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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Kenworth Chillicothe Hosts Inaugural Kenworth Truck Parade



The Kenworth Class 8 truck assembly plant in Chillicothe, Ohio hosted its inaugural Kenworth truck parade in downtown Chillicothe this past June. Turn to pages 12 & 13 for the story and more photos. - Photo courtesy of Kenworth -

Load Covering Solutions Opens In Cadiz, Kentucky



LCS moved their Corporate US Headquarters to 715 N. Rocky Ridge Road, Cadiz, Kentucky.

By Steve Pollock
CADIZ, KY... Load Covering Solutions, Ltd. Manufacturer of Rolling Tarp Systems is pleased to announce the opening of their new Cadiz, Kentucky facility this December 2022. The new location is located at 715 N Rocky Ridge Road, Cadiz, Kentucky, off I-24 Exit 65. LCS's Cadiz location will serve as a regional service

center in a 300-500-mile radius. LCS will offer service for all tarping systems relating to flatbed trailers as well as agricultural and aggregate trailers. Manufacturing, installations, service, repairs, and parts support are all available. LCS President Brian Petalka stated, "We are fully staffed and ready to serve

you. LCS is very pleased to be based in the state of Kentucky, a corporate friendly state. We received a tremendous amount of support from the Southwestern Kentucky Economic Development Association to help us with making this relocation to Kentucky the perfect choice for our new US Corporate Headquarters. As of Decem continued on page 6

Niels Mortensen – "Truckismo"



Niels Mortensen

By Steve Pollock
O'FALLON, MO.... At the age of 56, Niels Mortensen has driven nearly 4 million miles, in a career that has spanned 35 years. What an incredible feat! Niels stated, "I will make 4 million in the next 12 months." Niels trucking career began after the mental health hospital where he worked closed. Within hours of getting his Chauffeur's License, Niels landed his first job delivering brand new trucks,

which he did for 3 years before entering the open deck industry. Niels has been an Owner-Operator for over 20 years and has been leased to Trans-United for almost 16 years. He said that he is looking forward to the next 15 years with Trans-United. Niels pulls a Triaxle Stepdeck, a Low Pro Conestoga Stepdeck with tarping system, as well as RGN and Stretch RGN Trailers with his 2006 Western Star. He does everything from legal

loads to super loads that are over 15ft tall and 15ft wide, running all 48 states and Canada. Niels said, "I can stay out as little or as long as I like. Trans-United gives me the tools I need to succeed. It is a great place to be, I am very happy here. Many of our Owner-Operators have been leased to the company for 15 to 20 years and Company Drivers for 7+ years. The work is not for everybody, but if you are up to the challenge, continued on page 16

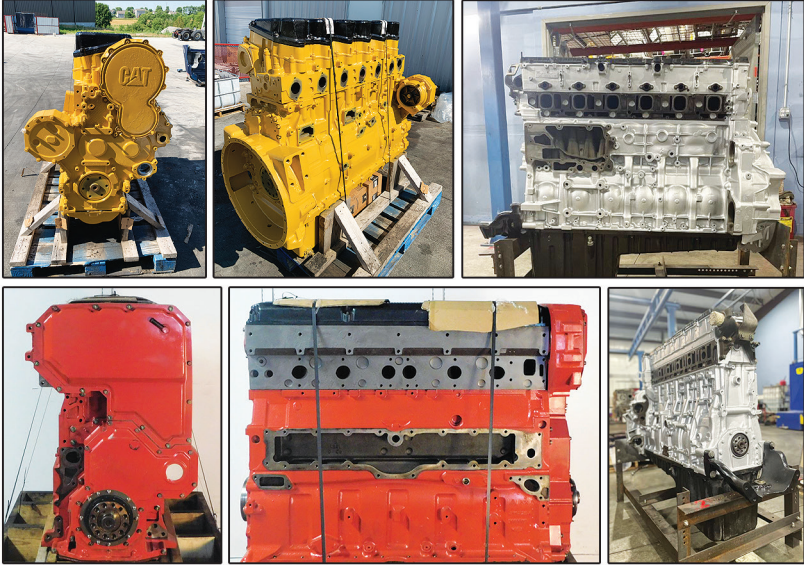


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Shell Rotella® T6 10W-30 will be available for sale on Amazon.com beginning first quarter of 2023.

Shell Rotella is the #1 Heavy Duty Engine Oil Brand in North America.[3] For more information about the Shell Rotella® engine oils visit Rotella.com. To stay up-to-date on the latest news from Shell Rotella®, follow Shell Rotella® on Facebook, Twitter, and Instagram for updates.

Houston, TX... Shell Lubricants has introduced Shell Rotella® T6 10W-30 full synthetic heavy duty engine oil, a market leading full synthetic 10W-30, which provides the benefits of a full synthetic engine oil in the fastest growing viscosity grade[1] for diesel-powered vehicles. The versatile oil offers fuel economy benefits and excellent engine protection for hard working trucks.

“Shell Rotella® T6 10W-30 full synthetic is a high-performance engine oil that provides drivers with added fuel economy and the confidence that their engine has the protection required for challenging workplace and leisure environments,” said Annie Peter, North American Brand Manager, Shell Rotella. “It is also important to strengthen our portfolio of full synthetic engine oils in a viscosity grade that is becoming more widely used in modern diesel engines.”

Shell Rotella® T6 10W-30's

unique formulation is designed to provide better wear performance compared to conventional and synthetic blend Shell Rotella 15W-40 and 10W-30 products while also delivering improved fuel economy capability of 2% compared to SAE 15W-40 heavy duty engine oils. This can save money in fuel consumption, without compromising engine protection or durability. The oil also helps ensure enhanced engine protection and can help to reduce maintenance costs.

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OFF THE BEATEN PATH

BY PAM POLLOCK



Our wedding day portrait - December 10, 1982

A Dickens Of A Life...

This time of year always makes me nostalgic. There's something about winter that tugs at my heart. I like the cold, crisp air and the fluffy white snow that envelops the ground. I get giddy at the sight of icicles hanging from trees and porches.

I start planning for Christmas months and months in advance. I am always on the search for the perfect gifts for my family. And I look for meaningful causes to send a little extra cheer during this holiday season.

Lately I have been thinking of the Ghosts of Christmases Past, Present, and Future, ala Charles Dickens. 2022 has been a hard one for our family, with the death of our Moms. It's always hard to celebrate holidays and birthdays without our loved ones, but this year... well, this 1st Christmas without our Moms is going to be very hard.

My memories of Christmases Past include my Mom and Dad always managing to give us the gifts of our dreams, as chosen from the Sears Christmas Wish Book. My brothers and I would get so excited when that catalog appeared in our mailbox. We would dogear the pages and circle toys and write our letters to Santa. My Mom would bake her delicious homemade sugar cookies, which covered our dining room table. She spent hours making icing in all colors and intricately turning the cookies into cheerful snowmen, angels, stain glass Churches, and wreaths. When I was very young, we had one of those tinsel trees with the color wheels and our house was very, very groovy.

Church was an integral part of my life growing up, the family house is right across the road from the Church that I was married in. Christmas memories include caroling to the elderly and sick, Christmas plays where I was usually an Angel with a halo that was always lopsided because I was jumping around behind the curtain and the highlight of my acting career, the coveted role of Mary when I was a teenager. The Sunday before Christmas the entire congregation was presented with an orange and a box of candy that included chocolate drops,

which came from the candy counter of G.C. Murphy's. If we had snow over the holiday, we would take out our new sleds and zoom down the hill behind our house.

We started going to my Aunt and Uncle's in Ohio on Christmas Day when I was a tween, so we began opening our family gifts on Christmas Eve, which we continued to do even after we decided to stay home a few years later.

My husband and I will be



I only felt immense sadness when I saw this joy decoration on January 2nd of this year.



A gentle heavenly nudge from my Mom that you can always find Joy in life...

celebrating 40 years of marriage just two weeks before Christmas. We were married in a snowstorm in the tiny country Church built by my great-grandfather. We also got married on my Mom's 45th birthday. We were young and poor, but in love. I had no clue what I was doing – I didn't even know how to run a can opener and 40 years later, well, my cooking skills are still horrible.

My 1st Christmas with my husband's side of the family, was like walking into a room that was filled with presents.

My mother-in-law, wrapped EVERYTHING! She would take a pair of socks and wrap each sock separately. If she got a free gift for ordering office supplies (or other items), she wrapped that up and presented it to someone. (I must confess to doing that now, as well!)

She and my father-in-law wrote handwritten gift tags with clues as to what was in the package, and you had to try and guess what was inside. It was also a firm rule that presents were not opened until Christmas Day.

Years flew by and Steve and I had a daughter and a son of our own. We spent the holiday season by attending lots and lots of school programs, our annual visit to Kraynak's Christmas Land, and driving miles and miles to see holiday light displays. Santa would appear on Christmas Eve before the kids went to bed and although we could not see him, we would hear the bells on his reindeer as they circled our house. Once the kids were nestled all snug in their beds, the real magic began as presents were placed under the tree and Santa sampled the cookie treats and Coca Cola provided for him.

Christmas Present – oh my! It's incredible – four little grandkids bring all of the wonder and joy of the season back to life for us again! We have school programs to attend once more, and this year will bring them dancing in a special production of the Nutcracker Ballet at the dance studio that my mother-in-law owned and operated for almost 60 years. We still visit Christmas Land and drive miles and miles to look at the light displays. As usual, I wait until almost the last minute to wrap my presents. My daughter and son-in-law host an amazing feast on Christmas Eve. Although our Moms will not be here on Earth with us this year, they are very much in our hearts. And V will be joining our festivities and helping to make our spirits bright.

As for Christmas Future – no clue. 2022 has taught me that you never know what is around the bend and that life is truly short. Last year's holiday season saw me standing in the frigid winter air on a dark night on January 2nd and realizing that my Mom was



Two of my granddaughters with the memorial tree ornaments in honor of their great-grandmothers that will adorn this year's Christmas tree.

going to die (she died about 6 hours later). "Joy" was illuminated and beckoning to me. All I could think of at the time was, "No joy for me. All I can do at this point is to persevere." I spied a "Joy" decoration the other day and I stuck it in my cart. I experienced my "tingly Mom is with me feeling" and in my head, I heard one of Mom's favorite Gospel Hymns, "It is Joy unspeakable and full of Glory!" [by Barney E. Warren] I believe that it was my Mom nudging me and telling me, "Hey Pammy Sue, I know that you love me and miss me, but you've got to spread the joy and the hope and the wonder of life with others." And that's my goal for the future.

I've had one Dickens of a life, one that is full of joy and sorrow, and love – so, so, so, so much love. Quoting Barney E. Warren – and my Mom, "It is joy unspeakable and full of glory, full of glory, full of glory. It is joy unspeakable and full of glory. Oh, the half has never yet been told."

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ATA Truck Tonnage Index Rose 0.5% in September - Index 5.5% Above September 2021

American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 0.5% in September after rising 2.1% in August. In September, the index equaled 118.8 (2015=100) versus 118.2 in August.

"The latest gain put tonnage at the highest level since August 2019 and the third highest level on record," said ATA Chief Economist Bob Costello. "This is another example of how the contract freight market remains strong despite weakness in the spot market this year. During the third quarter, tonnage increased 0.5% over the second quarter while

increasing 5.6% over the same period in 2021. That was the largest quarterly year-over-year increase since the second quarter of 2018."

August's increase was revised down slightly from our September 20 press release.

Compared with September 2021, the SA index increased 5.5%, which was the thirteenth straight year-over-year gain. In August, the index was up 6.7% from a year earlier. Year-to-date through September, compared with the same period in 2021, tonnage was up 4%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by fleets before

any seasonal adjustment, equaled 119 in September, 3.8% below the August level (123.7). 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 72.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.93 billion tons of freight in 2021. Motor carriers collected \$875.5 billion, or 80.8% of total revenue earned by all transport modes.

STA Expiration Dates Extended

Due to supply chain issues and complications related to the pandemic, demand for drivers with a valid state-issued commercial driver's license (CDL) with a Hazardous Materials Endorsement (HME) has increased significantly, and the Transportation Security Administration (TSA) now has a back log in processing the required Security Thread Assessments (STAs).

The TSA has allowed states, including Oregon, to extend the expiration date of an STA that expires between July 1, 2022, and December 27, 2022, by 180 days. This will ensure that the TSA backlog does not exacerbate current difficulties with the transfer and movement of cargo nationwide and at the ports.

What you need to know:

* The extension is retroactive and includes STAs that have already or will expire between July 1 and December 27, 2022.

* Drivers that have received a notice of cancellation, or are pending cancellation, will receive a notice of withdrawal of those cancellations in the mail soon.

* The deferred cancellation date will be 180 days after the expiration date of the driver's most recent STA (Expiration + 180 days).

While drivers have six more months to renew their STA, we encourage them to start the renewal process as soon as possible. Background checks required to maintain the en-

dorsement take extra time, and staffing shortages and demand for services at Oregon DMV and the TSA remains very high. Any of these factors may increase the time it takes to get your renewal.

Learn more about the TSA exemption here: TSA grants renewal exemption for truck drivers with Hazardous Materials Endorsement | Transportation Security Administration

Start your TSA security check online at the TSA Website or contact Universal Enrollment Services at 855-347-8371.

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High Performance Diesels with Bruce Mallinson

The Addiction of Movement

The Art of The Ride, The Thrill of the Throttle, The Love of Movement, The Thrill of Acceleration while going uphill! I know my mind can work in strange ways; however, this is what I feel especially after being at a motorcycle rally and riding the Harley for 6 straight days or being at the Owner Opera-

tor Snowmobile Conference and riding the Turbo Ski Doo for 3 to 4 straight days, and after a long road trip pulling the trailer with my Ram 3500 or my T-600 KW. When my body has been in motion for several days, it just wants to keep going. My feeling is that many of you owner operators feel the same things. There

is another aspect of these feelings, that is the better the vehicle runs, the more the addiction of the ride becomes. Once I realized these feelings several years ago, I figured out why many owner operators can only stay home for about 3 days until they're back on the road.

I have been helping a young

man by the name of Ben in Lethbridge, Alberta improve the performance and driveability of a 2007 Mack powered with a Mack engine. We have no way of increasing the power with fuel, so we look at the exhaust system and what a morphodite it was. Mack got very creative and put a small resonator outside of the frame rail on the right side of the truck. Then with a series of 90-degree bends brought the exhaust back under the cab and with a very restrictive Y pipe connected to the dual exhaust stacks. I have never seen this truck, just pictures, Ben was doing the labor. I shipped him a Pittsburgh Power 30-inch shorty performance muffler, and a Fleet Air Filter. Ben converted this Mack into a weed burner, (exhaust under the truck), eliminating the horrible OEM system. The results were phenomenal, the Mack engine produced 25 PSI of turbo boost stock, after the exhaust modification and the installing of the Fleet Air Filter, the turbo boost climbed to 35 PSI, the truck was much more responsive and now fun to drive. It's not always fuel that is needed to improve the performance of a diesel engine, it can be air intake flow and exhaust flow. A 10PSI gain in turbo boost is

a 250 degree drop in exhaust gas temperature.

Heavy Haul with 2.64 Gears

Get her out of overdrive and into DIRECT gear. We have talked about this subject many times over the years. However, we always said if you are a heavy hauler, in farm fields, soft dirt, gravel, or sand the 2:64, 2:53, 2:47 and 2:28 rear gear may not be for you. Now we have a change to this thinking; Gary Johnson, 67, hauls farm equipment out of the Dakota's with a 379 Pete Acert Cat with the Pittsburgh Power Tune and an 18-speed transmission equipped with 3:36 gears. Gary listens to The Pittsburgh Power Hour on Kevin Rutherford's radio show on Tuesdays at 11:00 AM on his phone. Gary decided to try the 2:64 gears even though he is around 117,000 gross weight. Our concern was the following is first gear low enough to start out, as we never recommend the high gears for heavy haul. Gary is the first to try and he is very happy. With a gross of 117,000 the Caterpillar Pete had no problems starting out in first gear, and he says he has more power going up through the gears than he did with the lower 3:36 gears. So, think about this, with the 2:64 he will be making 2

less shifts because he will be cruising in 16th gear, which is his direct gear. There is also about 240 more-pound feet of torque. With the taller 2:64 gears he will be in the lower gears about 2 seconds longer' thus allowing the engine to continue to pull. With shifting less, the engine is pulling more. On the level he was able to cruise at 5 psi of turbo boost, and on grades where he usually used 30 psi of boost, he now uses 18 psi. 12 psi of boost less is 144 less horsepower to pull the grade with the Acert Caterpillar. Gary Johnson says he wishes he would have made the conversion to 2:64 gears years ago. If you want to talk to Gary, his phone number is 605-661-7316. He runs the max Mileage Fuel Borne Catalyst in his diesel fuel to keep the entail side of the head clean. The actuators actually allow exhaust to enter the intake ports leaving behind what Caterpillar calls Acert Snot, which is carbon and soot. Acert Cats greatly benefit from the Max Mileage Catalyst.

Written by: Bruce Mallinson, Pittsburgh Power, Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone(724)360-4080 Email: Info@Pittsburghpower.com



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Load Covering Solutions Opens In Cadiz, Kentucky



Flatbed Rolling Tarp Systems – Stainless Mirror Bulkheads



HOT SHOT GN Non-Semi Trailer Rolling Tarp System



Round Steel Haulers Top Rolling Tarp Systems



Windmaster Aerodynamic Rolling Tarp Systems



Specialty & Over-Dimensional Rolling Tarp Systems

continued from page 1
ber, our Buffalo, New York operation will close.

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style of equipment. LCS has sliding side curtains, rollup curtains, flat top & round top retractable systems, & our Windmaster Aerodynamic CFD Tested rolling tarp systems for semi-trailers, Hot Shot Gooseneck & Bumper pull trailers and monster size over-dimensional systems

that you would never think could be covered or transported.

A Side from flatbeds, Load Covering Solutions is stepping back into & recently became a dealer for RollRite and Shurco Grain, Aggregate & Waste Tarping Systems and will provide full parts,

sales, and service support. Load Covering Solutions, Ltd. Invites drivers to stop and see their new regional

service center, off I-24 Exit 65 in Cadiz, Kentucky. If you can't make it to Kentucky, stop and see them in the North

Wing of the Kentucky Fair and Expo Center during the Mid-America Trucking Show on March 24-26, 2022.

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Latest Trucking Industry News

ATA Honors Pennsylvania's Oyler with TAEC President's Leadership Award

San Diego, CA... The American Trucking Association honored Rebecca Oyler, president and CEO of the Pennsylvania Motor Truck Association, with the ATA Trucking Association Executives Council President's Leadership Award.

"When Rebecca started at PMTC last year, the state was already moving forward with an initiative to fund the reconstruction of 9 major bridges via an aggressive tolling scheme," ATA President and CEO Chris Spear said. "Talk about trial-by-fire. She took a leading role in opposing these tolls, both in the media and in the courts—and this past summer a Pennsylvania court sided with the PMTA-led coalition and ruled that PennDOT failed to follow proper procedure in pursuing the bridge tolling initiative effectively killed the proposal."

Prior to joining PMTA, Oyler was legislative director for the National Federation of Independent Business, and had worked across a number of policy development, legislative advocacy, and project management roles in state government over roughly two decades.

The President's TAEC Leadership Award was created in 2002 by ATA to honor a state trucking association leader and to create an enduring legacy for that leader and for the industry. The award comes with a \$10,000 grant for trucking education or research cause chosen by Oyler.

Past winners of the award are: Paul Enos of Nevada, Sheila Foertsch of Wyoming, Chris Maxwell of Rhode Island, Shannon Newton of Arkansas, Shawn Yadon of California, Brenda Neville of Iowa, John Esparza of Texas, Kendra Hems of New York, Mike Riley of Connecticut, Rick Todd of South Carolina, George Burruss of Missouri, Karen Rasmussen of Arizona, Jim Runk of Pennsylvania, Tom Howells of Wisconsin, John Hausladen of Minnesota, Dale Hanington of Maine, Larry Davis of Ohio, Dale Bennett of Virginia, Cathy Gautreaux of Louisiana and Dave Huneryager of Tennessee.

In addition to Oyler, ATA honored a pair of state executives for their continued service to the industry: Rick Clasby, executive director of the Utah Trucking Association, for 10 years of service and Traci Nelson, president of the West Virginia Trucking Association, for five years of service.

PDA Releases 2022 Third Quarter Driver Feedback Data

Brentwood, TN... -PDA released data compiled from thousands of phone calls with professional truck drivers during the third quarter of 2022. The data was gathered as part of PDA's efforts to help trucking companies curb turnover while providing accurate and actionable data for addressing their drivers' concerns.

The two most mentioned concerns continue to be equipment and compensation issues, however miles-related compensation issues continued to rise due to the softening freight market.

"While equipment concerns remain the top issue for drivers in Q3, PDA continues to see a shift in data connected to miles-related compensation issues," said Scott Dismuke, PDA's vice president of operations. "Driver's concerns about miles continue to increase, up 12% since Q1, a clear indication of a slowing freight market. In September alone, over half the drivers complaining about pay cited miles as the main reason."

Dismuke noted that the slowing freight market is

not only increasing driver frustration with miles, but also causing a climb in turnover rates.

"PDA has seen an uptick in turnover that began at the end of Q2 and continued in Q3," said Dismuke. "For those drivers who have entered the market in the last two years, the slowing freight market is proving to be a frustrating wake up call. For veteran drivers who have enjoyed consistent freight over the last couple of years, the slowing freight market is a disappointing return to waiting longer for freight."

From a percentage standpoint, overall equipment issues dropped for the third quarter in a row, and mechanical/breakdown issues were also down from Q2 to Q3. Dismuke noted that while the percentage of complaints has dropped, the number of drivers complaining about equipment has remained the same.

"Equipment issues remained the top driver concern in Q3," stated Dismuke. "While the percentage has dropped

nearly 5% from Q1, relative to other categories, the total number of complaints remained the same. So while we are hearing the equipment and parts shortage is letting up, the numbers aren't yet reflecting that."

Dismuke remarked that the softening freight market will continue to be a challenge in combating turnover in Q4.

"People are spending more on services right now, less on goods," said Dismuke. "Diesel/gas prices are on the rise again, taking disposable income out of people's pockets, interest rates continue to rise and some economists are expecting unemployment rates to go up; meaning the last quarter of 2022 could continue to be a challenge in reducing driver turnover."

Driver retention continues to be more important now than it has ever been. Reducing turnover and keeping drivers in trucks will continue to be a challenge.

"Drivers who have entered the market in the last two years have not experienced a slowdown in freight," said Dismuke.

Analysis - The Diesel Truck Runs On Hydrogen

The latest report from researchanalyst.com goes into detail on the Canadian hydrogen pioneer dynaCERT Inc. By incorporating its hydrogen technology, the Company ensures more efficient combustion in conventional engines, such as those of trucks. The solution could contribute significantly to meeting global climate targets and be an economical and realistic bridge solution for existing heavy-duty transport fleets. Hydrogen and diesel - a propulsion technology with a near future? Operators are also likely to focus on possible carbon credits.

Excerpts and facts about the report at researchanalyst.com:

*Jim Payne, President and CEO of dynaCERT: "With diesel prices rising globally, dynaCERT is excited to serve the private and public sectors in Canada and internationally. Our products are designed for future carbon credits while users achieve sustainability and reduce global greenhouse gas emissions."

* "In about 18(!) years, if truck builders have their way, only vehicles that run on electricity, hydrogen or

biofuel will be produced."... "However, bridge technologies with economic benefits for the commercial vehicle industry are already available to reduce emissions in the short term."

* "CAD 90 million and 18 years of research and development have gone into this technology, which Payne says is unique in the world and has 20 patents and multiple certifications."

** "Future plans also include use for retrofitting on passenger cars, ships and trains."

The full report is available at <https://researchanalyst.com/en/report/dynacert-with-hydrogen-into-the-mass-market>.

dynaCERT Inc. manufactures and markets carbon emission reduction technologies for use in internal combustion engines. As part of the growing global hydrogen economy, our patented technology generates hydrogen and oxygen on demand through a unique electrolysis system. It feeds these gases through the air intake to improve combustion, resulting in lower carbon emissions and greater fuel efficiency. Our technology is designed for use in many types and sizes of diesel engines used in on-road vehicles, refrigerated trailers, off-road structures, power generation equipment, mining and forestry equipment, ships and railroad locomotives.

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Fyda, Inc. Announces Acquisition of Buckeye Western Star and Yard Trucks of Ohio

Columbus, OH... Fyda, Inc. has acquired Buckeye Western Star of Columbus and the Kalmar Ottawa business portion of Yard Trucks of Ohio, located in Cincinnati. The deal was inked on Nov. 8, 2022, and is generating excitement between the dealerships.

Tim Fyda, president of Fyda, Inc. said, "Western Star is the future of the vocational segment for Daimler Truck North America and Ottawa is the leading selling yard truck in the U.S. - we couldn't be happier to add both lines to our Columbus dealership and the Kalmar Ottawa business to our Cincinnati location."

The Buckeye Western Star operations have moved to the newly opened West Jefferson location for Fyda Freightliner Columbus, Inc.

Fyda Freightliner Cincinnati, Inc. is keeping the current Yard Trucks of Ohio location at 11649 Reading Road in Cincinnati. "We are excited to welcome the Buckeye Western Star and Yard Trucks of Ohio employees into the Fyda family," Dan Ruhe, general manager for both the Cincinnati and Walton, KY dealerships said. "The synergy and opportunities are exciting to everyone."

For more information, visit us online at www.fydafreightliner.com.

Something to Think About - What's the Rub

by: Mike McGough

Although his general health was fine, his knees weren't what they once were. He had surgery to repair his one knee. After a month off, he was cleared to be back on the road. He was given certain cautions by his physical therapist, and she offered some helpful recommendations for how best to continue as a long-haul trucker.

Over the next few months, he was pleased with his progress and happy to be back on the road. He was offered the opportunity to switch to local and regional runs. He considered that but turned it down. He preferred long-hauls. Although he was able to handle all aspects of his routine, he found that he was, as his therapist suggested, being a bit more cautious. As a result, he was moving a little slower.

After a long-haul to the Florida, his dispatcher asked to see him. Not knowing why, he thought through his recent runs, and he could think of nothing where there should be a concern. When they met, the dispatcher quickly assured him that there wasn't a problem. She had an offer she wanted him to consider.

The dispatcher offered him a team-driving opportunity. In such a scenario, he would be teamed with another driver. They would drive long-hauls together. Each driver would be able to drive up to 11 hours, then require a 10-hour period off. He decided to give it a try, thinking that it may well extend his career as a long-hauler.

The much younger man he was paired with was in the older man's words, "a ball of fire." He had the energy of ten men and could talk

the leg off a horse. He was kind, ambitious, and did everything he could do to be the best possible team player. Without ever making an issue, he went out of his way to be ever-mindful of the older driver's recent knee surgery.

After the first month, the dispatcher again asked to meet with the older driver. She asked how things were going, and he replied, "Well, it's okay." She had hoped for something better than just okay, so she probed a bit. He shared that his young partner was a great driver, thoughtful, kind, and that working as a team certainly made the long hauls easier.

She then asked if there were any problems, and the older driver hesitated before saying, "No, not really."

It was clear that there was something he was not sharing, so she probed a bit more. "Ah... seems to me there is something."

"He's so nice, I'd feel bad saying anything negative. I don't want to hurt his feelings."

"I get that," she replied, "but if this is going to work for both of you, there needs to be some frank honesty. I've spoken with him, and he really enjoys driving with you. His only comment was that it's difficult to engage you in conversation at times, and he's concerned that you aren't happy working as a team driver."

"I really like the guy, but if he's not sleeping, he's talking. For almost 30 years I drove by myself, and I've become comfortable with periods of silence. Sure, there are times when I want talk, times when conversation is welcome, but not constantly."

"You two men really need to

talk." She laughed and said, "Sorry, no pun intended."

The older driver said, "I know, but does it have to be constantly?"

"Of course not, but that's something you two need to work out, so that you both are comfortable in the working relationship. Let's give it another month and see where we are at that point."

After their conversations with the dispatcher, both men were aware that theirs was a good working relationship. With a little help from the dispatcher, they also learned that there was a bit of a rub, a little difficulty, that they were going to have to smooth out. Over the next few months, they did just that. Aware of the little glitch in their relationship, they worked through it. The rub was handled, and both their working and personal relationships got even better.

Perfect relationships just aren't reality-based, and it's those imperfections that make them unique, interesting, and worth the time and effort to work on them. Whether personal, social, or work-related, they all have their little rubs, annoyances, and glitches from time to time. Ignoring them can easily sabotage otherwise positive interpersonal connections. Dealing with annoyances too aggressively can quickly and permanently destroy relationships. Confronting them with understanding, empathy, and patience preserves and strengthens relationships.

By the way, the younger driver is now the older driver's son-in-law. Never underestimate the long-term impact of dealing with the minor rubs in your interpersonal relationships!

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A Likely Story - "My First Ever"



By Roger Clark

I've had a lot of 'firsts' in my trucking career. It was my first time in Canada, first load to Mexico, and first delivery to Trump Tower on 5th Avenue. It was my first ever drugscreen, first serious injury, first time in business, and first divorce. This career has been highlighted by my first time in jail, and a first

for the bail bondsman, who had never had a truck driver bailed out by their employer.

It was on this job that I first fell in love, ignited a feud, lost my way, and found a religion. And that was just this week. Well, okay, maybe it was a few decades ago. But it was also my first introduction to country music, variable speed limits, clunky little cellphones, and home-rolled marijuana joints.

I remember like yesterday my first private shower, near Crown Point, Indiana, and first Jake Brake, which allowed me to cross over Grapevine Pass with a lot less smoke than usual. Like so many other things, back in the day, it was a self-taught technology that could have resulted in self-destruction. But as I've often observed,

God looks out for fools and children, and I weren't no kid.

Some of those 'firsts' were more life changing than others. Take basted eggs at breakfast, for instance, or switching to healthier filtered cigarettes. Hey, nobody ever accused me of being smart, but by 1993 the smokes were gone, wheat toast was in, and some cooks still haven't figured out the basted egg thing. That may be the meaning of life, I don't know.

Trucking was not my first brush with comedy, but it's been a fertile crop of humor that's never out of season. That's how we ended up with a summertime snowball fight inside my reefer, and where I convinced an Iowa DOT officer to skip a winter inspection. It's the porkchop bone seen on the floor of a

Cairo, Illinois truckstop café. The truckstop has been gone for years. The porkchop bone is still there. I know, go figure!

This career was the get-on ramp to event marketing, Lime Rock Raceway, Cowboy Church, and Keepsake Ornaments. It's how I met Steelers coach Bill Cowher, NASCAR broadcaster Mike Joy, and John Madden's bus driver, Willie Yarbrough. Well, okay, I did meet Madden too, that day at Qualcomm Stadium in 2007, but Willie was cooking a turkey right next to the Madden Cruiser. You know where my focus was!

This job was my first trip to downtown Disney, Little Italy, Niagara Falls, and Three Mile Island, before it almost glowed in the dark. Driving a battered old cabover K100, it was my first time in Vegas, first time over Vail Pass, and first time busted for Disorderly Conduct. The fine was a hundred bucks, but my punishment was getting back in that old Kenworth.

It's been an interesting ride, across the fruited plains, and I wouldn't trade it for anything. Well, maybe a six-pack of cold Bud this weekend, but that would be my limit. Any more, and I'd probably break out in handcuffs! The years I've devoted to this industry, and the number of marriages shot down in flames because of it are classified Top Secret, but I can tell you this much. I have no regrets, no truck payments, no alimony, and no child support, and this may be the most important 'first' of all. We can now spend our money on the things that really matter, like chicken lights, bumper chrome, and season 5 of Yellowstone!

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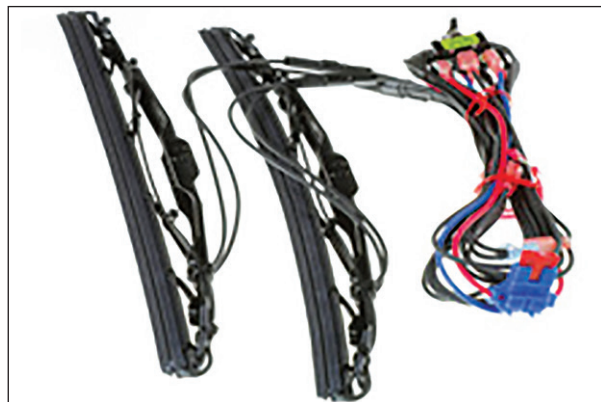
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Everblades are available for semis, trucks, cars, SUVs, buses, and municipal vehicles. They have been in use since 1986 by professional truck drivers, snowplow operators, municipalities, police departments, and virtually

any driver who likes to see where they are going in the wintertime.

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about 30 minutes, plugging into the vehicle's existing electrical system.

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Kenworth Chillicothe Hosts Inaugural Kenworth Truck Parade



CHILLICOTHE, OH... The Kenworth Class 8 truck assembly plant in Chillicothe, Ohio hosted its inaugural Kenworth truck parade in downtown Chillicothe this past June.

The 2022 Kenworth Truck Parade featured more than 50 Class 8 new, classic and customized Kenworth trucks, including models built in

1967 as well as Kenworth's latest models, such as the T680 Next Gen. Truck drivers from 28 states and Canada traveled to Chillicothe to showcase their trucks in the parade. The parade began at dusk, allowing drivers to show off their truck's light features as they made their way through the historic downtown area of Chillicothe.

To support the local community, the Kenworth Chillicothe plant raised money for the United Way of Ross County. During the parade, Kenworth Chillicothe plant employees and members of the United Way of Ross County collected donations with all proceeds going to the non-profit organization. "Our first Kenworth truck

parade here in Chillicothe was a lot of fun. Thanks to all the drivers - many of whom spent vacation time to travel here to participate and show off their rigs - for such a great event," said Jack Schmitt, Kenworth Chillicothe assistant plant manager. "Through this parade, we were able to generate a nice donation to United Way of Ross County, which will help support com-

munity programs in our local area. We're already looking forward to next year's parade in celebration of Kenworth's 100-year anniversary." Leading up to the truck parade, the Kenworth Chillicothe plant held events at its facility for drivers and their families participating and attending the parade. Drivers had an opportunity to take a tour of the Kenworth Chilli-

cothe plant to see where the majority of Kenworth's Class 8 trucks are built. The plant also hosted a family event on the plant's property during the day of the parade.

The Kenworth Chillicothe plant, which opened in 1974, is located on a 120-acre site 50 miles south of Columbus, Ohio.

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Tunnel To Towers Foundation's "9/11 NEVER FORGET Mobile Exhibit" Tours America



Billy Puckett - photo by Pam Pollock

a Driver Trainer. He drives, sets up the exhibit, gives tours, and the tears down the exhibit to haul it to the next stop on the tour. Volunteers at each stop help him with this task, including Fire Departments, Patriot Guard, Motorcycle Clubs, and High School Sports Teams. As Puckett drives down the highways, police officers will salute him by pulling up alongside the truck and flashing their lights.

Tunnel To Towers Foundation states on their website that the "The 9/11 NEVER FORGET Mobile Exhibit" is a tribute to all who lost their lives on September 11, 2001, including the 343 members of the Fire Department of New York City (FDNY) who made the ultimate sacrifice, and all who continue to lose their lives to 9/11-related illnesses. This high-tech, 83-foot tractor-trailer, which transforms into an 1,100 square foot exhibit, is a tool to further educate people

across the country about the events of that tragic day.

The 9/11 NEVER FORGET Mobile Exhibit, which has traveled to nearly 50 states and Canada, has educated over 600,000 people to date. The memorial provides interactive education, including artifacts such as steel beams from the towers, documentary videos, and recordings of first responder radio transmissions. Interactive guided tours are carried out by FDNY firefighters who provide firsthand accounts of the day and its aftermath."

The 2011 Freightliner Coronado was built by the Chrome Shop Mafia. The 2004 mobile exhibit trailer was built by SME of Mooresville, North Carolina. The first exhibit was christened on 9-11-13 at Fort Bragg.

Puckett told me that, "it's a fun job. I love it. I get to travel all over the country. I like to think continued on page 15

By Pam Pollock



I met up with Billy Puckett on a very wet and rainy day in late July at the Speedway Truckstop in Barkeyville, Pennsylvania. I was just coming off of a newspaper deadline and he was heading to the next leg of the Tunnel To Tower Foundation's "The 9/11 NEVER FORGET Mobile Exhibit" Tour after having the mobile exhibit on display in Bethlehem, Pennsylvania.

Billy Puckett, a Veteran of the U.S. Marines, has been a Professional Truck Driver for 33 years and has been hauling the mobile exhibit tour truck and trailer for the past 7 years. He has driven over 3 million miles and is certified by JJ Keller as



- photos by Diane Ivone Photography -



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“9/11 NEVER FORGET Mobile Exhibit” Tours America



- photos by Diane Ivone Photography -

continued from page 14

that I am making a difference in people's lives, even if I'm not making deliveries.”

The Tunnel To Towers Foundation sets up all of the tour dates, which are usually from March to November, but this year's dates are booked through December 17th. The Foundation anticipates the mobile exhibit touring all 12 months in 2023 and is hopeful that they can do tours in schools.

The Tunnel to Towers Foundation is committed to ensuring we NEVER FORGET about 9/11. Puckett told me the story about 8-year-old Zach, whose family brought him to the Bethlehem, Pennsylvania tour stop. Zach is very interested in history and after watching a documentary of 9/11, asked his family if they could see the 9/11 NEVER FORGET Mobile Exhibit in person.

For more information on the 9/11 NEVER FORGET Mobile Exhibit, including how to bring it to your area, please contact Exhibit@t2t.org



- photos by Diane Ivone Photography -

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Niels Mortensen – “Truckismo”



earn free plates, a fuel card with great discounts and a full service shop that provides discounts on parts and shop work. Trans-United also has a team of account managers working to bring in freight direct from customers to avoid middleman brokers as much as possible.

Niels is one of four Driving Ambassadors at Trans-United. The group participates in regular discussions and annual meetings with management to address driver issues. Over-the-road drivers have a unique experience and are often not appreciated in the trucking industry. Trans-United wants to support drivers and believe the best way to do this is by collaborating with the drivers themselves. It has been found that offering drivers an opportunity to speak their mind, while listening to and implementing their ideas, is the best way to support them for the long-haul.

stalling blind spot cameras and forward only facing dash cams to protect our drivers in case of an incident. No driver facing cameras are used and there is no intention of ever installing them.

When asked about his stellar driving record, Niels replied, “I am my own biggest critic. I am always questioning and second guessing how I do things. I am thinking of how to do them better, whether driving or securing a load. I keep an ample following distance to give me time to react. I also check my load and equipment every time I stop.”

Niels lives in O’Fallon, Missouri with his wife Dana, who works for the Maryland Heights Chamber of Commerce. The couple has a son Nickolas, who has a bachelor’s degree in Nursing and works at a hospital in St. Louis.

Trans-United offers percentage pay to their Owner-Operators and Company Drivers with some Company Drivers earning up to 130K per year. Flatbed Drivers, Owner-Operators, and Company Drivers are welcome at Trans-United, where there is plenty of freight for the drivers. Owner-Operators can bring their own trailer or pull a company trailer. If you are interested in O.D. work, Trans-United will train you to do Stepdeck, RGN, Conestoga, and Stretch Super Loads. For additional information, call 877-384-3312.

continued from page 1

to the challenge, the rewards are great, both personally and financially.

Our slogan is “Truckismo”, which means the can-do spirit of getting the job done and the pride in doing things that other companies can’t or won’t do.” Trans-United has done away with a lot of the problems with trucking, I know what my schedule will be and when I will be done working.” Trans-United strives to make the life of the driver easier by taking on the time consuming and expensive aspects of being an owner operator. Some of these include a program that allows Owner Operators to

Niels participated in the Freedom Convoy held this past spring and has been featured on Newsmax several times for his insight into the transportation industry. His thoughts on trucking, “I remember when it used to take 2-3 phone calls just to buy fuel and now the technology has made things a lot faster and easier. I like the electronic logs.” Trans-United enjoys the use of technology when it makes trucking safer and better. Some of the recent advancements include in-

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Mega Truck Stop Is Now Open



By Steve Pollock
PORTERSVILLE, PA...
It's no trick! Mega Truck Stop, located 1/2 mile west of the junctions of West Rt. 422 and I-79 Exit 99, opened its doors for business on October 31st.

The full service truck stop is open 24 hours and features Duke's Diner Restaurant, which is open daily from 6 am - 11 pm, serving breakfast, lunch, and dinner with waitress service. Mega Truck Stop also has Pizza Express if you are in a hurry.

Professional Truck Driver amenities include showers, a fully stocked C-Store with products from DAS, a game room with skill games, pool table, and even a traditional pinball machine.

One of the things Mega Truck Stop has that others do not is a very large truck parking area and expansive gas and fuel islands - no

waiting here. The folks at Mega Truck Stop invite truckers to stop and stay at their brand-new Truck Stop on Rt. 422. The

address for GPS is 2019 NewCastle Rd., Portersville, Pennsylvania 16051. You can contact them at 724-368-4222.

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Founders of Freightliner Trucks, Iowa 80 Group, and Old Dominion Freight Line Inducted into the American Trucking and Industry Leader Hall of Fame



L to R: 2022 inductees and families: Will Moon (Iowa 80), Delia Moon Meier (Iowa 80), David Congdon (Executive Chairman, Old Dominion Freight Line), Earl Jr. Congdon (Chairman Emeritus, Old Dominion Freight Line), John O'Leary (President/CEO,

ATIL Hall of Fame Chair Tom Mullen said, "We are honored to induct such great pioneers of the trucking industry. The ATIL Hall of Fame is proud to partner with the American Truck Historical Society in their mission to 'Preserve the History of Trucks, the Trucking Industry, and its Pioneers.'"

Each 2022 inductee has their own great American story. Meet the 2022 ATIL Hall of Fame inductees:

Earl and Lillian Congdon started Old Dominion Freight Line (ODFL) with one truck in 1934. Their first shipment was a load of crated eggs hauled from Norfolk to Richmond, Virginia. Lillian ran the business while Earl ran the road, with occasional help from Lillian as a backup driver. The couple's two sons, Earl Jr. and Jack, were born in 1930 and 1933 and would eventually take leadership roles in the company. Today, Old Dominion is one of the largest for-hire and LTL carriers in the U.S. and one of the few remaining that started before 1980.

ODFL Chairman Emeritus Earl Congdon Jr. (93 years-young) and his son David Congdon, Executive Chairman, accepted on behalf of their parents/grandparents. With a tear in his eye, "I couldn't be prouder," Earl Jr. mustered to say upon unveiling the plaque donning his parent's names that will remain on the wall of the ATIL Hall of Fame.

Leland James founded Consolidated Truck Lines, Inc., in 1929 after consolidating four smaller truck lines under the Consolidated name. James had a vision for the structure of his company. He began purchasing various truck lines around the country, eventually leading to a trans-continental network that was the formula of the company's success. After failing to find a manufacturer willing to work with the preferred material - aluminum - to produce the cabover, James decided that he would build the trucks himself. Freightways Manufacturing Company was started in 1942, changing its name

KANSAS CITY, MO... The American Trucking and Industry Leader (ATIL) Hall of Fame celebrated its annual induction ceremony recently at the home office of the American Truck Historical Society in Kansas City, Missouri. Honorees included Leland James, founder of Freightliner Trucks; Earl and Lillian Congdon, founders of Old Dominion Freight Line; and Bill and Carolyn Moon, founders of the Iowa 80 Group.

Accepting the induction award for Leland James was John O'Leary, President

and CEO of Daimler Truck North America, which owns Freightliner. Earl and Lillian Congdon were represented by son Earl Jr., grandson David Congdon, and family of Old Dominion Freight Line. Bill and Carolyn Moon were represented by their children - Will, Delia and Jill and their families. Guests were greeted at the AHS home office by six Freightliner trucks (1949, 1955, 1964, 1975, 2002, 2022), provided by Gully Transportation, and a new Old Dominion truck, courtesy of Old Dominion Freight Line.




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Jesus Christ Is The Light Of The World

We have day and night, suffering and comfort, joy and turmoil. These are opposite one from another. Someone has said, "I suffer from pure comfort."

Necessity is the mother of invention. When something is needed, somebody will bring it up. You cannot have light and enjoy it unless you have first experienced the dark. You cannot enjoy comfort unless you have first suffered. You could not know the difference between the pure and the impure unless you have seen the events and the results of the impure. So, it is with the ways of Christ.

Jesus Christ is the light of the world. He shines into the darkness of humanity. Once He announced, "Men love darkness rather than light because their deeds are evil." He did not come to call the righteous, but sinners to repentance. He said the people – from the lowest ebbs of sin – would enter the Kingdom of God ahead of those professing righteousness, who have a form of godliness, but deny the power thereof.

Yes, opposites often help one another. If there were no sin, we would need no Saviour. If there were no darkness, we would need no light. If there were no suffering, there would be no room for comfort. Jesus Christ is the answer to all the needs of the human family.

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Founders of, Iowa 80 Group, Inducted into the American Trucking and Industry Leader Hall of Fame

continued from page 18 to Freightliner Corporation just two years later. James was a leader in innovating the trucking industry, and his legacy in the industry can still be felt today.

Upon accepting the ATIL Hall of Fame honor for James, John O'Leary, President/CEO of Daimler Truck North America, shared, "An often-repeated quote from [Leland] James is, 'If you do things right, you'll make a profit – but you have to do things right first.' This was the mindset he brought to the industry as he worked to build a durable, lighter, more efficient truck."

The children of the late Bill and Carolyn Moon – Will, Delia, and Jill – represented their parents at the induction ceremony. Will Moon noted his father's passion for the truck stop business and serving truck drivers, as well as just a love for trucks themselves.

"The deal with my dad was, if you went somewhere, if you went to Disneyland, you also went to something truck-related – truck stops or a convention or an antique truck show," Moon said at the ceremony. "That was just the deal, that was all of our vacations. He loved drivers, and he loved being a truck stop owner."

Moon also pointed to the importance of preserving and honoring trucking history. "Everybody knows the battle histories and the political histories and things like that, but really, what makes America great are the factories and the transports and the

people that built things in this country and get things to customers. That is a part of history that somehow gets missed in the history they teach at school," he told the audience.

As a salesman for Standard Oil Co., Bill Moon determined locations for truckstops along interstates. In eastern Iowa, Bill found farmland along I-80 that was six hours from Detroit and Omaha and three from Des Moines and Chicago. He wisely considered Walcott, Iowa, the perfect place for a Standard Oil Co. truck stop, and Iowa 80 Truckstop opened in 1964. Bill and Carolyn Moon leased the Iowa 80 Truckstop from Standard Oil in 1965. In 1984, Carolyn and Bill purchased the truck stop from Standard Oil (now Amoco) and built it into what it billed as the largest truck stop in the world. It is home to the Walcott Truckers Jamboree each summer.

Bill Moon founded the National Association of Truck Stop Operators (NATSO). He and Carolyn also started Truckomatic, the truck wash company known today as Truckomat, and introduced CAT Scale, the first totally automated, full-length platform scale that weighed truck and trailer units simultaneously with accuracy. Iowa 80 is overseen by the second generation of the Moon Family and is part of the Iowa 80 Group, which owns several other truck stops and trucking-related service businesses. The Iowa 80 Trucking Museum opened in 2008 as a tribute to Bill

Moon. Iowa 80 TA Truckstop is a home away from home for drivers, transforming from a small facility into the largest, most-respected truck stop in the world.

During the ceremony, ATHS also recognized Old Dominion Freight Line

(Thomasville, NC) with the 75 years of service company award and MacKay & Company (Lombard, IL) with the 50 years of service company award for their profound impact on the trucking industry.

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MO 2022

PA Turnpike Welcomes Legislation to Strengthen Toll-Collection Efforts

HARRISBURG, PA... The Pennsylvania Turnpike Commission welcomes the recent passage of House Bill 1486, which includes language from former House Bill 2139 that will strengthen the Commission's ongoing efforts to hold accountable those customers who do not pay their tolls.

The legislation, which was passed by the Senate with House concurrence, lowers the thresholds that trigger registration suspensions for Pennsylvania vehicle owners with unpaid tolls and fees from \$500 to \$250.

Under Act 165 of 2016, the PA Turnpike has been working with PennDOT to

suspend motor-vehicle registrations of Pennsylvania owners with unpaid tolls and fees exceeding a fixed number or dollar value. As of Sept. 30, 2022, the Commission has collected \$11,438,495 in toll and fees associated with 23,095 suspended registrations under Act 165.

If signed into law, HB 1486 would update the criteria that prompt vehicle-registration suspensions as follows:

- * it would lower the dollar threshold from \$500 to \$250 in unpaid tolls and fees;

- * it would lower the number of unpaid Toll By Plate invoices or violations from six to four; and

- * it would extend the statute of limitations for unpaid

invoices or violations from 3 to 5 years.

The legislation will take effect 60 days after it is signed into law. The Turnpike estimates that 25,000 additional vehicle registrations would qualify for suspension due to unpaid toll invoices. If convicted, penalties for operating a vehicle with a suspended registration may include:

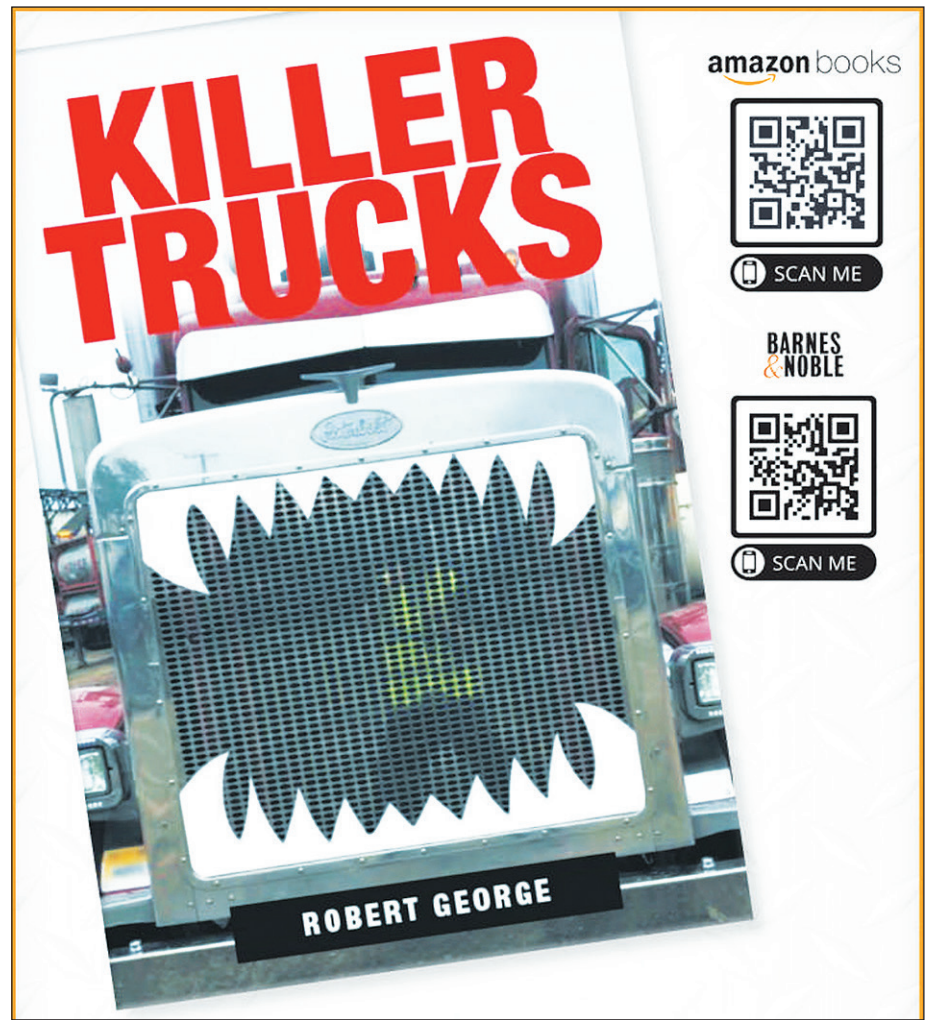
- * a mandatory, three-month driver's license suspension;
- * fines of up to \$500 plus court costs;
- * higher auto-insurance rates; and

- * a record of the violation on the offender's driver history.

If the initial Toll By Plate invoice is not paid or resolved within 30 days, a past-due invoice is mailed. Past-due invoices include a late fee of \$5 or 1.5% of the amount owed, whichever is higher. Invoices unpaid after 60 days go to collections. Beyond that, the PA Turnpike executes other collection measures, including:

- * working with local district attorneys to file criminal charges against egregious scofflaws;
- * filing civil charges against those with unpaid tolls up to \$12,500 as well as filing civil and criminal lawsuits against commercial carriers; and
- * engaging neighboring toll agencies on reciprocity to provide mutual authority to pursue scofflaws in other states.

A Must Read For Truck Drivers!



Why did trucking go from the safest to the unsafest overnight? Why did the truckers go from upper middle class to lower middle class? Why did over-the-road drivers go from the knights of the road to minimum-wage, aggressive bullies? This book, *Killer Trucks*, explains it all. Plus, it will take you on trips that will teach you how to keep from killing yourself, or some poor four-wheeler.

It will explain how to become a professional driver, just like the author who has spent over sixty years on the road.

Killer Trucks by Robert George is available online at Amazon. You can also scan the QR code in the photo above.

Wishing All Happy Holidays!

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March 30 - April 1, 2023 - 50th Anniversary Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com
April 28-30, 2023 - 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 329 1-75; 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 14, 2023 - Annual Make-A-Wish Mother's Day Convoy - Manheim Pennsylvania Auto Auction, Manheim, PA. For more info, visit www.wishconvoy.org or phone 717-283-4868.

May 20, 2023 - 3rd Annual Semi Crazy Cornfield Round Up - Waspy's Truck Stop, located right on Highway 71 South Side of Audubon, IA (address 2079 US 71). All vehicles welcome if it has tires. Multi ATHS Chapter Event - Show and Shine, No Charge Event. For more info call Dave @ 712-789-0155 or email dgammell@netins.net or Russell @ 402-680-6121 or email kwcoefan@gmail.com

June 1-4, 2023 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 8-10, 2023 - ATHS National Convention & Truck Show - Grand Sierra Resort & Casino, 2500 E. 2nd St., Reno, NV. For more info visit www.aths.org/convention

July 13-15, 2023- Annual Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

August 4-6, 2023 - 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

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

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Tri-State Trailer Sales Launches Connecting Champions Trailer



asks young people ages 3-26 who are in cancer treatment or survivorship, "What are you passionate about and what do you want to do when you grow up?" The organization then matches the child with a mentor with shared interests. Their mentor sticks with them throughout their battle with cancer and recovery. They try to meet every other week over videochat to do something they both share an interest in. Some friendships even meet in-person every 3-6 months. Many of these friendships last a lifetime.

To date, Connecting Champions has found mentors for around 300 children battling cancer all across the country. Interests include everything from exotic cars to lawyers, fashion design, and even ghost hunting.

Connecting Champions is a cause that is very near and dear to Tri-State Trailer Sales President Joe Mancino, who mentors a very special young man from Erie, Pennsylvania, Rowan Wolff. Joe and Rowan play virtual chess. (Rowan said that Joe finally beat him after 5 games.) A couple of times a year Rowan and his Mom visit Joe and Rowan gets a ride in one of Joe's exotic cars, including a Ferrari and a Lamborghini.

To learn more about Connecting Champions, go to www.connectingchampions.org

If you would like to rent or lease the Connecting Champions trailer or any of the 6 other special trailers built to bring awareness, call Tri-State Trailer Leasing at 412-747-7777.



Joe Mancino with his service dog Journey, Rowan and Karen Wolff and Coy Thompson, Project Manager for Connecting Champions.

PITTSBURGH, PA... Tri-State Trailer Sales, Inc. has added a "Connecting Champions" trailer to their leasing fleet. The 48' Reitnauer aluminum flatbed has a Vango Rolling Tarp System with graphics from Merlot Tarp and will be a rolling billboard for the non-profit group Connecting Champions.

Pittsburgh Pennsylvania based Connecting Champions was founded in 2011 by Sidney Kushner. Sidney started the organization when he was 19 years old in memory of a close friend who died from cancer.

Connecting Champions

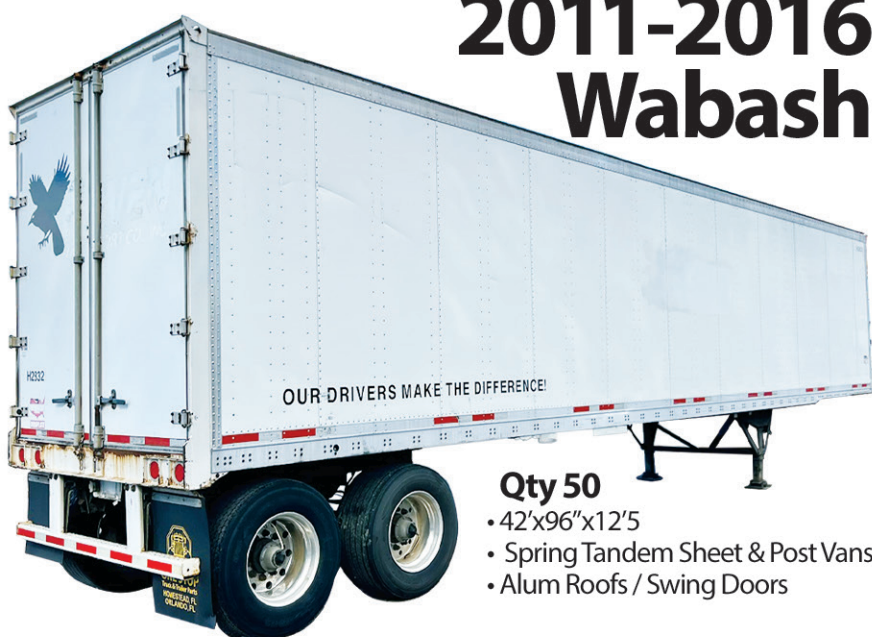


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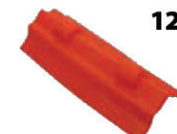
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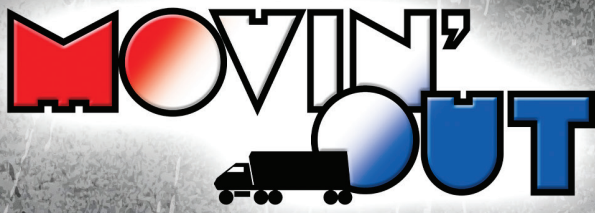


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Working Show Truck Of The Month

Brent Miller - Snyder's Crop Service



By Robert Conrad

Brent Miller steers this 2000 Peterbilt for Snyder's Crop Service based in Mt. Joy, PA. The truck definitely has plenty of "717 style" following a complete rebuild that Brent's boss, Ed Snyder, let him do. Brent put on new frame rails, which were blank, so he drilled every hole by

hand and replumbed all of the air lines. All new wiring was also set up on the cab, frame, and motor. Brent swapped out the 63" stand up bunk for a 48" flat top, giving the truck a whole new look, and he credits Goods Truck Service for the outstanding paint job on the truck. The rear suspension was also converted to a newer

Pete low leaf for a better ride. Brent works the truck every day, hauling fertilizer out of Baltimore, as well as grain/bagged salt, and equipment in the off season. Power comes from a 6 NZ CAT motor and Brent shifts thru the 18 speeds with ease! Horse & Buggy Truck Accessories supplied all of the

custom "goodies" and helped get Brent's ride looking right. He also wanted to give thanks to Kloppy Trucking for all of the advice, Shane Kurtz for the air ride, and everyone who lent a hand in the rebuild. In the end, this 2000 looks like a brand-new truck, and Brent Miller keeps it shining out on the highway

and at the various truck shows he attends.

A true working show truck form the "717" that delivers in style for Snyder's Crop Service, and the Movin' Out choice for our December Working Show Truck of the Month.



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FEATURES:

- Pre-calibrated and road ready
- Improve horsepower and fuel economy
- Turbos are all-new, not re-manufactured
- Bolt-on OEM replacement
- Billet compressor wheel
- No core charge
- Quicker spool up than OEM with less lag
- Comes with actuator

ALL-NEW CUMMINS TURBOS



EXHAUST MANIFOLDS

Bully Dog's performance manifolds features smoother contours and larger ports, greatly improving airflow and providing even distribution of the air/fuel mixture to each cylinder. These performance manifold are a direct bolt-on replacement with no modification necessary. Increase horsepower, torque, and efficiency to give your rig the performance it needs to tackle any challenge.

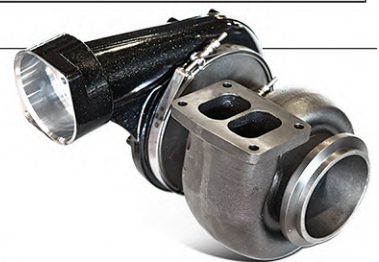


FEATURES:

- Reduces fuel consumption with an efficient, free-flowing design
- Direct replacement of stock manifold - with no modification necessary
- Replace restrictive stock intake for added power

CAT STAGE 1 & 2 TURBOS

Bully Dog's Caterpillar turbos improve performance and reliability. To ensure longevity and reliability our turbo chargers are triple balanced up to 180,000 RPM. The turbo chargers feature high quality copper journal bearings, aluminum forged compressor wheel and a beautiful polished aluminum compressor housing.



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