enhanced retreadability. Other features include:

- A rugged tread design for excellent on- and off-road traction
- A tough tread compound to help resist chipping and chunking
- A special mixed-service undertread compound for enhanced casing toughness
- A cool-running base compound to help provide long tread life and lower rolling resistance

Currently, the Goodyear Armor Max Pro Grade MSD is available in the following sizes:

11R22.5, 11R24.5 and 12R22.5, all Load Range H.

"Goodyear's Total Solution is designed to help hardworking fleets lower their operating costs," said Perrow. "We believe the new Goodyear Armor Max Pro Grade MSD will contribute to the achievement of this critical objective in a big way."

Goodyear offers The Total Solution of trusted products, a nationwide network, reliable services and fleet management tools to help commercial trucking fleets lower their total cost of ownership. To learn more, visit www.goodyeartrucktires.com.

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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.

It Pays To Remember That Time Moves On

It seems useless for a spider to try spinning his web on the hands of the town's clock.

Time moves on. There's something said about the spider in the Bible. It simply says, "He gets into the King's palace."

He has more wisdom than to try spinning his web on something moving/

Time moves on. You're not the person you were yesterday, nor are you the individual you will be tomorrow.

If you fail to move with time, you will never get any farther than where you are.

The second saddening thing is if you do not move others in the process of moving, you will walk on you and you'll be injured.

We must always remember that time is the stuff life is made of. And if you waster your time, you are wasting your life.

Christ recognized the importance of time and said, "I must work the works of Him that sent me while it is day; for the night cometh when no man can work."

An inspired Apostle said, "Now is the accepted time."

So put your faith in Jesus Christ, live for him every day. Time will bring you into His presence and His peace will be your portion.

Driver Turnover at Truckload Carriers Falls in First Quarter - Turnover Dropped 13% at Large Fleets and 1% at Smaller Fleets

Arlington, VA... American Trucking Associations said that truck driver turnover at truckload fleets fell in the first quarter of 2016.

"While still fairly high, the decline in turnover is reflective of the softening in the freight economy during the first quarter," said ATA Chief Economist Bob Costello. "Should the freight economy witness an uptick during the second half of the year, we should see both turnover and demand for drivers rise as well."

Turnover at large truckload fleets fell 13 points in the first quarter to 89% - the lowest it has been since the second quarter of 2015. For all of 2015, turnover averaged 93%.

At smaller fleets - carriers with less than \$30 million in annual revenue - turnover dipped one point to 88%, the lowest point since the third quarter of 2015. For the entire year of 2015, small-fleet truckload turnover averaged 79%.

Turnover at less-than-truckload fleet remained much lower than at truckload fleets, falling three points to 8%, the lowest point since the second quarter of 2013.

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Tax Talk: Tax Timeline



Obviously staying on top of these helps avoid penalties, interest, and dealing with the IRS. However, if you have missed a deadline in the past, or have an on-going problem, just give us a call and we can quickly get you back on track. 1-844-346-3386 or visit www.CommunityTax.com

About the Author: Nick Charveron, is a licensed tax practitioner & Co-Founder of Big Rig Tax Relief LLC, a Tax Company focused on Tax Debt Resolution Services. Nick was a motor transport operator (88M) while enlisted in the Illinois National Guard, US Army. Email Nick at Nick@BigRigTaxRelief.com

Hey all, I don't want to bore you with tax talk in the middle of the summer, but be sure to take a look and know when and what is due this year and mark your calendars with these important tax deadlines.



TAX TIMELINE



Chevron Announces May 2016 Inductees to the Delo Sponsored Million Mile Club

SAN RAMON, CA... Chevron Products Company, a Chevron U.S.A. Inc. division, maker of the Delo® brand of technologically advanced engine oils, lubricants and coolants, announced the ten drivers inducted to the Chevron Delo sponsored Red Eye Radio (formerly Midnight Trucking Radio) Million Mile Club for May 2016.

Established in 1992, the Chevron Delo sponsored program is one of the most prestigious honors in the trucking industry. The Red Eye Radio Million Mile Club honors truck drivers in the U.S. and Canada with one million miles of accident-free driving.

As a new inductee to the club, each driver receives a personalized Million Mile Club jacket provided by Chevron Delo, a Million Mile Club membership card and a gift from the other participating sponsors.

Million Mile Club April 2016 Inductees: Darrell Denton, Owner Operator, Melber, KY; Mike Wiberg, Bush Creek Trucking, Linn, MO; Darrell Mankin, Owner Operator, Beach City, OH; Bryan Ford, Frito Lay, Cedar Hill, TX; Mike Ingle, XPO Logistics, Sorrento, FL; Robert Lee, Yahara Materials, Lodi, WI; David Tyler, K&S Trucking, Indianapolis, IN; Shawn Staggs, Universal Logistics, Sevierville, TN; Jonathan Threatt, Owner Operator, Wallace, NC; Jeffrey McKinley, Owner Operator, Connorsville, IN

Chevron congratulates these drivers for their outstanding accomplishments and commitment to safety.

Drivers can apply online for the Million Mile Club at: www.ChevronDelo.com/promotions

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THANK A VET

Jon "Doc" Osburn
Chief Warrant Officer – US Navy



Jon Osburn enlisted in the Army National Guard in 1968 between his Junior and Senior years of High School. He became an E-2 Combat Medic and served with the California National Guard Combat Engineers. After graduating from high school, Jon joined the US Navy and went through bridged boot camp. He was deployed as a Combat Medic to Da Nang, Vietnam for 13 months where he was attached to the 1st Marine Medical Battalion.

After his tour ended in 1970, Jon returned home and trained to become a Special Rescue Swimmer. Jon worked as a Paramedic and EMT and in 1988 was Chief Paramedic for the city of San Francisco. Jon mustered out in 1988 and soon after bought a truck, which he leased to Mayflower Transit. Jon did household goods, trade shows and electronics before working in Mayflower's Special Transportation Service, which was government contract and NASA work. In 1995 Jon was Mayflower's Special Transportation Services Driver of the Year.

A lifetime OOIDA member, Jon had the opportunity in 2012 to begin driving the OOIDA truck and trailer "Spirit" to trade shows, a job he does to this day. Jon said that he has been blessed by being around good people all of his life. He is grateful for having the opportunity to be a Corpsman and Paramedic, as his goal in life has always been to help people.

Jon lives in Boise, Idaho with his wife of 17 years, Dicki. The couple has four children and one grandchild.

Our gratitude to **Jon "Doc" Osburn** and all veterans who have served our country.

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Send nominations and photos to movinout@zoominternet.net



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July 29-31 – Color and Chrome Fantasy Truck Show - Keith County Fairgrounds, Ogallala, Nebraska. Free admission. Cruise Night, Vendors, Burnouts. All registered trucks get a goodie bag. For more info email: www.truckshow2010@gmail.com or visit www.cctruckshow.com

August 5-7 – Carlisle Truck Nationals - Carlisle Fairgrounds, Carlisle, PA. Big Rig Show & Shine, Truck Corral, Swap Meet, Regional Carriers, Manufacturers Midway & Vendors. For more info call 717-243-7855 or go to www.CarlisleEvents.com

August 6 – 12th Annual Iowa-Nebraska Classic Truck Show plus the Nebraska Trucking Association Working Truck Show – Sapp Bros. Truck Show – I-80 Exit 440, Omaha, Nebraska (Northwest Parking Lot). Food, Fun, Vendors, Trucking Memorabilia and Music. Contact Russell Spawn, Jr. at 402-680-6121.

August 10-12 – Truck World Driver Appreciation Days – Truck World, 6985 Truck World Blvd., Hubbard, Ohio. Complimentary Lunch for Drivers, Exhibitors Area, Driver Contests, Truck Display featuring trucks from Mack and Western Star, Free Nightly Music Shows from 5-9 pm featuring Shades of Gray (Aug. 10th); Northern Whiskey (Aug. 11th); and Boogaloo Cajun Fest Featuring Dwayne Dopsie and the Zydeco Hellraisers (Aug. 12th). For more info visit <http://www.truckworld-inc.com/driver-appreciation-days-2016/>

August 12-13 - The 27th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntrucknshow.com. Phone: 920-324-9985 · Fax: 920-324-0353

August 12-13 – Joplin 44 Petro Truckers Jamboree – Joplin 44 Petro, I-44 Exit 4, Joplin, MO. For more info phone 417-624-3400 or go to <http://joplin44.com/truckers-jamboree>

August 12 - Great Salt Lake Kidney Kamp Truck Show - Thanksgiving Point Lehi, UT For more info: Jeff England 800-877-1320

August 12-13 – Truck & Off-Road Festival – Gateway Motorsports Park, 700 Raceway Blvd, Madison, IL. Truckin Throwdown, judged Show & Shine, UTV & Side-by-Side Racing, Drag Racing, Mud Bog, Vendor Row, Dyno Contest, DJ, For more info call 310-363-4231 or visit www.truckandoffroadfestival.com

August 13 - 2016 Cerni Motor Sales and Penn Ohio ATCA Truck, Car and Motorcycle Show – 5751 Cerni Place, Youngstown, Ohio 44515. 8 am to 4 pm. Everyone is welcome to attend/participate. Monetary and/or non-perishable food item donations for the Second Harvest Food Bank of the Mahoning Valley, a member of Feeding America, will be accepted in lieu of registration and admission fees. For more info contact Martin Palich at 330-978-8216 or email PennOhioATCA@gmail.com

August 19-21 – 7th Annual Eau Claire Big Rig Truck Show – CVTC Parking Lot, 617 W Clairemont Ave., Eau Claire, WI 54701. For more info visit <http://www.eau-clairebigrigtruckshow.com/>

August 19-21 – National Toy Truck 'N Construction Show - Indianapolis Marriott East, 7202 East 21st St., Indianapolis, IN. For more info call 800-533-8293 or visit www.toytrucker.com

August 20 – Truckers Day At The Buck – Buck Motorsports Park, Lancaster, PA. For more info visit www.buckmotorsports.com

August 20 – Blessing Of The Trucks – State Road 5 north of US 20, across from the Shipshewana Auction and Flea Market, Shipshewana, IL. On-judged event, lunch will be served – no alcohol. Please arrive by 10:00 am. For more information, call Lavern Cross at 574-596-8957.

August 25-27 – Great American Trucking Show – Dallas, TX. www.truck-show.com

August 27 – Kenworth of PA and Susquehanna Valley Chapter of ATHS Antique Truck Show – Rt. 11, 198 Kost Rd. (near Carlisle, PA). Rain or Shine. 10 am -3 pm. For details call 717-737-8897.

September 3-4 – Ox Roast Truck 'N Shine – Van Buren Learning Center, 701 S. Paw Paw St., Lawrence, MI. Community Judged Event, Free Admission, Lighted Truck Parade. For more info email: oxroasttruckshow@gmail.com or www.facebook.com/oxroasttruckshow

September 9-10 – Big Iron Classic - Dodge County Fairgrounds Kasson, MN . For more info: www.bigironclassic.com or Jim and Brenda Finn 507-208-0222

September 10 – 17th Annual Make-A-Wish® Truck Convoy - Leighty's Flea Market, Old Rt. 220, Newry, PA. Proceeds benefit Make-A-Wish of Greater Pennsylvania and West Virginia. Entertainment, vendors, food, Chinese Auction, 50/50 Drawing. For more info contact Ann at 800-440-9474.

September 10-11 - 5th Annual Eastern Shore Large Cars - Caroline County 4-H Grounds, Detour Rd. Denton, Maryland 21629 (2 Miles off Rt. 404/16 intersection). Proceeds raised from show are presented to Caroline County 4-H Division State of Maryland. For more info please contact: eslc@comcast.net or www.facebook.com/ESLargeCars

September 16-18 – 20th Annual Richard Crane Memorial Truck Show – St. Ignace, MI. For more info call 800-338-6660 or visit www.stignacecarshow.com

September 17 – 40th Annual US Diesel Truckin' Nationals & Motorsports Spectacular – Raceway Park, 230 Pension Rd., Englishtown, NJ. For more info visit www.usdieselnationals.com or www.racewaypark.com

September 17-18 – Smicksburg Antique Tractor and Truck Show – Dayton Fairgrounds, Dayton, PA. For more info call Kevin Bash at 814-257-9880 or Kevin McIntire at 724-525-4855.

September 23-24- Guilty By Association Truck Show (GBATS) – 4 State Trucks/Chrome Shop Mafia, Joplin, MO. Family Friendly fun-filled weekend with the crew! Make sure to participate in this year's 1st annual SWAP MEET for truckers to buy, sell & trade big rig parts for great deals! Weekend is jam-packed with storewide discounts, big rig burn outs, shop tours, a LUCAS OIL truck & tractor pull and a record holding 400+ truck convoy benefiting Special Olympics, followed by a Street Party & Concert in downtown Joplin! No Entry Fee-Everyone Welcome! Call 888-875-7787 Ext 161 or email: gbatsinfo@4statetrucks.com

October 6-8 – PDI Customer Appreciation Truck Show – St. George, Utah. Free event. Competition is free to any with a full or part-time working truck. Cash, prizes and trophies (\$30,000 in cash and prizes!) to winning trucks in a variety of classes. Free lunch on Saturday. For more info or to register, call 866-703-FUEL (3835) or online at www.pdiesel.com

October 15 – LCM Southern Classic 2016 Truck Show - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: www.largecarmag.com or 717-806-8907.

October 21-23 – American Truck Fest – Westworld of Scottsdale, 16601 North Pima Road, Scottsdale, AZ 85260. Trucking Expo, Truck Show, Awards Gala, Truck Auction, Industry Job Fair. For more info contact The Knight Agency at 480-447-9996 or visit www.americantruckfest.com

If you would like to list an upcoming show or event, send all the details including a telephone contact number to
Movin' Out, P.O. Box 97, Slippery Rock, PA 16057
or fax us at 724-794-1314,
email: movinout@zoominternet.net.
Visit us on the web at www.movinout.com

Working Show Truck Of The Month - Jeron & Jerry Whittmore



By Robert Conrad

As we move into the month of August another year is quickly passing us by and will soon be in the rearview mirror. Every one of us has gotten rid of something as the years have passed that eventually we wish we had kept. For 17 year-old Jeron Whittmore, it wasn't something he'd gotten rid of, but something that his dad Jerry had let go many years earlier, that Jeron wished was still around.

Jerry Whittmore special ordered his 1991 EXHD379 Peterbilt

and drove for National Carriers with it for several years. Jerry sold the truck to his dad who also hauled for National Carriers with it until he eventually sold it. Some 25 years after Jerry had ordered the truck, his son Jeron was going thru some old photos and stumbled upon it. Jeron decided he wanted to try to find his dad's old Peterbilt and restore it to have for their family owned logging company in Arkansas. Jerry told him it had probably been scrapped by now but Jeron was determined to try to find it.

He got the serial number from one of the pictures and began tracking the whereabouts of his dad's old truck. Almost a year after he began his search, Jeron found the truck in Olton, TX. Amazingly, it hadn't been scrapped and they were able to go get it and bring it back to Arkansas. The truck was in pretty rough shape and still had the original motor in it with over 2 million miles on it!

Jerry and his son Jeron completely rebuilt the 1991 Peterbilt and today it looks even better

than the day Jerry drove it off of the dealership lot. The truck has a 425 CAT engine with a 15 speed over transmission. The Whittmores wanted to send big thanks out to everyone that helped in the restoration project, especially Peterbilt of NW Arkansas. Jeron's determination certainly paid off and he showed that, if you want something bad enough, you can accomplish it if you put your mind to it! The old Peterbilt that his dad thought was

long gone, is now a beautifully restored truck that will remain in the Whittmore family forever. Jeron says they plan to show it off at truck shows and haul an occasional load of logs or wood chips with it for the family logging business. Three generations of the same family have touched this Peterbilt and if it could talk, the stories would be endless.

Movin' Out would like to salute Jeron and Jerry Whittmore for all of their hard work and determination in making this dream a reality. They brought their 1991 Peterbilt home, and made it new again, and it's a fitting choice for our August Working Show Truck of the Month.



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