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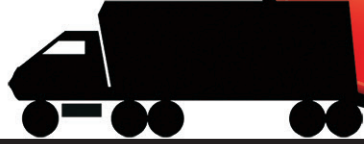
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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2020 Bedford County Convoy of Diesel Dreams



It was a beautiful late summer day on August 29th for the 2020 Bedford County Convoy of Diesel Dreams! Over \$43,000 was raised for the local chapter of Make-A-Wish! Turn to pages 10 & 11 for the story and more photos. - Photo by Pam Pollock -

The Legend of Wheel Jam



Throwback to an earlier Wheel Jam Truck Show.

By Steve Pollock
HURON, SD.... Wheel Jam began in 2003 with the South Dakota State Fair Task Force looking for ways to better utilize the State Fair Grounds, located in the city of Huron. The idea they came up was "Wheel Jam", an event featuring show cars, stock cars, motorcycles and live bands. The group was looking for another addition to include in the event and it was

then that they talked to Owner-Operator and South Dakota Farmer Scot Marone. Scot mentioned adding a Big Truck portion to the show and the rest is history. After speaking with some of his driver buddies, Scot found out that they were on board with the idea, so the Wheel Jam Truck Show and 18 Wheel Truck Promotions, LLC were born. The first year, Wheel Jam

Truck Show, "Show Within A Show" had 17 semis participate. In subsequent years, it has drawn over 200 big trucks to the annual event. After their 2nd show, Scot's friend Doug Perkins suggested contacting Movin' Out to promote the event and Scot states, "Movin' Out put us on the map." Not long after promoting Wheel Jam Truck Show in Movin' continued on page 14

Hunter Truck Adds Additional Location In Philadelphia, PA



Butler, PA... Hunter Truck is pleased to announce the addition of Hunter Truck – Philadelphia to its dealership network as a full-service International Truck and Idealease Leasing & Rental dealership. Located in North East Philadelphia, Hunter Truck – Philadelphia offers new and used truck sales, parts, service, leasing and rental, and finance. "We are excited to add an additional full-service International Truck dealership

to our network," President Jeffrey Hunter said. "We are committed to bringing personalized sales, parts, service and leasing to our customers in the Philadelphia area." The new facility boasts 81,226 total square feet with 73,000 square feet of parts warehouse space and 20+ service bays. "The addition of another warehouse to our distribution network enhances our ability to serve our customers throughout our entire territory by increasing the depth

and breadth of our already robust inventory", stated Greg Blessing, Senior VP of Fixed Operations. Hunter Truck has provided four generations of trucking solutions and personalized sales, parts, and service across Pennsylvania, New York, New Jersey, and West Virginia. For more information visit huntertruck.com or email Esther Radvinski at eradvinski@huntertruck-sales.com.

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Kenworth T680 Features Stunning Beautiful Design For U.S. Capitol Christmas Tree Tour



A Kenworth T680 is now adorned with a stunning exterior graphics design and in Colorado to begin preparations for the 2020 U.S. Capitol Christmas Tree. Apex Transportation in Henderson, Colo., will use the Kenworth T680 to transport the U.S. Capitol Christmas Tree from the Thursday, Nov. 5, tree-harvesting ceremony in the Uncompahgre National Forest to Washington, D.C. The T680 with the head-turning, beautiful design will transport the tree on a nearly 2,000-mile journey, which will include a series of outdoor community celebrations, primarily within

the state of Colorado.

The graphics package features a decorated Christmas tree and the U.S. Capitol Building, 14,023-foot Wilson Peak in Colorado's Uncompahgre National Forest, and "From Colorful Colorado to America's Front Steps." This year's logo, placed on the T680 roof, incorporates the U.S. Capitol Christmas Tree theme "Experience Your Nature," names of the Grand Mesa, Uncompahgre and Gunnison (GMUG) National Forests in western Colorado, and Colorado state flag.

The Kenworth T680 is equipped with a 76-inch sleeper

and the PACCAR Powertrain featuring the 455-hp PACCAR MX-13 engine, PACCAR 12-speed automated transmission, and PACCAR 40K tandem rear axles. The truck is also specified with Kenworth's "Driver's Studio" with 180-degree passenger swivel seat and 90-degree rotating table, Kenworth Diamond VIT interior, premium Kenworth GT703 seats, predictive cruise control, Kenworth Nav+HD system, liftable lower bunk and stowable upper bunk, and Kenworth TruckTech+® Remote Diagnostics.



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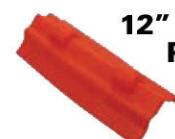
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Off The Beaten Path



by Pam Pollock

And To All A Good Night...

My spouse and I will be celebrating 38 years of marriage in a couple of weeks. I guess you could say that our courtship was a little whirlwind—he asked me out on a date on May 18, 1982 and we were married on December 10, 1982.

A lot has changed over the years – mainly our weight! I didn't even weigh one hundred pounds back then and I had hair that went down to the middle of my back. He was all lean and mean—and sported some shaggy hair. He was kind of a bad boy, drinking beer and going to rock concerts and speaking his mind. And me? Well, I was the girl who lived across the road from the Church that my great-grandfather built and next door to the preacher. I went to Church every Sunday, never swore and usually was sitting in a corner, reading a book and not being confrontational. Like I said – lots of things sure have changed in the past 38 years.

I had a waterbed back in the 80s—not only was it groovy, but it was extremely comfortable as well. I bought the queen size mattress with the 3 second wave motion – meaning that the movement stopped 3 seconds after lying down on it. I've always said that Steve married me for my waterbed. I moved the bed down to his house (which is still our house 38 years later) a couple of days before our wedding. I flat out refused to live with him without the benefit of marriage, so we never spent the night together. Looking back, maybe we should have... Our first fight occurred just a few hours after the wedding, when we both insisted on sleeping on the right side. He won that fight and has claimed that right side of the bed ever since. Am I bitter? Darn tootin' right, I am. I make up for it, however, by kicking him in the shins whenever he snores. He snores a lot.... When he wakes up, startled and rubs his shin, I feign sleep. Don't feel sad for the lad, he extracts his revenge by pulling the sheets and comforter off of the bed every night. He wraps himself in the covers and resembles a mummy.

The waterbed gave out over 20 years. We actually had to replace the mattress a couple of times due to leaking. He finally put his foot down and decreed that there would be no

more waterbeds in the house. Which has led to several more fights over the year. (And yes, we fight—a lot. We're both obstinate, bull-headed and want to be in charge. We also work together.) Over the years we have had major squabbles over the bed mattresses. I like a soft, plush mattress, he prefers one that makes you think that you are camping in a tent—on top of rocks. We've purchased many mattresses over the years – alternating who gets to pick the firmness. I won the last time and he has complained every single night for the past 7 years.

We're not spring chickens anymore—and I will admit that the bed has not been very comfy for me, either. We both have arthritis now and finally, in September I convinced him that it was time to toss our current box spring and mattress and

purchase a Sleep Number bed. My dear husband almost had a coronary in the store when he learned the price. I, of course, immediately gravitated to the most expensive option in the store. We had to get a queen bed due to the size of our bedroom, therefore we could not get the split option of controls on each side to adjust the head and foot of the mattress. After strong negotiations on the part of both of us, we compromised and met in the middle. Our new bed arrived three weeks ago. Using the Sleep IQ, I adjusted his side to 50 and mine to 25 (the readings that we both liked in the store.). I felt mine was too hard, still so I adjusted it down to 20. I was miserable that first night and he confided that maybe his needed to be firmer. I jacked his up to 65 and mine to 50.

And so, a new game has entered our daily lives—adjustments go up, adjustments go down. I like the head and foot elevated more than he does. He complains, I lower everything and then elevate it back when he goes to sleep. I then lower it back down before he wakes up. I'll deny everything if he reads this.

Our Sleep IQ keeps track of how long we are in bed each time we lie down. It lets me know how many times we exit the bed at night—apparently, we need better bladders.... It tells me how fast we fall asleep – he can fall asleep within 2 minutes of hitting the sack. I am a tosser and turner – I have been informed that sometimes it takes me 2 hours to fall asleep – but the dumb bed is not realizing that I am actually sitting in there, reading. Sometimes it says that I have exited the bed more than 8 times in a night – and I know for a fact that it's only been 1 time. I've been perplexed until I realized that I will snuggle on his side of the bed—and the bed is tricked into thinking that I've left. When I go to the right side of the bed – THE SIDE OF THE BED THAT SHOULD RIGHTFULLY BE MINE – my restless sleep pattern now becomes his and his Sleep IQ score is lowered significantly. Payback is a well, you know...

I still miss that groovy waterbed, but I have to admit that cuddling with this dude for the past 38 years has been pretty far-out and awesome. Happy Anniversary Babe – you've got me Babe... thanks for putting up with me for all of these years. And I still want that right side of the bed.

America's Trucking Industry Answered the Call in 2020

Arlington, VA... American Trucking Associations President and CEO Chris Spear addressed the federation's 2020 Management Conference, highlighting the industry's response to the COVID-19 pandemic and detailing ATA's successful efforts to keep trucks moving throughout the national crisis.

"While others in DC panicked, the ATA led, giving direction and certainty to our members when it mattered most," Spear said in his annual State of the Industry address, citing ATA's successful efforts in securing federal "essential" status for carriers and keeping facilities open for drivers—both of which were critical to maintaining the flow of interstate commerce while the county locked down.

"Our combined efforts have helped put America on a path to full recovery," he said.

Spear said the challenges of 2020 have served to strengthen the ATA Federation, calling it "battle-hardened" as it looks to tackle a number of priority issues in the consequential year ahead. Among them, he said ATA will continue pursuing tort

and legal reform, addressing the shortage of drivers and technicians and fighting for long-term funding for our national infrastructure.

Success, Spear said, depends on funding that "cannot and will not be done via truck-only tolls," emphasizing the paramount importance of ATA's suit against Rhode Island to block the state's truck-only toll scheme.

Spear also said expanding the industry's workforce remains a top priority. This includes continued support for the Drive SAFE Act and the FMCSA pilot program for drivers under the age of 21, but also a new focus on expanded outreach to minority communities.

In closing, Spear said because of the the industry's response to 2020's challenges, it is "no surprise that America has awakened to the trucking industry."

"Together, we inspire others. Together, we will win and grow. And we'll always answer the call when our country needs us most. Trucking isn't just the backbone of our economy—it's the heartbeat of this nation," he said.

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Butler, Pennsylvania Sailor Hoists up Signal Flags Aboard USS John S. McCain



ANDAMAN SEA (Nov. 1, 2020) Quartermaster 2nd Class Noble Myrick, from Butler, Pa., hoists up signal flags during a flag-hoisting drill between the Arleigh Burke-class guided-missile destroyer USS John S. McCain (DDG 56) and the Royal Australian Navy Anzac-class frigate HMAS Ballarat (FFH 155). McCain is assigned to Destroyer Squadron Fifteen (DESRON 15), the Navy's largest forward-deployed DESRON and the U.S. 7th Fleet's principal surface force. (U.S. Navy photo by Mass Communication Specialist 2nd Class Markus Castaneda/Released)



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High Performance Diesels with Bruce Mallinson

Injector cups, tips, sleeves, and tubes; there is some confusion in the industry about what these parts do and where they are. Injector cups are mounted on the injector. It is where the injector plunger compresses the fuel and injects it into the combustion chamber. The cup, sometimes called the tip, is at the bottom of the injector and has the small holes, about .008 diameter, and atomizes the fuel and works in conjunction with the plunger. Years ago, when

building the injectors for the Big Cam Cummins engines we would lap the plunger into the cup so when the fuel was injected there would be no fuel bypassing the plunger and traveling back up into the body of the injector. The body of the injector holds the O-rings. Cups and tips are the same item. Now the injector tube, or sleeve, is made from steel or copper and seats into the head to hold the coolant back from the injector. The

injector assembly seats onto the injector tube and has an O-ring on the outside diameter to aid in sealing off the coolant. Most injector tubes must be set to allow for the correct injector tip (cup) protrusion. If the protrusion is too high the injected fuel will be above the bowl of the piston and the result will be excessive smoke. If you had a new head or injector tubes (sleeves) installed and now have a smoke problem, please tell us everything you had done to the



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DPF Filter off a truck using Max Mileage FBC



Note the two different sized holes in these injector tips



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engine. When the head is on the engine the only way to check the injector tip or cup protrusion is to remove the head. Injector cup, tip, protrusion is very important.

Boost gauges - If your boost gauge is reading anything other than zero when the truck is idling then your boost gauge is broken, and you will need to be replaced. Oftentimes the spring can become damaged and give a false reading. As you may know, the boost gauge is a vital instrument for your truck. Watching it will not only help you gain fuel mileage, but it can help diagnose issues as well. It's much easier for us to quickly diagnose a truck when it's equipped with a boost gauge. Here at Pittsburgh Power we offer high quality Hewitt Industries gauges which are some of the most accurate in the industry. We've been selling them for decades and have proven reliable. These gauges only cost \$92.97 and are very easy to install. They come with the necessary line and adapters. Just run the line to your manifold and wire up the gauge for the backlight, that's it!

Good news for Max Mileage FBC users. We wanted to find

a way to lower the cost to you, the consumer, for Max Mileage so we came up with a subscription program. Our solution not only saves you money but is more convenient as well. The subscription program allows you to have Max Mileage delivered to your door every 30, 45, 60, 75, or 90 days. You no longer need to remember to order every other month, it just arrives right on time. You can even go on our website to adjust the frequency or skip a month if needed. And the best part is you get free shipping! We benefit from being able to better project demand and that allows us to pass the savings on to you. Just visit our website, PittsburghPower.com to get signed up.

Deleting the emissions system on your truck is always a bad idea. Every day we get calls and messages from owner-operators asking where they can find a delete kit or if we can delete their trucks. Our answer will always be no, and that's not just for our sake, but for yours too. Deleting your truck probably will be worse for your business in the long run. Firstly, deleting a modern truck will often lead to other problems.

The emissions systems are so integrated into the truck's programming, they will often run worse than just leaving it stock. In addition, most delete tunes come from suspicious origins and can't be trusted. We've seen deleted trucks burn up turbos, run poorly with low boost, get worse fuel economy, and have endless error codes. Secondly, the DOT are getting better and better every day at spotting deleted trucks. Ever since the VW "Dieselgate" scandal, the EPA has been much more vigilant. They're also cracking down much more often than they used to. This could lead to massive fines for you and they will probably go after your mechanic as well. Many of our competitors have been caught violating the Clean Air Act with their deletes. So, it's only a matter of time until deleting your truck won't be an option. Lastly, these new emissions systems are a hundred times better than when they first came onto the market. When maintained, they work well and have very little cost to the owner-operator. Max Mileage FBC combined with regular cleaning every 250,000 miles is the best way to keep these systems working right. Some of you may say it's expensive, but if it saves you just one trip to the shop in a year, then it's paying for itself.

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

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The company enjoys a very low 30% annual driver turnover rate. Many drivers have been with the company for 20-35 years. One driver,

Steve Roger, has worked at Ronald Gross, Inc. for over 30 years and has logged an impressive 3 million miles without any chargeable accidents. The company distributes employment anniversary gifts to their drivers each year. Ronald Gross, Inc. is currently hiring Professional Truck Drivers with or without steel hauling experience. If you are interested in a career at RGI, give Ronnie a call at 866-809-2194.



By Steve Pollock
CABOT, PA.... Ronald Gross, Inc., a Western Pennsylvania flatbed carrier, has been benefitting from using Load Covering Solutions' Windmaster series of tarping systems. The company has 16 Windmaster Tarping Systems in their fleet of 50 trucks.

the Windmaster Tarping Systems for two years now. We have used other systems in the past but find the parts and product support from LCS to be phenomenal. The company trained our mechanics to install the units in our own shop, where we also take care of the maintenance. Not only have we gained 2/10ths of mpg on the LCS aerody-

amic trailers, it has helped us to reduce tarping related workmen's compensation claims—particularly rotator cuff injuries. The awesome graphics that LCS applied to our systems creates a rolling billboard that other drivers see on the road and in the mills. Our drivers love them, and we plan to eventually install them on 90% of our fleet."

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GREEN BAY, WI... Schneider, announced Tom Lehr, a highly decorated U.S. Marine veteran and Schneider associate, as this year's Ride of Pride truck driver. He has since been traveling throughout the nation behind the wheel of a truck designed as a rolling tribute to members of the military.

Many military men and women defend their country but never get the opportunity to travel widely across the land they serve to protect.



"Driving over the road has given me the opportunity to finally see the country that I had been protecting," said Lehr. "Now I get to see it up close in all its glory."

Freightliner has presented Schneider with 12 U.S. Ride of Pride trucks, as well as three Canadian Ride of Pride trucks. Following the tradition of naming the trucks by previous Schneider Ride of Pride drivers, Lehr has named this year's unit Fidelity.

"Adding a new Ride of Pride to our fleet is always a special, tangible display of our commitment to those who serve - past and present," said Rob Reich, Schneider executive vice president, chief administrative officer and U.S. Army veteran. "We are incredibly proud to have someone as professional and highly regarded as Tom Lehr, a million-mile-safe driver, be-

hind the wheel of this year's beautifully decorated Ride of Pride truck."

Throughout the next year, the general public will see Lehr and the Ride of Pride on the road and at the annual Wreaths Across America event. "I'm excited for America to see the truck up close and personal," said Lehr. "There are so many distinctive truck decals that represent the theme Military Uniforms Through the Years, and I'm excited to talk all about them."

Schneider has been independently ranked as the top military-friendly employer in the trucking industry, and many in its fleets are veterans or actively serving in the Guard and Reserves. This contingent includes Lehr, who has been a Schneider professional driver and training engineer for 19 years.

A resident of Harlan, Iowa,

Lehr spent much of his military life at Camp Pendleton, California, after enlisting in the U.S. Marine Corps. During his 22 years in the Marines, he was deployed overseas (serving in Japan, Korea and Australia) and trained hundreds of Marines in weaponry, anti-armor assault and more.

"The Freightliner team is proud to stand with our friends at Schneider to show our appreciation and gratitude to all of the brave service members who have worked or currently are working to protect our country," said Richard Howard, senior vice president, on-highway sales and marketing, Daimler Trucks North America. "It's a true honor to participate in the Ride of Pride program with our important customer, Schneider, and to watch the program continue to grow year after year."

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WISHING YOU SAFE HIGHWAYS AND HAPPY HOLIDAYS!

2020 Bedford County Convoy of Diesel Dreams - If You Host It, They Will Come!



- photos by Pam Pollock -

By Pam Pollock

I don't have to tell anyone that 2020 has been one for the record books—and not in a good way. The ongoing COVID-19 Pandemic has just barreled through the world, causing so much sickness and death. The economy has also taken a huge hit on companies and people.

At times, it's been hard to see any signs of hope and goodwill. And then there are moments, much like the one I experienced whilst standing in the parking lot of the Bedford County Fairgrounds in Bedford, Pennsylvania on August 29th that caused my heart to soar and restored my faith in humanity and people.

All year long, we watched as countless truck shows, events, programs, sporting events and concerts were forced to be cancelled due to the Pandemic. Thankfully, The Bedford County Convoy of Diesel Dreams was able to host their annual truck show, which raises money for the local chapter of the Make-A-Wish Foundation. We traveled to Bedford, not sure what to expect, the Wish Kids were not attending this year's show because of their weakened immune systems. Would Professional Truck Drivers and their families show up? Would people show their support along the Convoy route? Our concerns were squelched as soon as we turned into the parking lot! 97 truck drivers brought their trucks to the show! HB Hauling, Hometown Bank and Interstate Trucking donated hot dogs to be grilled to raise funds for MAW. Countless other businesses and individuals donated gift baskets to be raffled off. Over \$43,000 was raised for the Make-A-Wish Foundation.

And the Convoy later that afternoon? The streets were lined with cheering, clapping crowds of people. I'll admit

it – I stood on one of those streets and wept as truck after truck after truck drove by me. The drivers were beaming and waving and giving blasts of their horns. The resilience of the trucking industry never ceases to amaze me.

Winners of the 2020 Bedford County Convoy of Diesel Dreams are:

Best of Show: Kevin Perrin of K. Perrin Trucking
 People's Choice: Craig Grubb of Smith Transport
 Top Pledge Driver: Myron Martin of Martin Elevators
 Antique Class: 1st Place: Robert Schmidt of Schmidt Trucking; 2nd Place: Milton Martin; 3rd Place: Levi Wakeman of James Wakeman, LLC
 Combination: 1st Place: Allen & Bonny Kelly of AB Kelly Transport; 2nd Place: Kevin Perrin of K. Perrin Trucking; 3rd Place: Mike Sheeder of Ron Wayne Auto
 Bobtail: 1st Place Justin Hixon of J. Hixon Trucking; 2nd Place: Christopher Tewell; 3rd Place: Andrew Schreiber of A. Schreiber Trucking
 Tri-Axle: 1st Place: Derrick Eshleman of Philip Foor Trucking; 2nd Place: Darrin Littlefield of Chubby Trucking; 3rd Place: Chad College of Chad College Trucking
 Specialty: 1st Place: Todd Harr of Birk; 2nd Place: Josh Imler of Weakland Wreckers; 3rd Place: Tammy Wakeman of James Wakeman, LLC

Save the date because the 2021 Bedford County Convoy of Diesel Dreams will be held on September 11, 2021. Show organizers say that it will be even bigger and better -but I personally think that the love and support shown at this year's event will be a reminder to look for the rainbow, even in the midst of a storm.

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2020 Bedford County Convoy of Diesel Dreams

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All Photos by Pam Pollock



A Likely Story - Giving A Shirt

by Roger Clark

I was in Baton Rouge, Louisiana a couple years ago delivering a cooling tower to a university. It was July and that means hot and humid. It also means shade is a precious commodity.

When the jobsite foreman arrived, I stepped out of the truck wearing a full set of PPE over a short-sleeve shirt. It seemed like the prudent thing to do, in the shade of a giant Linkbelt crane. But the man only shot me a quizzical look, and I couldn't tell what was bothering him.

Careful not to appear offended or upset, I approached him with a questioning expression of my own.

"You ain't from here," he growled.

"Yup, you're right. I'm not," I said.

"I could tell," he said with a grin, "Cuz nobody from here would be wearing a black shirt in July!"

Some years earlier—okay, over a decade ago—I was the morning guy on an Alaska Radio show. It was a Christian station with very conservative views. Located on Bristol Bay, I knew there would be some unique and logistical challenges. Little did I know shirts would be one of them.

My wardrobe back then was western wear, head to toe. Many of my shirts were cotton Wranglers in a rainbow

of colors, tucked into Circle C slacks, hemmed to fit perfectly over Dan Post boots.

In the interest of full disclosure, I've never been a member of the PBR, and rode a real rodeo bull only once in my life. It was the shortest ride of my life, and I spent more time in the air than I did on the bull. But I looked really cool, for a second!

One day someone left a box of short sleeve western shirts at the station for me. They were fine, I could tell, totally free, and completely boring. I also thought someone was being very generous, because no-one on the staff was overpaid.

But it wasn't generosity. Station management had arranged this little outreach because of concern for my appearance.

They believed colorful Wrangler shirts 'minimized' my Christian mission. I didn't know I even had a mission, and there I was diminishing it!

I thought I was there to broadcast a morning show, with Christian parameters. There was a lot of 'no' in those manuals. No profanity, no heretics, no political jokes, and no news stories about dinosaurs. But there was no rule about shirts worn by unknown disc jockeys in unseen studios, 75 miles from the nearest city.

Speaking of no, marriage will change your attitude about shirts. It did mine. Oh, I still get to wear what I want, but now she tells me what I want. They're not as bright, I suppose, but my shirts do have collars, pockets, and tucked in tails. As

for colors, they coordinate well with accessories, like butter, mustard, egg whites, and coffee. Materials are better too, simplifying dinner time, movie night, man cave, and hospice care.

And finally, there's this. We all change, as we get older, and I'm no exception. Always a big guy anyways, I've grown from regular, to husky, to extra-large and now OMG. Just last week, in fact, while weighing at a CAT Scale, the fuel desk cashier kept saying, "One at a time, please. One at a time!"

The numbers went up so fast that driver behind me thought it was the Richter scale, and believed my PPE vest was a hot air balloon. Luckily for both of us, the scale actually did what it had to!

Daimler Trucks And Waymo Partner On The Development Of Autonomous SAE Level 4 Trucks

Stuttgart, Germany / Mountain View, USA... Daimler Trucks and Waymo have signed a broad, global, strategic partnership to deploy autonomous SAE L4 technology. Their initial effort will combine Waymo's industry-leading automated driver technology with a unique version of Daimler's Freightliner Cascadia, to enable autonomous driving.

The autonomous Freightliner Cascadia truck, equipped with the Waymo Driver, will be available to customers in the U.S. in the coming years.


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Latest Trucking Industry News

CVSA Releases 2020 Brake Safety Week Results

Greenbelt, MD... During this year's Brake Safety Week, 12% of the 43,565 commercial motor vehicles inspected were placed out of service for brake-related violations. Inspectors from Canada, Mexico and the U.S. removed 5,156 commercial motor vehicles from roadways due to brake violations during the week-long inspection and enforcement event, focused specifically on reducing brake-related crashes by conducting inspections and identifying and removing unsafe commercial motor vehicles from roadways.

Fifty-three jurisdictions participated in this year's Brake Safety Week, which is a voluntary inspection, enforcement and outreach initiative. In light of the coronavirus pandemic, jurisdictions that elected to participate in Brake Safety Week, which took place Aug. 23-29, 2020, conducted inspections following each agency's health and safety protocols and precautions in consideration of the health and well-being of inspectors and drivers.

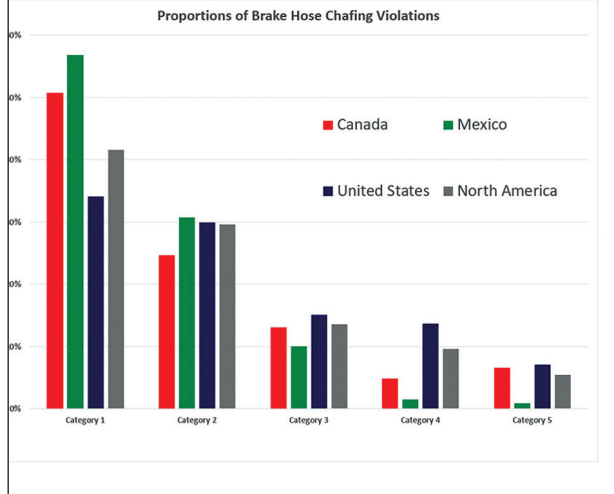
Forty-five U.S. jurisdictions, seven Canadian jurisdictions and Mexico's National Guard and the Ministry of Communications and Transportation provided data this year. In the U.S., 35,778 inspections were conducted; 4,565 vehicles (13%) were placed out of service for brake-related violations. In Mexico, 6% (355) of the 5,958 commercial motor vehicles inspected were placed out of service for brake-related violations. In Canada, 1,829 inspections were conducted, and the brake-related out-of-service rate was 14% (256).

Commercial motor vehicle inspectors throughout North America use the Commercial Vehicle Safety Alliance's (CVSA) North American Standard Out-of-Service Criteria to identify critical vehicle inspection item violations that are concerning enough to warrant removing that vehicle from traveling on roadways until those conditions have been repaired.

Eighty-eight percent of the commercial motor vehicles inspected did not have brake-related critical vehicle inspection item violations. Vehicles that did not have any out-of-service conditions during a Level I or Level V Inspection may have received a CVSA decal. A decal, valid for up to three months, signifies that the vehicle was recently inspected by a CVSA-certified inspector and that vehicle had no critical vehicle inspection item violations.

In addition to capturing brake system out-of-service violation data, during this year's Brake Safety Week, inspectors also recorded and submitted data regarding the chafing of brake hoses. Inspectors reported levels of brake hose chafing violations, separated into five categories based on the level of severity; two of which were out-of-service conditions, three were not.

| VIOLATION DESCRIPTIONS | SECTION GRAPHICS | PHOTOS | AMERICA | CANADA | MEXICO | TOTALS |
|---|------------------|---------------------|---------|--------|--------|--------|
| Category 1: Wear extends into outer protective material, where applicable. (Not OOS) | | No image available. | 1,474 | 322 | 992 | 2,788 |
| Category 2: Wear extends through outer protective material into outer rubber cover. (Not OOS) | | No image available. | 1,294 | 156 | 536 | 1,986 |
| Category 3: Wear makes reinforcement ply visible, but ply is intact. (Not OOS) | | | 653 | 83 | 175 | 911 |
| Category 4: Reinforcement ply is visible, and ply is completely frayed, covered or cut through. (OOS condition) | | | 591 | 31 | 26 | 648 |
| Category 5: Wear extends through reinforcement ply to inner rubber layer. (OOS condition) | | | 307 | 42 | 15 | 364 |
| TOTALS | | | 4,319 | 634 | 1,744 | 6,697 |



A total of 6,697 hose chafing violations were reported in a separate data query from participating jurisdictions.

ATA Truck Tonnage Index Jumped 6.7% in September

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 6.7% in September after declining 5.3% in August. In September, the index equaled 115.1 (2015=100) compared with 107.9 in August.

"September had a nice recovery after a significant decline in August," said ATA Chief Economist Bob Costello. "The truck freight market continues to be bifurcated, with strength in retail and home construction, but some continued weakness in industrial freight. During the third quarter, truck tonnage increased 2.4% over the second quarter, but fell 5.3% from a year earlier."

August's decrease was revised up to -5.3% from our September 22 press release.

Compared with September 2019, the SA index contracted 2.7%, the sixth straight year-over-year decline. Year-to-date, compared with the same period in 2019, tonnage is down 3.3%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 112.4 in September, 0.7% below the August level (113.2). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

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

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

Two Pieces Of Pennsylvania Legislation Affecting Transportation Become Law

The PMTA Legislative Committee wanted to bring your attention to 2 pieces of legislation signed by the Governor that could impact our industry as seen below:

10/29/20 - Governor Wolf signed Senate Bill 995 into law as Act 103 of 2020.

Senate Bill 995 (Laughlin-R) amends Title 75 (Vehicles) to increase the width of multipurpose agricultural vehicles.

* Specifically, it amends the definition of "multipurpose agricultural vehicle" to increase the width by four inches (from 62 to 66) to reflect the type of equipment that is now being manufactured.

* Pertinent definitions: Multipurpose Agricultural Vehicle: A motor vehicle which is used exclusively for agricultural operations and only incidentally operated or moved upon the highways.

* Effective date: 60 days.

* Passed Senate, 50-0, 6/9/2020 - Passed House, 202-0, 10/19/2020 - Signed into law as Act 103 of 2020, 10/29/2020

10/29/20 - Governor Wolf signed House Bill 716 into law as Act 85 of 2020.

PA-HB 716 By Galloway. Amends the Administrative Code, in powers & duties of the Dept. of Labor & Industry, its departmental administrative & advisory boards & officers, for task force on misclassification of employees. - Approved by the Governor (Act: 85)

* This legislation creates a Joint Task Force on Misclassification of Employees within the Department of Labor and Industry to investigate the practice of employee misclassification and to develop and implement a plan to reduce such practices. The duties of the task force include, but are not limited to, evaluating existing enforcement, reviewing existing law, developing a plan to educate employers and employees, and determining the amount of revenue lost due to misclassification.

* Passed House, 198-0, 6/17/2019 - Passed Senate, 49-0, 10/21/2020

OOIDA's Todd Spencer Named As One Of The Top 100 Transformers

Washington, DC... The Owner-Operator Independent Drivers Association proudly announces that President and CEO Todd Spencer was recognized by national media outlet Business Insider. He was chosen as one of the Top 100 Transformers of the year.

The Business Insider Top 100 list features individuals that are driving change and innovation in their industries and companies. As part of the selection process, Spencer was interviewed about his history as an owner-operator and his decades-long career with the Association. His leadership of OOIDA's efforts during the early stages of the COVID-19 pandemic were particularly noted as a reason for the honor.

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The Legend of Wheel Jam



continued from page 1
 Out, the Chrome Shop Mafia saw the ad and began participating in the show. Eventually Road Dog Trucking did a couple of live remotes, which also helped build awareness for the event.

Today, Wheel Jam Truck Show draws some of the best trucks and top drivers from nearly all 48 States and 4 Provinces in Canada. Being a driver himself, Scot said, "I like to make the other drivers feel welcome when they come to the Wheel Jam Truck Show. I

have an appreciation for North American Truck Drivers, so we want them to feel at home when they come here and [to] make sure that no one goes away hungry." Scot takes that sentiment to heart, hosting a free steak dinner, sponsored by the

vendors, at his home on Thursday night for all Professional Truck Drivers participating in the Wheel Jam Truck Show. It is Scot's way of saying thanks to his fellow drivers and participants, vendors and their crews before the show starts. Friday is

an Open Day for the drivers with free concerts on Friday Night. A 5 mile parade is held through the town of Huron (a truck friendly town) on Saturday morning. Saturday afternoon features a Dynamic Engine Brake Competition (a Wheel Jam Truck Show original), followed by another free meal and Light Show and Concerts that evening. Sunday is the Judged Portion of the show, including Tractor/Trailer, Bobtail, and Cabover. Categories are broken out into different year classes, unique classes, as well as a special class for limited mileage/show trucks.

Drivers can also enjoy a judged car show, courtesy of Huron's own Back Street Cruisers Car Club, that includes a Show and Shine and Audio competition. There are even stock car races. If motorcycles are your passion, you won't be disappointed, there is a judged Show and Shine, Poker Run and Biker Games, including burnouts. Spectators are free at Wheel Jam and there is a nominal registration fee for big trucks. This fee includes the two free meals and the live concerts.

Unfortunately, 2020 saw the cancellation of Wheel Jam Truck Show due to the COVID-10 pandemic, but they

will be back in 2021, bigger and better than ever! The 2021 Wheel Jam Truck Show will be held on June 3-6 at the South Dakota State Fair Grounds, off US Highway 14 in Huron. Scot Marone and 18 Wheel Truck Promotions, LLC invites Professional Truck Drivers throughout the country to come to Huron and experience Wheel Jam Truck Show for themselves. The people of Huron are super friendly, and it is a beautiful little town in a gorgeous state. Huron is a town that appreciates trucks and truckers and Wheel Jam Truck Show is an event the entire family can enjoy.

To learn more, visit www.wheeljamtruckshow.com or contact Scot Marone at 605-354-2809 or email: MARONE_1@msn.com or Doug Flowers at 605-354-1324. You can also find Wheel Jam Truck Show on Facebook: Wheel Jam Truck Show Classics. Wheel Jam Truck Show is listed in Movin' Out's Calendar of Events in both the printed and online versions. Scot Marone and the entire 18 Wheel Truck Promotions, LLC crew wanted to send a big thank-you to his fellow drivers who have kept and continue to keep America Truckers Move America!

FROM OUR FAMILY TO YOURS

Merry Christmas

and
HAPPY NEW YEAR!

2020 hasn't been the easiest year, but Mercer would like to express our gratitude and many thanks to the truck drivers that persevered and kept America rolling through it all.

This year has taken some unexpected turns, but we're proud of how resilient the trucking industry is and have high hopes for 2021. With the Christmas season upon us, we would like to wish all truckers and their families, a very Merry Christmas and a Happy, Prosperous New Year!

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The Legend of Wheel Jam



- See Wheel Jam Truck Show's ad for the 2021 show on the Back Page of this month's issue of Movin' Out! -

- All photos courtesy of Wheel Jam Truck Show

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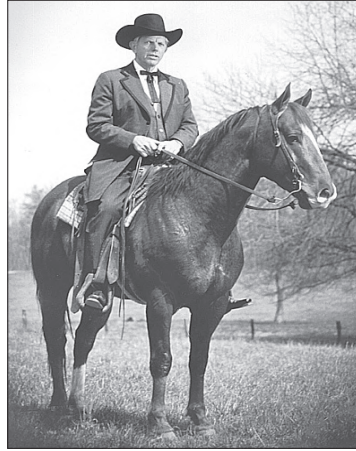
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The Circuit Rider



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.

Don't Let Loved Ones Starve For Appreciation

Often, we hear of people who are starving to death. Some of the fundraisers bring us pictures of children affected with malnutrition and they show to us skeletons with sin stretched over them. And they touch our sympathy and cause us to open our pocketbook.

Of course, all of that is good. We should have an appreciation and concern for those who are starving, but while we are feeding the hungry, let us not forget that people starve in other ways.

Some people are starving to death for appreciation. They have been good servants. They have done many notable and honorable things, and nobody has said to them, "I appreciate what you are doing."

So often it is like the old gentleman and his wife, who in a nursing home for years, were having their 60th anniversary on one Sunday afternoon.

After the crowd had left, the old brother went over to speak to his wife, who was a bit hard of hearing and said, "Wife, I want you to know that I appreciate you."

She said, "Huh?"

He raised the volume of his voice and almost shouted, "I want you to know that I appreciate you!" Still she could not hear, but looking at him, she said, "I'm tired of you, too!"

There are a lot of people who starve to death for appreciation. A kind word spoken at the right time can lighten the darkness in the hearts of many people. So, let's be quick to give appreciation and honor to whom honor is due.

U.S. EPA Recognizes Freight Industry Leaders for Environmental Performance

PHILADELPHIA, PA... The U.S. Environmental Protection Agency (EPA) honored 75 freight industry leaders in supply chain environmental performance and energy efficiency with its annual SmartWay Excellence Awards today. Three Mid-Atlantic Region awards were presented virtually to D.M. Bowman, Inc., of Williamsport, Maryland; Armada of Pittsburgh, Pennsylvania; and Penske Logistics of Reading, Pennsylvania.

D.M. Bowman, Inc., operates a transportation, warehousing and logistics organization; Armada started in the 1890s as a meat packing company and has since broadened its work into supply chain operations and logistics management; and Penske Logistics, which has over 316,000 vehicles and maintains more than 1,000 locations, is being honored by SmartWay for the fifth time in a decade.

SmartWay Excellence Awards, please visit: <https://www.epa.gov/smartway/smartway-excellence-awardees>

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Professional Truck Drivers Honored as Highway Angels

ABF Freight Driver Assists Family After Their Vehicle Struck A Deer, Overturned



Gene Miller

The Truckload Carriers Association has named Gene Miller, from Blue Springs, Missouri, a Highway Angel for stopping to help a family after their vehicle struck a deer and overturned.

It was shortly after 6 a.m. on June 6 and Miller was northbound on I-35 near Wellington, Kansas on his way to Wichita. He was traveling behind a family in an SUV. "As we were going along, I looked up the road and saw a deer on the southbound side standing by the concrete divider," he recalled. Miller hoped the deer wouldn't jump the wall, but he did. "The driver swerved to the right, but couldn't avoid striking the deer. The vehicle hit the guardrail on the right shoulder, bounced off it, hit the concrete wall divider under a bridge and rolled over onto its roof. The vehicle then slid toward the right lane and Miller had to do a harsh brake to avoid T-boning it," he shared.

"I grabbed my phone and headset and ran back," said Miller. A woman and young girl were climbing out. The woman told him that her husband was still in the vehicle. Miller directed them to stand by the wall and then went to check on the driver. "He said he thought he had a broken leg. I crawled in and looked. He had a compound fracture by his ankle." Miller already had 911 on the line and relayed the location of the accident and condition of the occupants. "By then another truck driver stopped and we were trying to keep the driver calm," recalled Miller. "His daughter, who was about 10 or 12, was really getting hysterical, afraid the car would catch fire and blow up. We assured her everything was okay, but the driver wanted us to get him out to ease her fears. So we slid him out, taking it easy, and moved him over to the concrete wall." Other cars were going around the accident. "A couple of them, you could see on their faces that they knew them," said Miller. "They stopped and came over. I assume it was maybe a girls' softball team or something and they were traveling together. They consoled the mother and daughter while the other driver and I stayed with the father. He told me this was his first accident. I said, 'You sure made it a doozy' and he chuckled. I knew he didn't want to hit the deer, but you don't swerve to miss a deer. This is what happens."

Gene has been driving for 35 years and has seen some bad accidents. "I'm thankful they didn't get hurt worse than they did."

Driver Intercedes To Stop Reckless Driver



Christopher Delancey

The Truckload Carriers Association has named Christopher Delancey, from Vineland, New Jersey, a Highway Angel for helping stop and apprehend a reckless driver who was found to be carrying cocaine.

This is the second Highway Angel recognition of Delancey in six months. In December (2019), he was at a Flying J truck stop in Columbia, South Carolina when he responded to screams for help. Parents of a young child had found her unresponsive in the back seat of their vehicle. Delancey performed CPR and was able to resuscitate the child before first responders arrived.

Most recently, it was just before midnight on June 14 and Delancey was on I-65 North in Tennessee, just about

to pass the Kentucky state line when a pickup truck entered from an onramp and wildly swung across the three-lane highway. "He almost hit the concrete barrier," shared Delancey, "then swerved back to the right shoulder, nearly colliding with another vehicle. Then he stopped dead in front of me." What's going on? Delancey thought. He activated his dashcam. He watched as the male driver and female passenger got out and urinated in the middle of the highway. "Then they got back in the vehicle and drove 300 yards and then got out and did it again," he said. Delancey called 911 and reported what he thought was a drunk driver. He described the vehicle as well as his own. Then he positioned his rig to prevent a passing motorist from rear ending the drunk driver's vehicle. The dispatcher told Delancey to turn his 4-ways on. "Then the driver took off again. I lost sight of him as he went over a hill." When Delancey crested the hill, he saw the vehicle was now stopped up ahead, partly on the shoulder and right lane. Delancey positioned his truck in front of the pickup to prevent them from driving off.

By now they could hear sirens coming. "The trooper pulled up and handcuffed the driver, who could barely walk, and put him in the back of the squad car and had the female passenger lean against the squad car as he searched their vehicle. As this was happening, the passenger opened the squad car door. "She was trying to stuff a two-ounce packet of cocaine into the driver's mouth to swallow," recalled Delancey. He acted quickly and restrained her until the trooper could handcuff her. The trooper told Delancey there was a little girl who looked to be about 4 years old, asleep and unrestrained in the front seat. Delancey learned both the driver and passenger were using fictitious IDs and vehicle tags. They were charged on multiple counts including driving while intoxicated, possession of cocaine, wanton disregard for public safety, and child endangerment. They had been wanted by immigration for three years. The child has been placed in protective custody. Later, Delancey received a phone call from the Kentucky State Police Commissioner who commended him for his actions that likely saved many lives that night.

Professional Truck Driver Rescues Man From Vehicle Rollover And Fire



Jeffrey Wills

The Truckload Carriers Association has named Jeffrey Wills a Highway Angel for helping a motorist escape his burning vehicle.

Wills was on I-71 en route to Columbus, Ohio from Louisville, Kentucky on the evening of August 5 when a vehicle passed him on the left. He noticed the driver was on his phone. "I backed off the throttle a little bit," Wills shared with TCA. "You never know what they're gonna do when they're on the phone." The car happened to be behind another vehicle. "When he looked back up, he saw there was suddenly a car right in

front of him. He hit the brakes and swerved to the right and then overcompensated and lost control," shared Wills. The car then bounced off the embankment and hit the side of a semi-truck. "If he'd been a foot lower, he would have gone under the truck," recalled Wills. The vehicle then went onto the embankment again and rolled over, ending up on its roof. "He was in the middle of the interstate blocking both lanes," added Wills. Without a moment to spare, the Baylor Trucking driver pulled over and stopped. Just as Wills hopped out of his truck to run over to the inoperable vehicle, there was already fire coming from the engine compartment. "At first I was worried he might have kids in there," Wills shared. "The rear window was knocked out and I saw him in there, tangled up and trying to get the seatbelt off. "I asked him if anyone else was in the car and he said no, but I couldn't understand what else he was saying." Wills rushed to the side of the car and kicked the passenger side window out so he could see if there was anyone else in the vehicle. Luckily it was just the driver. By now other cars had stopped and Wills shouted to someone to call 911 and directed another person to grab the fire extinguisher from his truck. "I went back around and helped the driver get out through the back window. He was bleeding from his head and arms. I asked him questions but couldn't understand him. I think he was in shock." Wills said first responders arrived in just minutes.

"I'm just thankful he got out of the vehicle," shared Wills. "As truck drivers, we're professionals, we signed up to do this job, we know the dangers of being on the road. That load can wait, get out and help if you can."



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Pacifico Reflections - Snickerdoodles

by: Mike McGough

Kindness is always welcome, but sometimes it's just so special that it makes you want to go out and do something kind in return. You're immediately left with the feeling that you need to pay it forward. Kindnesses such as these generally come wrapped in a genuineness, a pure goodness, a sense of sincere purpose that is unmistakable, and with absolutely no expectation whatsoever of anything in return. They are just authentic and pure acts of kindness!

Because of the public health crisis, he limited his trips to the store and to complete other errands to once or twice a week. As the public emergency continued, he noticed that the level of angry, vitriolic, heartless, and selfish behavior grew. He told a friend at one point, "Another benefit to the masks is that at least some of the anger on some of the faces is covered."

The previous day he witnessed a great deal of irritation and aggravation as he made one of his trips to complete some routine errands. Part of what he saw was an unkind and confrontational encounter at the post office, an anger-filled clash at a store over a particular brand of tea that was out of stock, and a

screaming match in a parking lot between casual, yet anger-filled, representations of the polar extremes of the current political climate. When he got home, he was happy to be there. He decided that for the next few days he would shelter in place, as much to avoid the anger and frustration as to avoid the Covid-19 virus.

The next day was a great one. It started out good and it continued so all day. As it was winding down, it got even better. There was a good bit of outside work that needed to be done, and he got after it all day. As the sun went down, so did his energy level. He was ready for dinner and a little rest.

He had already gone in the house to take a much-needed shower and get ready for dinner. Then he heard the driveway indicator chime. He thought it was a bit late for a delivery from any of the commercial delivery services. When he went back outside, his wife was talking with some of the neighborhood children.

He headed back into the house to get his money clip. He assumed they were selling something to raise money for their school, a team, or a club. He thought it was important to support the kids, remembering kindly how neighbors had always supported his kids, when

they were that age. However, when he went back out, he quickly learned these kids were not selling a thing. They weren't looking for support. Instead, they were there to give something and to provide some very kind support.

The unmistakable aroma of freshly-baked snickerdoodles was evident in the garage. The smell caught his attention immediately. He had only had a snack for lunch, so he was hungry. The kids had a basket of cookies neatly organized into individual baggies for easy distribution. They were still warm.

This was a happy bunch of kids. It was obvious they were friends. They were enjoying being together. When they offered their cookies, it was clear that they were happy to be giving them. So, in addition to snickerdoodles, they provided smiles, kinds words, and a very

real lesson in human kindness. As retired teachers this act of kindness brought back a flood of pleasant memories for he and his wife. As he often said, "Teachers may retire from the classroom, but the classroom never really retires from teachers."

Since the kids, and he and his wife were in no hurry, an enjoyable conversation ensued. Some old cars in his garage caught their attention; they wanted to know more about them. Not unlike the warm cookies, their interest was also a gift. Their curiosity about something other than themselves was refreshing. Their attention,

and their questions were welcome. For the moment, both he and his wife were teachers again. It was nice!

When they left, he and his wife agreed that their visit was really nice. They concluded that in the midst of a public health crisis, with a host of political and social ramifications that were too numerous to count, an act of simple kindness was a blessing. It was all the more appreciated because it was a pleasant interlude from the news stories of the day and a level of public frustration that seemed to bubble over a bit more each day.

These kids provided an


example we would all do well to follow. There's too much anger in the world. What we need is a few more snickerdoodles and a lot more kindness!

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March 9-12, 2021 – The Work Truck Show – Indiana Convention Center, Indianapolis, IN. For more info, visit www.worktruckshow.com

March 25-27, 2021 – Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 23-25, 2021 – 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 9, 2021 – Annual Make-A-Wish Mother's Day Convoy - For more info, visit www.wish-convoy.org or phone 717-283-4868.

June 3-6, 2021 – Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

July 17, 2021 – Gulf Coast Big Rig Truck Show – Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: pat-timccleney@gmail.com

August 6-8, 2021 – Carlisle Truck Nationals – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 13-14, 2021 - Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 20-22, 2021 – Big Rig Truck Show – Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

September 11, 2021 – Bedford County Convoy of Diesel Dreams – Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

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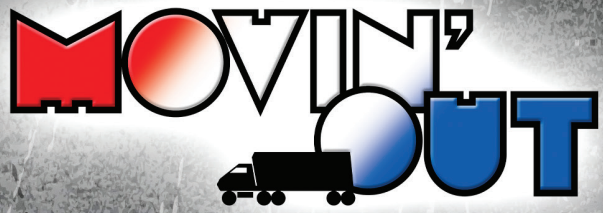
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Working Show Truck Of The Month

Tasha Trucking - Owners: Hurst & Cheryl Tasha/Driver: Chris Shaw



By Robert Conrad

There are countless sights to see down on Cape Cod Massachusetts with rock jetties leading into the ocean, picturesque beaches, and several lighthouses and historic locations such as Plymouth Plantation. If you vacation on Cape Cod you just might see another sight or two that will definitely make you look twice, any one of the Tasha

Trucking fleet of incredible working show trucks. These are true working trucks, going year round, especially in the harsh New England Winters when they are the busiest!

Founded by the late Michael Tasha, the Tasha Trucking fleet pretty much defines the word class, as each truck seemingly never looks anything less than perfect no matter what season it

is! Mike's son Hurst Tasha and his wife Cheryl have taken over the reins of the company with the trucks delivering gas, oil, and propane all over the Cape, the islands, and beyond.

They also do heavy haul transport on occasion, and this 2003 Peterbilt 379 was originally a four axle lowbed heavy hauler before undergoing a complete makeover in 2017.

Today, Truck 58, is a stunning combination of gleaming black metal flake paint with some amazing "New England" pin striping. Chris Shaw is the primary driver of the truck, pulling a 2012 Mississippi propane tanker.

The truck and trailer were both painted by Merv's truck Painting in PA, and Cape Cod's own pin striping legend, Karen

Souza of Cranberry Signcraft, laid down the "lines"! Chris wanted to thank Hurst Tasha for his support and sharing of ideas when the two of them teamed up to build this incredible "dream truck" as Chris calls it. He also credits Ed Costa for his expertise and the unlimited time & effort he put into the truck. Talladega fenders were installed over the rears and custom flush deck plates were fabricated by Josh Clancy from Clancy Welding. There's also a custom grille, classic double round headlights with visors, custom battery boxes, and a painted drop visor. Clear LED's are found on the entire truck, letting Chris put on his own rolling light show every time the sun fades! The inside looks

as good as the outside, thanks to custom gauges, a painted floor with pin striping, and a number of polished items. Power for this polished propane hauler comes from a 550 CAT MBN and the 7" Dynaflex straights give it that "straight pipe roar" when Chris shifts thru the 18 speeds!

Chris Shaw certainly puts a ton of effort into keeping this "company truck" looking show ready every time it leaves the yard, and he wanted to thank the Tasha family for the opportunity to drive such a top notch ride. Chris also sends his love & thanks out to his wife Mikaela and his daughters, Ryleigh & Brianna, for all of their love and support. Tasha Trucking, Chris Shaw, and this stunning combo are definitely a winning team that sets the bar high!!



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