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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2023 Chillicothe Truck Parade Celebrated Kenworth's 100th Anniversary In Style!



The Kenworth Truck Plant in Chillicothe hosted its annual Family Day as well as the 2nd Annual Kenworth Truck Parade in downtown Chillicothe, Ohio on June 17th. 50 Kenworth trucks from all over the USA drove through the streets during the Parade. Turn to pages 12 & 13 for the story and photos. - Photo by Pam Pollock -

Clark Transfer – Let's Get The Show On The Road!



By Steve Pollock

HARRISBURG, PA.... "For four generations, Clark Transfer has been a leader in a very specialized arena," states President Norma Molitch Deull. "We proudly serve the entertainment industry, providing reliable cost-effective solutions to the logistical and transportation challenges of getting the stuff of live entertainment where it needs to go and when it needs to get there. Since our modest

beginnings 75 years ago, much has changed, but one central commitment has remained constant: we are fanatically dedicated to service. You can count on us to get your show on the road. Because there is, after all, "No Business Like Show Business!"

And get the show on the road, they do! Clark Transfer has a 99+% on-time record. The company must deliver on time, every time. However, owner-operators that join Clark Transfer

are pleasantly surprised to learn that they earn better than most in the industry while driving tens of thousands fewer miles every year. Most **Clark solo drivers** earn from 175k to 225k or more, while most **teams** earn from 275k to 325k or more. Solo drivers nearly all drive less than 85,000 miles per year, and they earn a guaranteed minimum weekly average of \$3,500,

continued on page 15

New President Learns About Camaraderie, Passion During First Year in Industry



Photo by Dusty Swiger

By Josh Jorgenson

From a distance, Jon Sarrazin knew the transportation industry was full of passionate and caring people. Witnessing a tragedy firsthand sharpened that view for Quest Liner and Foodliner Mexico president.

Sarrazin, who recently completed his first year with the McCoy Group

companies, joined others from the organization in attending the Iowa Motor Truck Association's Driving Championships in June. The atmosphere is typically festive when drivers from Quest Liner and sister company, Foodliner, participate. However, this year's event took a dark turn when a Quest Liner driver experienced a medical emergen-

cy while competing and passed away later that day at a Des Moines hospital.

Amid these difficult circumstances, Sarrazin noted how a nearby competitor provided immediate aid to the driver, a prayer circle quickly formed, and there was an outpouring of support for the driver's family and colleagues af-

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Oil Analysis Should Be Part Of A Vehicle Maintenance Program - Provides Early Warning About Possible Engine Problems

**By Karin Haumann
- OEM Technical
Manager, Shell Global
Solutions**

Oil analysis is a proven way to check the condition of the oil in your engine and detect oil contamination or conditions within your engine that could cause premature wear and downtime. Oil analysis should be part of a regular truck maintenance schedule, which can contribute to reduced Total Cost of Operation (TCO).

Engine oil is the lifeblood of the engine, so closely examining the characteristics of the oil can tell you a lot about the oil's health and indicate mechanical issues with an engine. A regular oil analysis program also lets you build a historical database and watch for trends. Ideally, a sample of used oil should be analyzed after every oil change for every piece of equipment.

Early Warning System

Oil analysis should be thought of as a cost-effective early warning system. Is there too much diesel fuel in the oil? You may need to check your fuel system. What about traces of coolant? Your cooling system may require a check-

up. Too much dirt or soot? Maybe you've overextended your drain interval or have a leak in the air intake system. An oil analysis lab can notice minor abnormalities long before you may be aware of them. This will allow you to act before these early warning signs become possible operational problems or engine damage.

Finding the Right Oil Change Interval

What is learned from a consistent oil analysis program can help you determine the best oil change interval, help increase equipment reliability, minimize unscheduled downtime, and, more precisely, track operating efficiency and maintenance practices. This combination can contribute to lower total operating cost and potentially help to extend oil change intervals, which can save on operating cost.

Oil Analysis for Engine Health

A good oil analysis program can provide information on engine condition and oil quality. Data on every oil drain can provide a record of the engine's health by showing contaminants that can indicate issues like engine wear, fuel

dilution and soot.

For example, the wear metals section of an analysis report may detect a mechanical engine problem unrelated to the oil. For example, high levels of iron could indicate cylinder liner wear. Unusual levels of chromium, aluminum, lead, copper and tin - can be spotted and interpreted by the lab, helping provide valuable information about an engine.

Engine Oil Life

Oil analysis can also determine the useful life remaining in engine oil by looking at oxidation and nitration, additive depletion, viscosity and more. It can also show information about the condition of your oil. If the oil's viscosity is too high, soot or other contaminants could be the cause of the oil to thickening.

High-Quality Engine Oils Combined with Oil Analysis

Shell Lubricants is committed to helping drivers and fleets reduce the TCO of their trucks across duty cycles and operating conditions with high-quality engine oils and oil analysis. The line of Shell Rotella synthetic blend and full synthetic engine oils can

help increase fuel economy and protect against wear, deposits and oil breakdown. Oil analysis through Shell LubeAnalyst can help to optimize oil change intervals which can help drivers and fleets ensure maximum protection of their engines and to have the peace of mind that comes with taking the guesswork out of oil changes.

Accurate Oil Analysis Sample

For accurate results, an engine oil analysis program requires users to follow a few fundamental procedures that often don't get the attention they deserve when taking an oil sample analysis.

- * Provide an oil sample to the lab.

- * Provide all necessary information needed by the lab.

- * Send the sample in immediately; don't let it sit on the shop workbench for a month.

If you take your sample as the oil is drained, it's important to wait five

seconds and catch it midstream. That way, you won't collect heavy metals or other deposits from the pan's bottom.

Withdrawing oil through the dip-stick opening is another good way to take the sample. This can reduce the chance of outside dirt or contaminants getting into the sample and keep the oil from splattering when you place the bottle into the oil stream. However you take the sample, do it in the same manner each time to help keep your results consistent.

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OFF THE BEATEN PATH

BY PAM POLLOCK



My three granddaughters and I channeled our inner Taylor Swifts at the recent Eras Tour Concert Movie.

I'm Just Gonna Shake It Off...

Confession time – I'm kinda a "Swiftie".... Not a full-fledged Swiftie, I don't own ALL of Taylor Swift's albums (but I do have a lot of them!), and I don't know all of the lyrics to every song (but I can belt out a mean "Shake It Off" and "Bad Blood"). I own several Taylor shirts, and a hoodie, and maybe a Taylor Swift wig (I'll discuss that in a little bit).

Over the years, I have loved to sing and dance with my grandkids as Taylor's music blared (it literally blares at full audio) through the speakers. My favorite song is "Shake It Off" and it's my song of choice when we have dance offs. Much to my dismay, the grandkids always disqualify me because, "you shake your bum too much, Gagal!"

Somehow, I dropped the ball and didn't score tickets for Taylor's Eras Concert in Pittsburgh this past June. I was more distraught than the girls. So I was ecstatic when she announced the Eras Concert Tour Movie and immediately bought tickets for the opening weekend at the AMC Waterfront 22 Theater in Pittsburgh. And then that's when I went a little crazy.... I purchased a new Taylor t-shirt, a long purple tutu skirt, and a wig. My motto has always been, "Go big or go home" and let's just say that this wig was big!

Of course the movie was over a deadline week. And of course I foolishly waited until Friday night when the grandkids were over for a sleepover for us to create Friendship Bracelets to trade at the movie. After discovering that making bracelets is not as much fun as what all of the on-line Swifties were saying, I placed a frantic late night order for bigger beads for delivery the next morning from Walmart and Michaels.

I dropped the kids off at their house on Saturday afternoon and then made

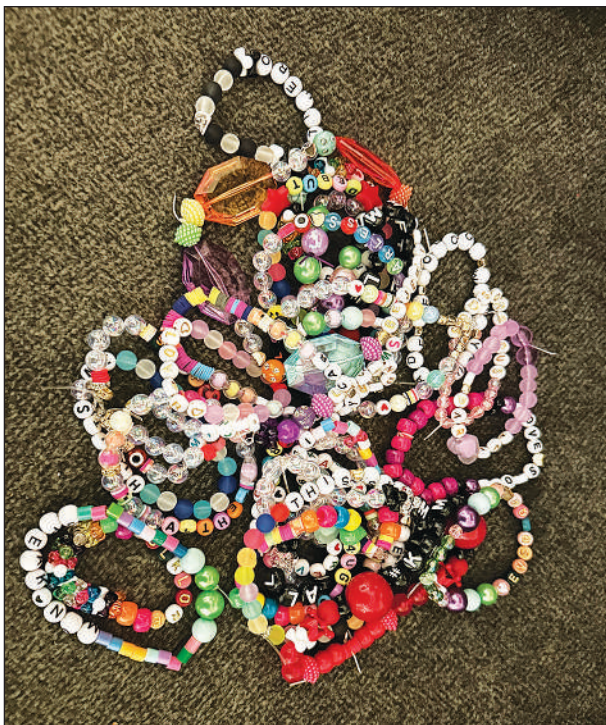
the 2 hour round trip to Oakmont Bakery for Taylor Swift cookies. And then I spent around the next 7 hours making 60 bracelets.

Finally it was Sunday and SQUEEEEE! It's Eras Tour Movie time! To say that the girls were shocked when I rolled up bedecked in my Swiftie outfit would be an understatement. The two younger granddaughters inquired in disbelief if that was my real hair... spoiler alert, it's not. The oldest granddaughter was flat out mortified but was too polite to say anything. I give her credit, she didn't even roll her eyes at me, she just gave a bemused little smirk.

We arrived at the theater, I plopped my wig back on my head and we went inside to pose for photos in front of the movie poster. I noticed that my group was staying about 5 steps in front or behind me.... To be honest, the wig was itchy, it was flopping here and there and everywhere and I suspected that I did not look like Taylor Swift. (Spoiler alert – I most definitely did NOT look like Taylor Swift!) I ditched the wig and my 5 year old granddaughter nabbed it and strolled out of the bathroom looking



Ophelia worked my Taylor Swift wig with class and sass!



like a pop star!

The show was sold out and there were Swifties of all ages singing and swaying in their seats. As luck would have it, I was seated beside my eight year old granddaughter, who loves nothing better than to sing

and dance – rinse, lather, and repeat. We held hands and gyrated in our seats and sang at the top of our lungs. We shimmied and shook and raised our arms high in the air. We gasped at Taylor's spectacular costumes, and the amazing concert sets. The dancers were spectacular.

For 2 hours and 49 minutes, we were transported into a land of musical delight that spanned the eras of Taylor's career. I left wanting more to be around for more eras, singing and dancing and shaking it off with my girls. (Minus the wig.)



Althea, Mackenna, Lily, and Ophelia have a Taylor Swift cookie before heading into the theater to watch the Eras Tour Concert Movie.



Oakmont Bakery Taylor Swift cookies?! Ummmm... yes, please!

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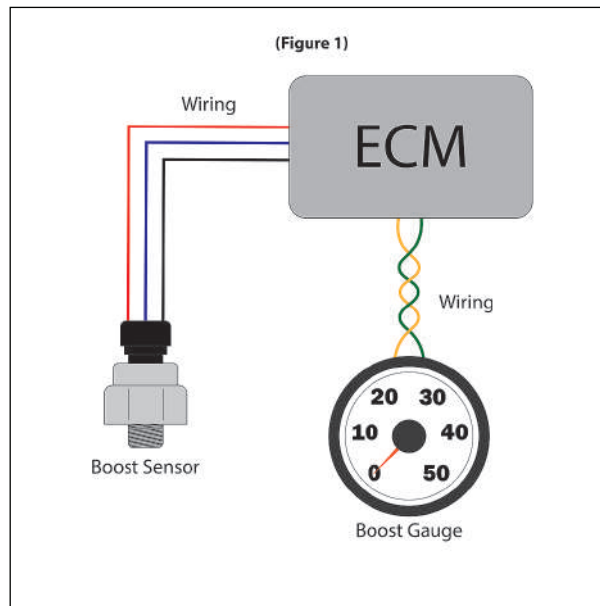
Converting Analog to Digital – How ECM's Read Sensors

A common question about trucks equipped with the Detroit series 60 engine is why their mechanical boost gauge doesn't match their electronic boost gauge. Or why does my mechanical boost gauge read 40 psi of boost, but my electronic gauge

only reads 32 psi? These are good questions, and the explanation can be used to describe how most of the sensors on your truck work. I frequently mention on our radio programs the sentiment of "it could be a sensor reading wrong." In this article, I'll explain what

that means and describe how the engine ECM, or any truck computer, 'reads' a sensor.

Let's start by referring to Figure 1. In the picture, there are four components: the boost sensor, the ECM, and the boost gauge. The



rate for the ECM to make correct decisions. Stuck-in-range sensors give the ECM incorrect readings which can affect fuel mileage, EGR flow, DPF performance, engine response, misfires, etc. It is important to routinely clean sensors or change them on a schedule. They don't last forever!

The answers to the questions in the introduction paragraph are this: why their mechanical boost gauge doesn't match their electronic boost gauge? It may be because of a stuck-in-range sensor or because the programming for that sensor is incorrect. Someone may have put DDEC 3 programming into a DDEC 4 ECM. Those ECMs look similar but interpret boost sensor voltages different. The other question: why does my mechanical boost gauge read 40 psi of boost, but my electronic gauge only reads 32 psi? This is most likely because the J1708 has a limitation that it can only display a maximum of 32 psi REGARDLESS of what the ECM sees.

Broken or malfunctioning sensors is something that every truck owner deals with. The process of converting a signal voltage to a number that the ECM can read is a sensitive process without any redundancy. There are no 'backup' sensors that the ECM can rely on if one goes bad. As technology progresses, sensor issues can be reduced with increased redundancy and signal verification. Until then, the best thing you can do is to set yourself up with a routine schedule to replace sensors before they go bad.

Written by: Leroy Pershing, Pittsburgh Power Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080 Email: Information@PittsburghPower.com Website: www.PittsburghPower.com

boost sensor is located in the intake manifold on the driver's side of the engine. This sensor is used to measure the amount of boost pressure that is entering the engine. This sensor is critical for throttle response, power output, fuel mileage, smoke control, EGR control, and more. The boost sensor generates an internal voltage typically via piezoelectricity or by air pressure pushing on a diaphragm. Without going down too much of a rabbit hole, the sensor basically makes more voltage the more pressure that is exerted on it. This continually variable sensor represents real-world data like temperature or pressure. Usually, they operate on a scale of 0-5 volts DC. However, they only have a working range of 0.5V to 4.5VDC. The extra 0.5V at the bottom and top of the range are used for circuit diagnostics. So, if you have a code for circuit low or circuit high, then this tells you that you are in this "no-no" zone of the sensor. The working range of 0.5V to 4.5V represents all the potential boost sensor readings from 0 psi to the max boost sensor reading that is specified by the manufacturer. Pretty cool, right! So, let's say we have a signal voltage coming from the boost sensor to the ECM

that is 4.2V. What does that voltage represent? A calibration machine at the factory samples and quantifies the sensor and let the people coding the ECM know what 4.2V means. They will pump 32 psi into the sensor and record what voltage it registers. The voltage is coded into a table and programmed into the ECM. This code then allows the ECM to measure a voltage from the ECM and determine what boost pressure it is supposed to be based on the preprogrammed look-up table. This process is used for almost all of the sensors. Coolant temperature, intake air temperature, DPF delta pressure, and the list goes on and on.

The ECM uses these look-up table to determine what all the voltages it sees mean. There are a few ways this can go wrong and shows the weakness in the system. Let's say it is a diaphragm-type sensor. This sensor generates a voltage depending on how much the diaphragm moves. If there is soot in the sensor that blocks it from moving or doesn't let it move freely, then the reading the ECM gets will be wrong. A freely moving diaphragm would read 30 psi, but a stuck diaphragm may only be able to read 15 psi. Since the ECM relies solely on the voltage reading, it has to be accu-



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mensional targets are highly durable, low-maintenance and non-electronic. Precise high-definition cameras provide extra-long-range sight, capturing measurements in a single rolling compensation and displaying live alignment readings for up to three axles at once.

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with Hunter's L494HD alignment rack, or FIA-compatible turnplate kits to streamline processes. Standard self-centering adaptors fit wheels from 15 to 28 inches. For even more speed and wheel protection, optional QuickGrip® adaptors are available in both heavy-duty and passenger versions.

"Love's is known for providing quick and comprehensive service, and the XL dovetails perfectly," said Alan Hagerty, Hunter Product Manager. "It's fast, very easy to use and very efficient at getting large vehicles in and out. It's a natural fit."

For more information, visit <https://www.hunter.com/alignment-machines/hawkeye-xl/> or Loves.com.

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Something to Think About - Something Else

by: Mike McGough

Her mother and father were both graduates of the class of 1889 of Millersville Normal School. Millersville, like other normal schools, was developed for the training of teachers in the "norms" of how children learn and how best to support and guide them, as they engage in the life-long process of making sense of the world in which they live and adapting to it. After they graduated in 1889, her parents answered a call for teachers in Johnstown. Several teachers in the public schools there had been killed in a great flood in May of that year that swept through Pennsylvania's Conemaugh Valley. They were both hired.

She was born in 1898 and attended the public schools in Johnstown. In 1916, she began the two-year program of teacher preparation at Millersville. Because of cancelled classes during the pandemic of 1918, she graduated in 1919. She returned to Johnstown and went into the family business—teaching. She was assigned to the Gilbert Street School, a two-room building, in the Brownstown section of town. She taught there for the next 42 years. The building was only eight years old when she started. When she retired in 1961,

the building was closed.

She taught through three distinct generations: the Greatest Generation (1901 to -1924), the Silent Generation (1925 - 1945), and the Baby Boomers (1945 - 1964). Just as her parents had taught through the difficult time following the flood in Johnstown, she taught through the Great Depression and World War II. And just like her parents, she learned and was committed to the time-honored norms of the teaching profession. She knew that regardless of the times or circumstances, teachers have the opportunity to help make the lives of students better in the present, while empowering them for the future. She appreciated the reality that learning is a life-long process.

There was something special about her teaching. Oh, it included the required subject matter, but she also found time for life lessons. For example, she was an early proponent of walking. She regularly took her classes on walks, reinforcing the value of regular exercise and its impact on the body, the mind, and the spirit. History was her favorite subject. When she taught it, she offered so much more than name, dates, and events. She focused on meaning. She told stories, great stories,

to offer insights into life, how it was lived, and how to live it better both now and in the future. She routinely shared with her students, a new book she was reading, some interesting project she was working on, or a different way to look at some part of daily life. She liked gardening, and one of her most enduring lessons, an excellent example of how she taught, was made possible not with books and pencils, but instead with shovels and rakes.

Pearl Harbor thrust the nation into World War II. Although war mobilization was largely the responsibility of adults, the reality of living in a country at war was very real for the children. She knew their daily routines were stressful and fearful. She believed they needed something else on which to focus from time to time, and she wanted to provide it.

During the spring of 1942, she had her students bring shovels and rakes to school. In a small plot beside the school, they planted a victory garden. Victory gardens, dating back to World War I, were started to augment the food supply for both civilians and the armed forces. Her students pitched themselves totally into the effort. They were helping the war effort,

and they were engaged and involved in something beyond their normal routine, which at that time was anything but normal. Even though it didn't end their fears or do away with the stress they felt, at least they had something else to engage in and think about. If only for a time, that garden provided some respite, some break, and some relief from a routine complicated by a world at war. She and her students maintained that garden long after the war was over. She felt it was good for them, and she knew it was good for her. Like many of the lessons teachers offer, that victory garden, planted more than eighty years ago, demonstrates great virtue and carries great value still applicable today. The lesson is quite simple.

Look beyond your current responsibilities and think outside your daily routine. Broaden your current interests by exploring, even if only briefly, something new. Regardless of the times in which you live and irrespective of the complications that maybe part of your life, be open to the prospects of something else.

Expanding your engagement with life, broadens your perceptions and enriches your perspectives on life itself!

Wreaths Across America and MISSION BBQ Kick-off 2023 American Heroes Cup Campaign

COLUMBIA FALLS, ME, and PERRY HALL, MD... Wreaths Across America (WAA) and MISSION BBQ announce the national kick-off of the "American Heroes Cup" campaign to raise funds to sponsor veterans' wreaths to be placed on the headstones of our nation's heroes during the 2024 National Wreaths Across America Day events.

Starting on Sunday, November 12, through the end of 2023, for every American Heroes Cup purchased at any of MISSION BBQ's 131 locations for \$4.99, \$2 will be donated to WAA to sponsor veterans' wreaths. In 2022, MISSION BBQ customers raised \$369,590 for WAA through its American Heroes Cup campaign, sponsoring the placement of more than 24,600 veterans' wreaths in memory of our nation's servicemembers - these wreaths will be placed by volunteers at more than 90 participating locations this year on National Wreaths Across America Day - Saturday, December 16, 2023.

To celebrate the start of this annual campaign, MISSION BBQ's Perry Hall restaurant, located

at 4132 East Joppa Rd., Nottingham, Md., will host the WAA Mobile Education Exhibit for a free public event from 10:30 a.m. to 3:30 p.m., Monday, November 13. The exhibit serves as a mobile museum, educating visitors about the service and sacrifice of our nation's heroes and serving as an official 'welcome home' station for our nation's Vietnam veterans.

"We owe everything to our nation's veterans, who have risked all that a person can to defend and protect this country," said Bill Kraus, co-founder of MISSION BBQ. "It's an honor to support Wreaths Across America in remembering the fallen and thanking military families for their sacrifices."

American Heroes Cups are available year-round, currently retailing at \$4.99, with \$2 of every cup purchased donated to a charity supporting veterans and first responders. Through December 31, 2023, proceeds from the American Heroes Cups will be donated to WAA. Customers are encouraged to bring their American Heroes Cup on return visits to the restaurant to receive \$.99 refills. To find a MISSION BBQ location near you, visit <https://mission-bbq.com/locations>.



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“Endlessly Wild & Wonderful” - The 2023 U.S. Capitol Christmas Tree Delights Crowds On Its Trek To Washington, D.C.



Werner driver Tim Dean, at the right, directs Werner driver Jesus Davila as he enters the White Palace at Wheeling Park. - photo by Pam Pollock -

By Pam Pollock

The 2023 U.S. Capitol Christmas Tree, a 38-year old 63-foot-tall, 8,000-pound Norway Spruce, named “wa’feem’tekwi”, meaning “bright tree” by the Shawnee Tribe, was harvested on Nov. 1, from the Monongahela National Forest in West Virginia.

After the U.S. Capitol Christmas Tree was cut and loaded onto a Kenworth 100th Anniversary T680 Signature Edition truck. The 2023 U.S. Capitol Christmas Tree Tour began on November 4, with sixteen stops at various community locations in West Virginia, as well

as a special stop at the Kenworth Plant in Chillicothe, Ohio and ended on November 17th when it arrived at the West Lawn of the U.S. Capitol Building in Washington, D.C.

Werner Enterprises is the official designated carrier for the 2023 tour. Werner Professional

Truck Drivers Jesus Davila and Tim Dean had the honor of transporting the Christmas tree.

The Kenworth T680 Signature Edition is equipped with a 76-inch sleeper and the PACCAR Powertrain featuring the PACCAR MX-13 engine rated at 455 horsepower,

PACCAR TX-12 automated transmission and PACCAR DX-40 tandem rear axles.

“Endlessly Wild & Wonderful,” is this year’s tour theme and the message is prominently displayed on the truck’s driver and passenger sides. The design also features the U.S.

Capitol Building, U.S. Capitol Christmas tree, and a background of the sunset overlooking the Monongahela National Forest.

Movin’ Out Publisher Steve Pollock and myself met up with the U.S. Capitol Christmas Tree Tour on November 9th during its appearance at the White Palace at Wheeling Park, in Wheeling, West Virginia. We watched in awe as Werner Driver Jesus Davila maneuvered the 102’ long trailer on the extremely narrow roads in the park.

Students from the Triadelphia Middle School choir sang Christmas carols to welcome the National Christmas Tree to the White Palace. Law Enforcement officers from the U.S. Forestry Department - Monongahela National Forest, Wheeling Police, and the West Virginia Police Departments provided an escort.

Spectators ranging from in age from infants to “older adults who were very much young at heart” took turns climbing ladders to sign the banners adorning the trailer and to take a peek at the tree inside the panels of the trailer. Olaf, the Grinch, Smokey The Bear, and Woodsy Owl mingled and posed for

continued on page 11

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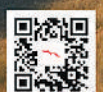
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“Endlessly Wild & Wonderful” - The 2023 U.S. Capitol Christmas Tree Delights Crowds On Its Trek To Washington, D.C.



L to R: Werner Professional Truck Drivers Tim Dean and Jesus Davila.

continued from page 10 photos.
 continued from page 10
 In an interview with Steve Pollock, Werner drivers Jesus Davila and Tim Dean both expressed that it truly was an honor to have been chosen to transport the National Capitol Christmas tree to Washington D.C. Both men said the experience has been very rewarding and they have enjoyed the interactions with the peo-

ple who come out to each town as the tour makes stops enroute to D.C.
 Jesus Davila, who resides in San Antonio, Texas, is a retired United States Marine Combat Veteran of 12 years, who served in both Operation Iraqi Freedom and Operation Enduring Freedom. During his service, he was the recipient of two personal awards with Combat Distinguishing Devices “V” and was awarded the

Purple Heart for wounds sustained in combat. He has been driving for Werner for 6 years and had more than 550,000 accident-free miles. He is a 2022-2023 ATA Road Team Captain, as well as a Werner Road Team Captain and Driver Leader. He also is part of the Dollar Elite Team and Leader Advisory Council at Werner.
 Tim Dean has been with Werner for 35 years. During his career with

Werner, he has become the second professional driver in Werner's history to achieve five million accident-free miles. In 2009-2010 he served as an ATA America's Road Team Captain and has been a Werner Road Team Captain and mentor since 2005. Tim has competed in the Nebraska Truck Driving Championships for 22 years, placing first in his class nine times and was Grand Champion two times in 2012 and 2018. Dean, who resides in Griswold, Iowa, was awarded the Commercial Vehicle Safety Alliance IDEA (International Driver Excellence Award) in 2019. In addition, Tim was the

Nebraska Trucking Association Driver of the year in 2019.

The National Christmas Tree will be lit from nightfall until 11 pm each night through January 1, 2024.

Visit our complete Online Photo Gallery of this event at www.movinout.com

- All photos by Pam Pollock -

Pictured below: Law Enforcement officers from the U.S. Forestry Department - Monongahela National Forest, Wheeling Police, and the West Virginia Police Departments provided an escort into the White Palace.



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2023 Chillicothe Truck Parade Celebrated Kenworth's 100th Anniversary In Style!



"Bounty Hunter" was in pursuit of a good time at the 2nd Annual Kenworth Truck Parade. His quarry, the hundreds of enthusiastic spectators delivered for him!

By Pam Pollock

CHILLICOTHE, OH... Although we attended the 2nd Annual Kenworth Truck Parade in down town Chillicothe, Ohio back on June 17th, I saved this story until now because I thought it was only fitting to close out Kenworth's 100th Anniversary year in style.

This was my first time attending the Kenworth Parade, as well as the Kenworth Family Day at their truck assembly plant in Chillicothe, Ohio. To say that I was impressed by both events is an understatement! Kenworth spared no expense in creating a magical event for their employees and families! Carnival rides, bounce houses, a gigantic slide, catered lunch, and fair food abounded on the grounds of the plant!

Kenworth customers brought more than 50 new, classic, and custom Kenworth trucks to the celebration, including models built in the 1920's and 1930's, a 1976 Bicentennial W900 VIT-200, two Liberty Edition Kenworths – a K100 Cabover and W900 Conventional, a 1984 W900B from Australia, as well as Kenworth's 100th anniversary Signature Edition T680 and Limited Edition W900. . A T680, recently delivered to Heartland Express and representing the milestone 750,000th truck produced at the Kenworth Chillicothe plant, also participated in the event.

Just as the sun was beginning its descent, a magnificent Kenworth Truck Parade wove its way through the streets of Chillicothe, Ohio. To commemorate Kenworth's 100th anniversary, the trucks featured in the parade started with those built in the 1920s

and followed chronological order ending with trucks built in 2023 to showcase Kenworth's history and advancements throughout the years. Drivers from across the U.S. and Canada traveled to Chillicothe to showcase their rigs in the parade.

"After a successful inaugural Kenworth truck parade last year, this year's event was even bigger and better as we continue to celebrate Kenworth's 100th anniversary," said Jack Schmitt, Kenworth Chillicothe assistant plant manager. "It was great to see trucks dating back to the 1920s when Kenworth first opened its doors to our latest models, many of which are built here in Chillicothe. The event would not be possible without the engagement of our Kenworth Chillicothe planning team, the drivers who came from near and far to show off their rigs and the city of Chillicothe for coming out to support the parade."

To support the local community, the Kenworth Chillicothe plant and the United Way of Ross County teamed up to coordinate a 50/50 raffle, with proceeds going to the United Way of Ross County. During the parade, Kenworth Chillicothe employees and members of the United Way of Ross County walked around the event to sell raffle tickets. The Kenworth Chillicothe plant also raised money for the non-profit organization through sponsorships of the VIP area along the truck parade route. In total, more than \$22,000 was donated to the United Way of Ross County.

It was so heartwarming to see hundreds and hun-

dreds of spectators line the streets of Chillicothe and cheer as the Kenworth Trucks drove by. The historic Majestic Theatre's grand arch provided a spectacular photo op for the stars of the evening, the Kenworth Trucks as they drove down E Second Street in Chillicothe. The Majestic Theatre's marquee displayed tributes to Kenworth and Professional Truck Drivers. It was the perfect ending to an unforgettable day.

For our complete photo coverage of both the Kenworth Family Day and Parade, visit our Online Truck Show Gallery at: www.movinout.com

**- All
Photos by
Pam Pollock -**



Pictured above: The Kenworth Plant in Chillicothe, Ohio held a spectacular Family Day for their employees.



Pictured at the left: The Marquee sign at the historic Majestic Theatre in downtown Chillicothe paid homage to Kenworth Truck's 100th Anniversary-

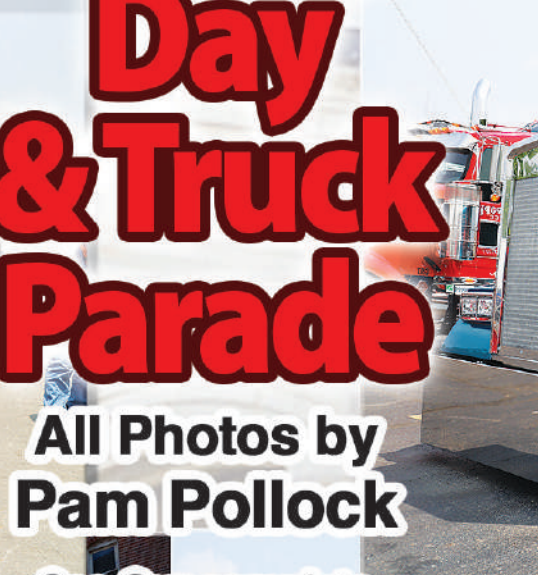




2023



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Norma Molitch Deull

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continued from page 1 most do much better.

Teams earn a guaranteed average weekly minimum of \$5,000 with most earning much more, while driv-

ing less than 110,000 miles per year.

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Transfer and the company would like to bring on 10 to 20 more owner-operators to serve today's strong demand for live entertainment.

The lifestyle for Clark Transfer drivers is different than at most trucking companies, but for those who enjoy it, it is a great fit. In fact, the company's very low turnover rate mostly comes from retirements.

Clark Transfer has hauled equipment for Broadway shows including Hamilton, The Lion King, Hello Dolly, and Phantom of the Opera; orchestras including the New York Philharmonic, Berlin Philharmonic, Boston Pops, and the Boston Symphony Orchestra; operas and dance companies like the Metropolitan Opera and Moscow Ballet; and music icons including Willie Nelson and The Rolling Stones. In the

process, Clark Transfer has set the standard for show business logistics and entertainment transportation.

In the 1930s, Louis Molitch worked with Jim Clark at a Philadelphia-based company called Highway Express Lines that delivered newspapers and magazines to newsstands and film containers to local theaters. In this era, theatrical equipment was transported exclusively by rail, limiting theater goers to larger metropolitan cities.

A visionary man, Louis Molitch in 1949 applied for and received 48-state authority to transport theatrical equipment by truck, and branded as Clark Transfer to specialize in this new business. Clark Transfer was the first company, and for many years the only one, with this authority. The company first operated out of Philadelphia, moved

for a brief period to Burlington, New Jersey, and finally put its roots down in Harrisburg, Pennsylvania in the 1970s. Louis's children, Matthew and Norma, continued to operate Clark Transfer after Louis's death in 1965. When he retired in 1980, Matthew sold the theatrical division to his sister, Norma Molitch Deull.

Norma has been involved with the family business her entire life. She said, "I learned early on how to pack a car trunk, but my most important lesson was to never be late!" At the age of 90, Norma is excited that her sons and grandchildren are carrying the family legacy forward. She continues to work in the business every day, but can now focus on other things she enjoys, including international travel and attending shows. Everyone in the family shares a love of the theater.

Norma said, "We are looking for a few drivers who are a good fit for our unique fleet of entertainment logistics and transportation professionals." Call 800-440-6361 to find out more about Clark Transfer.

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SRAE Students Learn That The Sky Is The Limit During Career Day



Steve Pollock with 4th grade students McKenzie Schlotter, Kendall Mokel, River Campbell, and Briella Leitch

By Pam Pollock
SLIPPERY ROCK, PA... Slippery Rock Elementary School hosted a Career Day on October 13th for eighty 4th grade students. The event was held in the school's gymnasium with approximately 20 businesses setting up informational booths.

Steve and I were honored to have been asked to participate in this year's Career Day by Carisa Takac, Slippery Rock Elementary School's Guidance Counselor. This was a first for us and for me personally, the nerves were as high as my first day of school 57 years ago! We were in the process of building the November issue of Movin' Out.

(Which I finished at 7:00 am on that morning before we had to be at the Elementary School at 8:45 am!)

Once inside the gymnasium, we quickly set up our booth with a display of photos of truck shows and trucking events that we have attended during 2023. We also had copies of Movin' Out for all of the students and notebooks and pencils for them for their future journalistic endeavors.

Steve and I very much enjoyed interacting with the students and had a wonderful morning! The students were extremely well behaved and very interactive with us. After 41 years of working together at Movin' Out, we have our teamwork routine figured out, Steve handled most of the talking with the students

and I took lots and lots of photos! The students asked some very thought-provoking questions about our education, how we use math, writing and technology in our work, and if there were things that we liked to do as a kid that are related to our jobs. They also asked what a day at our job looks like – and our response was that it varies from day to day – we can either be sitting at a desk in our office working on stories or building the newspaper on the computer to driving 14 hours one way to attend a truck show in Missouri.

The photos on our display were a HUGE hit, especially the Kuhnle Brothers Kenworth Jet Truck that shoots flames.

Eve Drogowski and Catalaya Greenway talked to me about a comic book they

were writing and illustrating with 2 other students. They inquired about how to publish the book.

Steve talked a lot about the trucking industry and the feedback from the students after the Career Day showed that he left a lasting impression on many of the students.

Christian wrote that he learned "that trucks have built in homes." Kara was also impressed after learning this detail, writing, "in the back of most of the trucks there's a fridge and a bed."

River left very detailed feedback, stating "He [Steve] was interesting because it was very cool learning how they advertise on different trucks, news, etc. One fact I learned about the guy [Steve] was that when he was 16, he wanted to have a job." {Editor's Note: Steve actually started to work for a local farmer at age 13 and then began to work for his Dad at age 16 at his father's local newspaper.}

Freya wrote, "I enjoyed the truck stories, how many places they go to get stories."

The Career Day was a true learning experience, for both the students and Steve and me. They had the opportunity to discover a variety of jobs and we were revitalized from interacting with the students and realizing that we truly had chosen the right careers for ourselves!

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Freya Thompson and Michael McCullon



Brooks Thompson shared with us that his Stepfather is a Professional Truck Driver with PGT Trucking.

- All photos by Pam Pollock -

SRAE Students Learn That The Sky Is The Limit During Career Day



Our photo display was a big hit with the students! Steve Pollock, Publisher of Movin' Out discusses some of the photos with Nolan Garvey and Atlas Schuster.



Eve Drogowski and Catalaya Greenway shared with me that they, along with 2 other students, were writing and illustrating a comic book.

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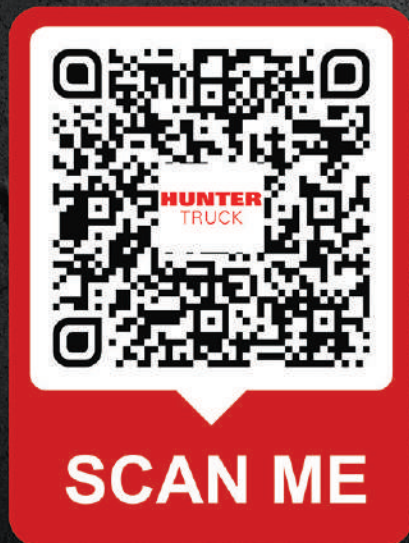
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New President Learns About Camaraderie, Passion During First Year in Industry



Jon Sarrazin, Quest Liner president



Photo by Dusty Swiger

continued from page 1

terward. "The camaraderie and passion that was displayed by the trucking community, I will always remember," Sarrazin said. "When you see it firsthand, it's like, 'Wow, what a tight community this is.'"

Calculated Risk
In September 2022, Sar-

razin took what he calls a "calculated risk." After a successful decade-plus career working for manufacturing giant John Deere in the U.S. and Latin America, Sarrazin was offered the opportunity to join the McCoy Group.

"I was pretty fortunate to be in a great situation with my previous employer, with

a lot of career upside," he recalled. "I'm intellectual by nature. The opportunity that was presented, I thought, would stretch me in different ways."

Specifically, Sarrazin said having the opportunity to sharpen his leadership skills and venture into a new industry helped convince him that rebooting his career was the right decision. Another factor, he said, was his familiarity with the organization from afar and the professional relationship he had developed with the ownership group, including Greg McCoy and Doug McCoy.

Now a McCoy Group insider, Sarrazin reports he has gained a different perspective, with a more intimate view of the organi-

zation's history and growth curve. "It's hard to believe it's been a year," he said. "It really has been a great experience."

Changing Roads
With a background in various leadership positions within John Deere's construction and forestry divisions, Sarrazin jokes about the career switch. "I worked at John Deere in the off-highway business, and I came to the on-highway business," he said. "I tell people that I simply moved from the dirt road to the pavement."

Upon joining the McCoy team, Sarrazin had two immediate goals. "To learn and to build meaningful working relationships with my teammates," he recounted. He considers both objectives to have been completed successfully. While he was busy studying all he could about the bulk transportation industry, Sarrazin credits his teammates and the culture

that has been implemented at the companies with helping to build relationships.

Looking at the Future
"I view (the transportation industry) as the spine of the U.S. economy," Sarrazin observed. "There are human assets and equipment that move 24 hours a day, seven days a week, 365 days a year. It never stops." He said it is humbling to know the sacrifices that those in the industry make to feed the planet and to provide a quality of life to which society has grown accustomed.

Nevertheless, trucking faces many challenges today that will continue in the future. Sarrazin sees variability in the supply chain and fuel costs, as well as challenging government regulations, maintenance, and repair obstacles as being "operational challenges all trucking companies, including ours, are going to have to face."

Sarrazin forecasts a

pair of other challenges will loom over the industry in years, if not decades, ahead. He identifies an inability to find a skilled and motivated labor force as a threat to the industry.

"It is (likely) that a lot, and I mean a lot, of companies, will go out of business or there will be intense consolidation, if stopgaps for the labor shortage are not found," Sarrazin predicted. "Overcoming the problem is easy to say, but it is going to be difficult to execute."

Providing trucking with an appearance makeover is essential to alleviating a labor shortage. "We have to improve the image of the transportation industry so as it becomes an attractive industry," he said. To help in this effort, Sarrazin is a board member for the Iowa Motor Truck Association and serves on committees for the National Tank Truck Carriers.

Another industry challenge, according to Sarrazin, is to find ways to operate safer and more efficiently. He predicts technology enhancements, including the implementation of autonomous vehicles in some capacities, as beneficial to the industry. Regarding automation, Sarrazin sees the technology as a way to complement the skills of human drivers. He said automation provides for enhanced capacity, "allowing the industry to keep existing drivers busy, recruit new drivers, and manage the excess demand with autonomy" in some cases. Technology improvements can also continue to lessen trucking's impact on the environment.

"Over time, we have a duty as an industry to be a good steward for the planet," he said. "We have to be smarter, safer, and more efficient."



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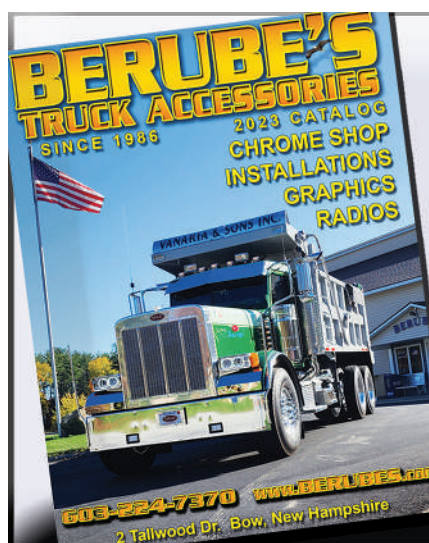
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OOIDA Applauds Bipartisan, Bicameral Bill to Reverse 1938 Law Denying Truckers Overtime Pay

WASHINGTON, DC... The Owner-Operator Independent Drivers Association (OOIDA) has announced its strong support for the bipartisan Guaranteeing Overtime for Truckers Act (GOT Truckers Act), legislation introduced by U.S. Senator Alex Padilla (D-CA) and U.S. Representative Jeff Van Drew (R-NJ) to ensure truckers receive overtime pay just like nearly every other segment of the American workforce.

"America's truckers keep our nation's economy moving, and without the hard work of these men and women, our supply chain would grind to a halt," said OOIDA President Todd Spencer. "Unbelievably, trucking is one of the only professions in America that is denied guaranteed overtime pay. We are way past due as a nation in valuing the sacrifices that truckers make every single day. This starts with simply paying truckers for all of the time they work. With this discount on a trucker's time, 'big trucking' has led a race to the bottom for wages that treats truckers as expendable components rather than the professionals they are. We thank Senator Padilla and Representative Van Drew for fighting to right this wrong by guaranteeing overtime pay for truckers

through the GOT Truckers Act. This legislation is an investment in truckers, road safety, and America."

Truckers are the backbone of America's supply chain, frequently working over 70 hours per week keeping grocery shelves stocked and critical medical supplies moving across our nation's highways. Unbelievably, outdated federal law from 1938 denies truckers guaranteed overtime pay for all these hours they work.

To put truck drivers on the same playing field as nearly every other worker in America, Senator Padilla introduced the GOT Truckers Act to ensure that truckers are finally paid the overtime wages they've worked for. The Owner-Operator Independent Drivers Association has long advocated for this change, and applauds Senator Padilla (D-CA) and Representative Van Drew (R-NJ) for standing up for America's hard-working professional drivers.

The Fair Labor Standards Act (FLSA), which sets federal policies on minimum wage and other labor protections, currently exempts truckers from its general requirement to pay employees time-and-a-half after 40 hours in a workweek. While this exemption was originally designed to prevent truckers from working too many

hours, it now actually prevents truckers from being fairly compensated for all the hours they work.

The U.S. Department of Transportation also recognizes the importance of repealing this exemption which it recommended in its recent Supply Chain Assessment of the Transportation Industrial Base as a way to improve supply chain performance.

Highway safety advocates have endorsed the legislation, recognizing the connection between overtime pay and retaining safe, experienced drivers.

In addition to Senator Padilla, the legislation is cosponsored by Senator and Chairman of the Health, Education, Labor, and Pensions Committee Bernie Sanders (I-Vt.), as well as Senators Ed Markey (D-MA), Richard Blumenthal (D-CT), Elizabeth Warren (D-MA.), and Ron Wyden (D-OR.). The House version of the legislation introduced by Representative Jeff Van Drew (R-NJ) is cosponsored by Representative Mark Takano (D-CA).

The Guaranteeing Overtime for Truckers Act is supported by the International Brotherhood of Teamsters, the Owner-Operator Independent Drivers Association, the Truck Safety Coalition, and the Institute for Safer Trucking.

A Likely Story - Twelve Days Of Christmas



By Roger Clark

As many of you know, the idea of buying gifts for loved ones is a traumatic experience. It leaves us tense, irritable, exasperated, and exhausted. And that's before we even set foot in the shopping mall. It's no better shopping online, where there's a million choices in every category. In ten minutes flat, the eyes glaze over, my hands start to shake, and her purse seals itself shut before I can steal another credit card.

My wife doesn't enjoy shopping either, unless there's a trendy lunch café on the schedule, but buying for me is the easiest chore on her list. She calls it the I-80 Truckstop Catalog, published in Walcott, Iowa. I call it the twelve days of Christmas.

She says the Twelve Days Of Christmas start on December 26th, and end on January 6th, at something called the Epiphany. I think that's what's written on a tombstone, but whatever

it is, it marks the end of my happiness. Well, okay, maybe it's not that serious, but 12 straight days of Amazon deliveries would put a smile on anybody's face!

So here's how it works. On the first day of Christmas, my true love gave to me a chrome bugler swan hood ornament. It's beautiful, of course, but I'm not telling the boss what we did to his Volvo! On the second day of Christmas, my true love gave to me a pair of chrome-plated exhaust pipes. Unfortunately for us, our trucks are grass burners.

On the third day of Christmas, my true love gave to me an Eagle Eye Triple Dashcam, particularly well-suited for my Ram pickup, because the camera has a wide-angle feature that illuminates even the largest of Wichita flea markets. On the fourth day of Christmas, my true love gave to me a four-trumpet train horn. You know, the one that makes Lia Thomas jump in the pool, squealing like a little girl.

On the fifth day of Christmas, my true love gave to me five sets of tire chains. Gazing upon them in their gaily wrapped canvas bags, my eyes are filled with tears as I recalled Rabbit Ears, Donner, Wolf Creek, and Snoqualmie. Now days, of course, with a line of 200 trucks waiting for the signs to drop, even someone willing to chain

up would never get close enough before the spring thaw.

On the sixth day of Christmas, my true love gave to me six gallons of Power Service, apparently convinced I'd be idling for days in the aforementioned line of waiting trucks.

On the seventh day of Christmas, my true love gave to me seven amber bumper lights, followed on the eighth day by an eight-piece chicken light repair kit. On the ninth day of Christmas, my true love gave to me nine matching Kinedyne load straps, which will disappear the minute I leave them on a loading dock.

On the tenth day of Christmas, my true love gave to me ten chromium-plated hubcaps, and then on the eleventh day of Christmas added eleven packs of matching lugnut covers.

On the twelfth day of Christmas my true love gave to me 12 romantic sleeper lights, which reminded both of us how we relied on true love and Espar bunk heaters to ward off the winter blues. Broke we were, back in those early years, but there's good news on the financial front. As she left the Iowa 80 truck stop showroom, my wife assured me we still have blanks in the family checkbook. It can't get no better than that!

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From The Chaplain's Desk

by Ron Fraser,
Transport For Christ
President



Matthew 11 28-30 says:
"Come to me, all who labor
and are heavy laden, and I
will give you rest. Take my
yoke upon you, and learn

from me, for I am gentle and
lowly in heart, and you will
find rest for your souls. For
my yoke is easy, and my bur-
den is light."

What does this mean? It
means to walk with Jesus,
work with Him, and learn
from Him. It refers to living
freely and abundantly, with-
out being burdened by heavy
or ill-fitting expectations. It is
about keeping company with
Jesus and learning to live out
of His abundance. It is in
contrast to the struggle and
strain found in self-effort

"Are you tired? Worn out?
Burned out on religion?" Je-
sus is saying, "Come to me.
Get away with me and you'll
recover your life. I'll show
you how to take a real rest.
Walk with me and work with
me, watch how I do it. Learn
about God's grace and what

that means for you." He said
"I won't lay anything heavy or
ill-fitting on you. Keep Com-
pany with me and you'll learn
to live freely and lightly."

Do you feel as though you are
trapped on a never-ending
treadmill based on your own
efforts to try to earn God's
forgiveness, God's approval,
and God's acceptance? That
is based on "Legalistic Reli-
gion not Relationship."

If you are trying to earn your
own forgiveness and thinking
that God is constantly mad at
you, I am here to tell you that
is not the heart of God.

When Jesus spoke of these
words He was referring to
the fact that there is an ease
and enjoyment when you
walk in His grace. This is in
contrast to the struggle and
strain found in self-effort.
There is such rest when you

know there is nothing you
can do to earn His forgive-
ness.

Give up on your own
self-righteousness, which
the Bible describes as "filthy
rags" (Isa. 64:6), and with
open arms and an open
heart, receive His forgive-
ness!

The key to getting out of a
cycle of sin and defeat is to
receive and to stop beating
yourself up. Receive and stop
punishing yourself because
your sins have already been
punished on the body of an-
other. His name is Jesus,
our beautiful Lord and Sav-
ior. No wonder the gospel is
called the "good news".

You can contact Ron Fraser,
Transport for Christ Presi-
dent at 717-426-9977.

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ra Operating Company Inc.
are in a voluntary Chapter
11 bankruptcy process in
the US. Volvo Group has
been selected as the win-
ning bidder in an auction
for the business and assets
of the Proterra Powered
business unit at a purchase
price of USD 210M.

The transaction between
Proterra Inc. and Proterra
Operating Company as sell-
ers and Volvo is subject to
approval by the bankruptcy
court in the US. In addi-
tion, closing of the trans-
action, which is expected
early 2024, will be subject
to merger clearance and
certain other conditions.

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Calendar of Events

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February 2-3, 2024 - Mid-West Truck & Trailer Show - Peoria Civic Center, Peoria, IL. Call 217-525-0310 for more info or visit www.midwesttruckshow.com

March 21-23, 2024 - 51st Annual Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

May 3-4, 2024 - Midwest Pride In Your Ride Truck & Tractor Show - Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-923-3724 or visit www.midwestprideinyourride.org

June 6-9, 2024 - 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 21-23, 2024 - Kuhnle Motor Sports Canadian Style Truck Uphill Racing - 8233 Sidley Rd., Thompson, Ohio. For more info, go to www.kuhnlemotorsports.com

July 11-13, 2024 - Annual Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 27, 2024 - Keystone Chapter ATCA Truck, Tractor, and Machinery Show - 139 Municipal St., East Freedom, PA. 8 am-5-m. Dash Plaques while supplies last. No Judging, No Registration Fee. For more info contact Ken clear at 814-224-2084 or visit www.keystonetrucks.org

August 2-4, 2024 - 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

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Unc's Fall Brawl



Top 5 in Loaded: 1-Sylvain Naud; 2-Robert Gervais; 3-Tyler Dieringer; 4- Alain Dallaire; 5- Donald Fitcher

C Mechanical Class featured nine entries during the Inaugural Unc's Fall Brawl. A record number of practice runs by Gavin Green and Melvin Classen resulted in several broken drive shafts between the two during the event, and in the end, it would be these mighty trucks and drivers who earned the Top 3 Finishes in Bobtail and Loaded competition.

Bobtail: 1st Place-Alex Carano; 2nd Place-Robert Gervais; 3rd Place- Ted Ellis

Loaded: 1st Place- Ted Ellis; 2nd Place-Alex Carano; 3rd Place-Sтивен Householder

The Inaugural Unc's Fall Brawl featured the addition of Loaded Diesel Pickup Truck, which had 18 entries!

The Top 3 Finishers

were 1st-Dale McConnell; 2nd-Jimmy Hawn; 3rd- Guy Fleming

Free For All Bobtail: 1-Peter Wagg; 2-Maxime Latulippe; 3-Stephen Carano

A Sunday Grudge Match was held between Jessica Ranta in her electric Ford 150 Lightning against eventual A Class Bobtail Winner, Stephen Carano in his wicked-fast 1998 Kenworth W900! Impressive drag race to say the least!

Mark your calendars for Unc's Stampede June 21-23, 2024 and Unc's Fall Brawl on September 20-22, 2024 for the Kuhnle Motor Sports Canadian Style Truck Uphill Racing event at Kuhnle Motorsports Park. For more info, go to www.kuhnlemotorsports.com

- All photos by Steve Pollock -



Brawl featured over two dozen entries in C Class, and it would be Canadian racers Sylvain Naud and Robert Gervais locking in the top two spots for both Bobtail and Loaded competition.

Top 5 in Bobtail: 1- Robert Gervais; 2-Sylvain Naud; 3-Bill Page; 4-Tyler Gallagher; 5-William Estrada

THOMPSON, OH... Kuhnle Motorsports Park, located in Thompson, Ohio was the site of the Inaugural Unc's Fall Brawl, Ohio's only Quebec-style Uphill, side-by-side semi-truck drag racing event, held on October 4-7.

A Class featured 15 entries at the Inaugural Unc's Fall Brawl. Canada's Nicolas Francoeur made his uphill drag racing debut in the "Orange Crush" Kenworth, formerly owned by Don Grant, while fellow Canadian Maxime Gervais drilled his competition

Latulippe; 3-Peter Wagg; 4-Jeff Byrom; 5-Mike Pazdera

Top 5 in Loaded: 1-Peter Wagg; 2-Maxime Latulippe; 3-Jeff Byrom ; 4-Mike Pazdera; 5-Stephen Carano

B Class featured 11 stout entries at the Inaugural Unc's Fall Brawl. Canada's Nicolas Francoeur made his uphill drag racing debut in the "Orange Crush" Kenworth, formerly owned by Don Grant, while fellow Canadian Maxime Gervais drilled his competition

with killer reaction times throughout the weekend. The Bobtail pair of the weekend was Jeffrey O'Rourke over Ray Murphy. That was a great wheel-to-wheel drag race!

Top 5 in Bobtail: 1-Maxime Gervais; 2-Jeffrey O'Rourke; 3-Ray Murphy; 4-Justin Nevius; 5-Nicolas Francoeur

Top 5 in Loaded: 1-Justin Nevius; 2-Maxime Gervais; 3-Michael Ostetrico; 4-Barclay Stewart; 5-Jonathan Boislard

The Inaugural Unc's Fall



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Andrew Boyle Elected 79th Chairman of the American Trucking Associations

Austin, TX... The American Trucking Associations' Board of Directors elected Andrew Boyle, co-president of Boyle Transportation in Billerica, Massachusetts, as the Federation's 79th chairman.

"It is a tremendous privilege to be chosen by my peers in the trucking industry to be ATA chairman," Boyle said. "Being selected to serve the millions of hardworking men and women who make up this great industry is an incredible honor, and I'm excited to

take on this challenge."

Boyle succeeds Dan Van Alstine, president and COO of Ruan Transportation Management Systems, in the role of chairman.

"Andrew's ability to share his vision for the trucking industry is inspiring," said ATA President and CEO Chris Spear. "He is the kind of forward-thinking leader our industry and association need at this time of accelerating change and uncertainty."

"I'm confident that ATA is in great hands



Andrew Boyle with my friend Andrew," said Van Alstine. "I want to wish him good luck on what will surely be an exciting journey as ATA chairman. I also want to

thank the ATA staff and my fellow members for their support this past year – they have made my term as chairman a truly special one."

The Board also elected Dennis Dellinger, president and CEO of Cargo Transporters in Hickory, North Carolina, as ATA first vice chairman and Greg Hodgen, president and CEO of Groendyke Transport Inc. in Enid, Oklahoma, as ATA second vice chairman. In addition, the Board named Wes Davis, CFO of Big M Transportation

in Blue Mountain, Mississippi, ATA vice chairman. In addition, the Board re-elected John M. Smith, chairman of CRST International Holdings LLC, as secretary and John A. Smith, president and CEO of FedEx Ground, as treasurer.

Andrew Boyle is Co-President of Boyle Transportation, a specialized trucking firm that provides exceptional quality, safety, and security to select clients in defense and life sciences. Prior to returning to the

company in 2003, Andrew was an investment banker with J.P. Morgan.

Andrew is currently serving as the Chairman of the American Trucking Associations, the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight.

Andrew is a board member of the American Transportation Research Institute (ATRI). He is Past Chairman of the Trucking Association of Massachusetts and is a member of Northwestern University Transportation Center's business advisory committee. He's also a trustee of Eastern Bank and serves on boards and committees of several non-profit organizations including House of Hope and The Hole in the Wall Gang Camp.

Andrew earned his MBA from Northwestern University's Kellogg School of Management and an AB from Bowdoin College.

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MOVIN' OUT Working Show Truck Of The Month

Earl Chapman/Pimco Transportation, LLC



on a custom hidden sub-frame. The truck sits perfectly at 285" and it's powered by a 2 WS E-Model CAT paired with a 5 & 4 transmission. The cab was "big holed" and they installed a new dash, dash panels, and new seats recovered in old style velour.

Earl wanted to thank Dan's Shop, Henry Velasquez, & 4 State Trucks for the parts and he said the rebuild finished just in time for the Peterbilt Factory Show in October '22. He was then able to bring it out to the nursing home his dad was in and show it to him before he passed away in December '22. Earl enjoys showing of his fine 359 whenever he has time, but even when he's not at a truck show, he puts on his own rolling show out on the interstate!

Movin' Out salutes Earl Chapman for representing the trucking industry with class, by choosing him & his 359 as our December Working Show Truck of the Month!

chased with the intention of repainting and putting to work. What started out as a simple repaint turned into a full restoration lasting 3 years. 87 Paint Shop in Joplin, Missouri worked their magic, replacing every skin and installing a new hood. Earl says the only cab parts reused were the windshield cowl & sleeper roof. The truck was painted with Imron elite Chrysler Silver and accented perfectly by the Flame Red Pearl frame. The original frame rails were also used, but the cab & sleeper were rebuilt



By Robert Conrad

This fine 359 Peterbilt brings us into the month of December looking like a silver Christmas ornament on top of Santa's red sleigh and it's the pride and joy of Earl Chapman! Earl says he got into trucking in 1992 and with plenty of hard work & long hours he's built Pim-

co Transportation LLC into a small fleet of 30 trucks based in San Angelo, TX. He says they haul beef, adult beverages, and prison food on the reefer side and various building materials on the flatbed side.

The pride and joy of Earl's fleet is this fine 359, an '84 model that he pur-

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Qty 20 - New 20XPT, 20-Ton, (9-Angle Iron Ramps, 6-Wood Ramps, 5-Hydraulic Ramps) Both Red and Black.

Qty 7 - New 25XPL, 25-Ton (Qty 3 - with Hydraulic Ramps) Both Red and Black.

Qty 40 - 42' Wabash-Dry Vans, 42'x96"x12'5", 2- 10' E-Track Rows at 24" & 54" Heights, Tire Inflation System, Aluminum Cross Members in Bay Area. (2011/2012 Sheet & Post, 2014/2016 are HBR).

35-TON LOWBOYS

Qty 4 - New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable, 35-Ton, 24' Deck, Air Ride. Both Red and Black.

Qty 2 - New Eager Beaver 35 GSL-BR, 35-Ton, 24' Deck, Beaver Tail.

60-TON BEAM
Qty 1 - Fontaine Magnitude 60 MBMD, 28' Beam, Modular Connection at Rear.

Qty 9 - New Transcraft DTL-2100, 48'x102", Main Deck Length 38', Winch Track on Roadside, Tie Bar on Curb Side.

Qty 50 - 2024 Vanguard VXP Plate Vans, 53'x102"x13'6", 110" Inside Height & Door Opening, Sliding Doors, Air Ride. Also Available w/ Skirts and w/ High Base Rail.

NEW FONTAINE WORKHORSE 55LCC - BOTH RED AND BLACK

Qty 10 - New Fontaine Workhorse 55LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Rear Lift Axle, Some with Wheel Covers, Both Red and Black.

Qty 21 - 2018 Reitnauer Dropmiser, 48'x102", Rear Axle Slide, Winch Track Both sides, (3) toolboxes.

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Qty 5 - New Fontaine 53'-90"x102" Xcaliber Extendable Flatbeds, Tri-Axle, Air Ride Sliding Tridem, Cal Legal.

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