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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 2022 Soza Memorial Truck Show



Central California was THE place to be in June 2022! The Soza Memorial Truck Show was one hot show - literally and figuratively! Turn to pages 12 & 13 for story and more photos. - Photo by Chad Violet -

### Ascent - Elevating the World of Logistics



By Steve Pollock  
BELLEVILLE, MI... Ascent is making significant investments in its company and is focused on growing its owner-operator fleet, Ascent Expedite. Company recruiter Steve Eadie and the rest of the team are excited to get the company's message out to owner-operators. Ascent offers Independent Contractors high

volumes of well-paid expedited freight. The company handles over 250,000 shipments yearly from Fortune 500 companies and OEMs (original equipment manufacturers), predominately automotive and agricultural. These are all no-touch direct loads with no brokered freight. Ascent places freight bids according to market condi-

tions, which provides stability and financial responsibility that makes everyone successful. The loads are posted by Ascent's customers to a proprietary load board, unavailable to the public, where both partner carriers and its own Ascent Expedite dispatch team bid on loads 365 days a year, 7 days a week - there is no  
Continued on page 18

### Worldwide Diesel For All Your Diesel Engine Needs



By Steve Pollock  
NILES, MI... Since 2007 Worldwide Diesel has been providing customers around the world with quality diesel engines and parts at competitive. Prices. The veteran owned business has grown to be an industry leader in remanufacturing

diesel engines and providing diesel engine parts. As the name implies, they will ship anywhere in the world. Worldwide Diesel has well over 300 engines in stock in their 45,000 square foot facility located in Niles, Michigan, including: CAT, Cummins, Detroit, Deutz,

International, Isuzu, John Deere, Mack, Mercedes, Paccar, Volvo and more. In addition to reman long blocks, fully dressed engines are in stock with oil pans, valve covers, reman fuel injectors, new oil and water pumps, rods, bearings, rings, heads, gaskets, and fresh paint. Worldwide Diesel also has a large selection of government surplus engines, used engines, core engines, reman blocks, camshafts, crankshafts and heads, and of course reman engines of all types. They also have a selection of good, used take-offs, ECMs, injectors, Jake Brakes, oil pans, Turbos, and much more. They will even buy your engine, running or not.

In 2022, Worldwide Diesel acquired 2nd Chance Diesel, which is located in Kearney, Missouri. The acquisition has expanded their remanufacturing and machining capacity as well as providing a second location for easier access by their customers.

Offering machining services for all engine parts as  
Continued on page 17



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## Nevada Trucking Association's Actions Combating Human Trafficking

It was one of those lucky moments. Something seemed wrong to an astute truck driver as he observed a teenager in a Michigan truck stop. Turns out the girl and her cousin had been kidnapped while they were taking an ordinary walk to a fast-food restaurant. Their captors forced them into prostitution.

Trusting his instincts, the driver made a phone call. His action that day resulted in 31 arrests and brought down a multi-state sex trafficking ring.

It sounds like an episode of "Law and Order." Human Trafficking is tailor-made for such crime dramas, and for network news specials like this 2015 production, where ABC's Diane Sawyer takes a "Chilling New Look" at the subject.

These TV shows are apparent ratings winners. That's good news and bad news. Public fascination with human trafficking raises awareness. The bad news is, it's just TV. The viewers enjoy a comfortable

distance between the story on the screen and the brutal reality of sex slavery.

January was Human Trafficking Awareness Month, a great time to thank the transportation industry, where drivers have eyes and ears on the problem. Notably, more than 40 percent of reports by truck drivers in recent years involved victims who are minors, like the Michigan truck stop incident.

Many truck drivers have taken formal training offered by Truckers Against Trafficking. TAT has been recruiting and training drivers since 2009. TAT knows that professional drivers are also regulars in some of the spots where human traffickers sell their victims. They use the same roads, rest areas and fueling stations.

Seventeen trucking firms in Nevada are partners with TAT, with more than 1,300 trained drivers from the Silver State. Nationwide, TAT has 1.4 million professional

drivers using proven tools and techniques to identify victims and come to their aid.

The next step, we hope, is that the traveling public will become more alert to the problem. TAT's training is available to anyone. It's a good idea to know what you're looking for, but anyone can report a suspicious situation to the National Human Trafficking Hotline (NHTH), which is run by the Polaris Project.

The trafficking stories you see on television are not gripping fiction. They're taken straight from ugly criminal enslavement of thousands of youngsters, and others who feel powerless against ruthless people who exploit them.

If you find that difficult to fathom, please take time to learn more about human trafficking - the gritty reality.

The Nevada Trucking Association has partnered with Truckers Against Trafficking and the fight against human trafficking since 2012.

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# OFF THE BEATEN PATH

BY PAM POLLOCK



## Don't Touch My Decorative Towels, Man!

Back when I was a newlywed, 40 years ago, a family came to our house trying to sell us a vacuum cleaner. The wife was so happy explaining everything in detail. They left that night without a sale – my spouse and I could not even afford a TV at the time, and I was not domesticated in the least bit – there was no way we were spending hundreds of dollars on a vacuum. I naively remarked to my husband when we were alone, “I hope that I never get that excited about an item for the house.”

Forty years later and I am still not a domestic diva. My spouse and I are in the process of moving into his parents' house, his childhood home. We are moving from the ranch house that we have spent our entire married life to a 170 year old farmhouse on wooded property. I'm leaving an all-electric heated house with the bathroom right beside my bedroom to a 2-story house with incredibly steep stairs – and the bathroom downstairs and the laundry in the basement. I am experiencing sticker price shock at the cost of heating this house with oil. (Geez Louise!) And don't even get me started on my frustration when we first moved in and I realized that cell phone service was horrible, and we could not get cable TV and internet. We had to rely on this horrible, horrible satellite provider for internet and tried to do the TV streaming. I had meltdowns galore and finally drove to the nearest cable provider and literally begged and cried for them to make an exception and come down our little rural road with cables. After 5 times of pleading on the phone and in person, they agreed and made it a Pollock Christmas Miracle for us!

But I am loving the peace and quiet and rustic quaintness. I like waking up in the morning and seeing the sun rise over the field across the road from me. In the evening, I step out on the deck and see thousands and thousands of stars twinkling in the night sky. The birds and squirrels flock to my feeders and peer in the windows. Deer run down the backyard, and I swear I saw a bear scamper into the woods one early morning. When there's snow on the ground, our lawn is covered with animal tracks of so many different species.

We had our first taste of the old homestead ups and downs right before Christmas when the brutal temperatures struck with some snow. The electricity went out, which we knew would happen because it always

did that when Steve's parents were alive. Steve went out in pitch dark before 6:00 am to start the back-up generator (something he would drive up and do for his Mom for many years). The windchill was -31° and the wind was howling. I was struggling to get fires started in the fireplace in the living room and the woodstove in the kitchen/dining room. I was not very successful. As well as not being domesticated, I am also not a woodswoman.

When my spouse walked back into the house, I greeted him with a block of wood and a rolled up newspaper. “So, how do we like the homesteading life now, honey?” I sarcastically bellowed. My spouse can, at times, have the patience of a saint. He had started the generator and gotten us some power. He calmly walked over to the thermostat and moved it

from the 62° that I insist on keeping it set on, up to 68°. He took that block of wood and added more wood and soon had toasty fires going.

He's assembled a bed stool so I can climb into the enormous 4 poster bed. He's watched as I've slowly started to become this domesticated old grandma. I was talking to my friend Tina the other day. I was in the process of loading wood from the shed into a wagon, which I then wheeled up to the house. I was choosing each piece of wood carefully, making sure it was dry enough. I spent more time deciding on that load of wood then I did picking out my wedding gown. Tina exclaimed, “Well, look at you, Pamela! You are just a regular Laura Ingalls Wilder, aren't you?!”

I screeched with glee, “Girl, yes, that's exactly who I am! Well, except that I have electricity, running water, a



The bane of my existence - the old woodstove, some days I can make a fire lickety-split, some days it's a lesson in patience in trying again and again and again....

bathroom, a car, modern appliances...”

My son's girlfriend V came over and bedecked our living room and staircase for the holidays. My daughter created a Pinterest board for me with decorating ideas for the mantle and staircase. I started to purchase little trinkets and signs about how great it is to be living in a farmhouse - #homesteadlife. One night Steve came home from work and found decorative towels hanging from the oven door. After supper, he foolishly grabbed one to wipe up a mess. I bellowed, “Not the decorative towels! What are you thinking? They are for looks only!” He was puzzled, I mean, in 40 years of marriage, I never cared at the other house if he used the towels hanging from the oven door. “But these are \*DECORATIVE, HOME-STEAD\* towels,” I stam-



My guys with our new toy, the wood splitter.



mered. “We can't use them; they are for appearance sake only.”

Remember my remark earlier about never wanting to be excited about buying a vacuum cleaner for the house? Well, that still holds true – but I got positively giddy the other day when I rode along with my husband to buy a wood splitter. Yep, you heard right – I was thrilled with our purchase of a wood splitter. We came home and I took photos and videos of my spouse and son splitting some wood.

I get up in the morning and attempt to get the fires

blazing because I still insist on having that thermostat set at 62°. “Put on a sweater and use a blanket, or two or three,” I instruct my spouse. I started cooking meals and then doing the dishes right after we finish eating. This is not normal behavior for me. I fussily hang blankets and throws on a ladder propped against the living room wall.

My spouse remarked the other evening, “You're becoming quite the Pioneer Woman, aren't you”. I retorted, “I'm Laura 'effin' Ingalls Wilder! Get it straight, man. And keep your mitts off my decorative towels!”

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# Sheetz Cuts Diesel Fuel Prices by 50 Cents



Altoona, PA... Sheetz, a major Mid-Atlantic restaurant and convenience chain, announced it will start the new year by decreasing diesel fuel prices by 50 cents a gallon at each of its 665+ locations that offer this grade. This reduction will result in a savings of approximately \$10 for mid-size trucks, \$12 for full-size trucks and \$60 for semi-trailers\*. The offer officially starts today and ends on January 31, 2023.

The price will be decreased from the original diesel price listed at each one of Sheetz's 665+ locations. This offer will include both auto diesel fuel and truck diesel fuel options.

Last September, Sheetz celebrated Truck Driver Appreciation Week by reducing diesel fuel prices to

\$4.49 a gallon for the entire month. Sheetz further showed its appreciation by offering truck drivers free meals in September.

During the offer, the price displayed at the pump is the final purchase price and reflects the price rollback.

\*Numbers based on average tank size for each truck mentioned. Numbers assume that customer will fill gas tank from 'empty' to 'full.'

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Bully Dog's all-new turbos with actuators for Cummins ISX engines are direct OEM replacements that improve performance and reliability. To ensure longevity and reliability these turbos are triple balanced up to 180,000 RPM and feature high quality copper journal bearings, aluminum forged compressor wheel and beautiful polished aluminum compressor housings.

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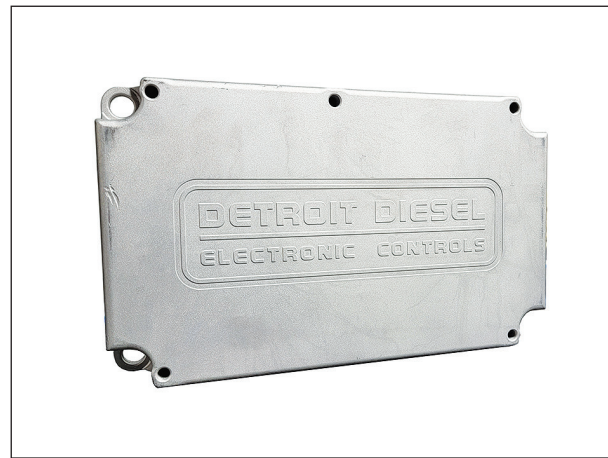
# High Performance Diesels with Bruce Mallinson

## Winter Fronts And S60

Now that winter has arrived, we receive occasional calls about whether or not a winter front should be installed. You sometimes see them on trucks when driving down the highway. It makes people think that they are not doing all they can for their truck. This could not be further from the truth. Ignoring the advice of anyone who recom-

mends one to you would be beneficial. Winter fronts are only necessary in rare cases and are not needed for modern engines. Detroit Diesel specifically states that a winter front should only be used when the outside air temperature is less than -22F AND if the engine is having a hard time maintaining 175F of coolant temperature. For our

northern friends this doesn't sound that uncommon, but I seethe when I see winter fronts in warmer states like Pennsylvania. While they may help keep heat in the radiator, they also keep in the charge air cooler! Controlling intake manifold temperature is critical to performance and fuel mileage. To describe how excessive intake temperatures can be harmful allow me to list a few downsides: excessive



issue is in the ECM calibration. For some reason, the calibration calls for an extremely retarded beginning of injection. In some cases, the ECM will not begin to inject fuel until 10 degrees after top dead center. At this point in the cycle there is no hope for this engine to have a 'successful' combustion cycle. You can clearly see and feel that something is not right when you feel the shutter and see the smoking pouring from the exhaust. We have fixed many engines with this issue and the owners are always very skeptical that this will be the fix. After spending years chasing this problem, I would be skeptical too that it is just a calibration issue. Once we adjust the calibration that prevents the ECM from requesting such retarded timing you will never have this issue again. You can go to any one of our remote tuning locations or you can come to our faculty here in Saxonburg Pennsylvania.

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

temperatures can keep the engine fan on which reduces power and fuel mileage, excessive temperatures can increase NOx emissions that increase EGR or DEF consumption, excessive intake temperatures mean the exhaust temperature will also be higher, and in some cases excessive intake temperatures can give false readings to sensors which could lead to check engine lights and less run time! While many of the winter fronts I see do not totally block the grill they are still restrictive and can cause performance issues. Even if you don't experience check engine lights your engine is suffering. It is recommend-

ed if you must use a winter front that it must be at least 25% open. If your truck is having difficulty maintaining temperature during the winter than you have an issue with your cooling system. Have you been experiencing an issue with your DDEC 3 or 4 Series 60 where after a long period of no throttle input your engine will stutter and blow smoke after you begin to accelerate again? We get this call all the time and the fix is simple. I hear people tell me all the time that they have replaced injectors, sensors, wiring harness and some people are even replacing cylinder heads! The



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# PGT Trucking Purchases Nikola Tre Battery-Electric Semi-Truck to Offer Sustainable Shipping Solutions



Aliquippa, PA... PGT Trucking Inc., a multi-service transportation firm offering flatbed, dedicated, international and specialized services, announces the purchase of their first Nikola Tre battery-electric vehicle (BEV) semi-truck, becoming the first flatbed trucking company to actively grow its fleet with zero-emissions equipment. PGT will immediately utilize the Nikola Tre BEV on a select customer account, primarily operating on local, dedicated routes.

"Our customers have expressed a need for sustainable shipping solutions, and we are working to align ourselves with their green energy commitments. With the purchase of the Nikola Tre BEV, PGT is prepared to meet these demands," stated Gregg Troian, PGT Trucking President. "PGT will continue to revolutionize the industry through the Future of Flatbed®, utilizing innovative technology and zero-emissions equipment to provide progressive transportation services for our customers, enhanced lifestyle benefits for our drivers and sustainable shipping methods for

the environment." PGT's new Research and Development Department, led by Laurence Cox, Vice President, Sustainability, has been tasked with analyzing and applying the company's green fleet solutions, identifying additional short-haul usages for the battery-electric truck and exploring new initiatives to support its operation across multiple platforms.

Previously, PGT signed a letter of intent to lease 100 Nikola Tre fuel cell electric vehicle (FCEV) trucks, and PGT's R&D Department will help prepare for the full integration of these units into PGT's fleet, which are anticipated to arrive later this year. With the addition of the new zero-emissions equipment, PGT is on track to reach its sustainability goal, reducing carbon emissions from its company-owned fleet by 35% by the year 2025.

"This is a tangible example of how PGT is shaping the Future of Flatbed in the transportation sector, solidifying our commitment to our customers' sustainability goals," stated Cox. "We are excited to put our Nikola Tre BEV to work, further refining the application of this ad-

vanced equipment through our R&D department."

PGT's Future of Flatbed Fleet, which consists of the company's most elite drivers, will be the first to drive the Nikola Tre BEV, working with PGT's R&D Department, dedicated partners and customer representatives to haul flatbed loads in real world scenarios. The drivers were selected during an extensive application process and prepared for their roles by receiving advanced training on the equipment, attending product development meetings and participating in pilot programs.

"PGT's decision to place a Nikola Tre BEV immediately into operation is telling of their commitment to drive forward their ambitious corporate sustainability initiatives today," said Nikola Corporation, President and CEO, Michael Lohscheller. "We are extremely proud to partner with another well-respected industry leader by providing progressive zero-emission transportation solutions that are intended to improve safety, reduce costs and CO2 emissions, and improve overall total cost of ownership."

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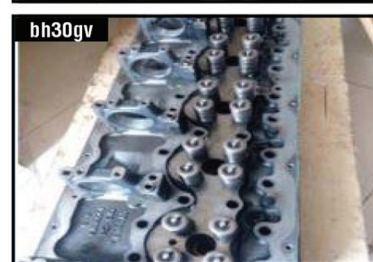
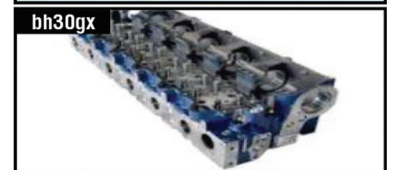
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# Latest Trucking Industry News

## ATA Truck Tonnage Index Decreased 2.5% in November - Index 0.8% Above November 2021

Washington, DC... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 2.5% in November after slipping 1.2% in October. In November, the index equaled 114.7 (2015=100) versus 117.6 in October.

"For-hire truck tonnage saw the largest single monthly decrease in November since the start of the pandemic and a total drop of 3.7% in October and November," said ATA Chief Economist Bob Costello. "The decreases match anecdotal reports of a soft fall freight season as well as a slowing goods-economy generally. Housing-related freight is particularly weak."

October's decline was revised up from our November 22 press release.

Compared with November 2021, the SA index increased 0.8%, which was the fifteenth straight year-over-year gain, but the smallest over that period. In October, the index was up 4% from a year earlier. Year-to-date through November, compared with the same period in 2021, tonnage was up 3.7%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by fleets before any seasonal adjustment, equaled 114.6 in November, 4.6% below the October level (120.2). In calculating the index, 100 represents 2015. ATAs 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.

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

## Canada's ELD Progressive Enforcement Period Changes

WASHINGTON, DC... Effective Jan. 1, 2023, inspectors and roadside enforcement personnel in Canadian provinces and territories may begin documenting electronic logging device (ELD) violations and issuing citations to commercial motor vehicle drivers operating vehicles without a Canadian-compliant ELD.

Each Canadian province and territory has jurisdictional regulations for applying the ELD rule to its regulated carriers. Therefore, the Commercial Vehicle Safety Alliance recommends that drivers and motor carriers check with each Canadian province and/or territory they may travel in or through to verify each jurisdiction's requirements.

The ELD mandate does not change any of Canada's underlying hours-of-service requirements.

## PA Turnpike Reminds Motorists That 5% Toll Increase Started Jan. 8

HARRISBURG, PA... The Pennsylvania Turnpike Commission (PA Turnpike) reminds drivers that a toll increase approved last year took effect across the highway system on Jan. 8 at 12:01 a.m. The Commission approved a 5% increase for E-ZPass and Toll By Plate customers on Aug. 2, 2022. E-ZPass drivers will continue to get the lowest rates, saving nearly 60% versus Toll By Plate. To check toll rates for travel on the PA Turnpike, visit <https://www.paturnpike.com/toll-calculator>.

The PA Turnpike also reminds drivers that Act 112 — a measure signed into law on Nov. 3, 2022 — is now in effect. It enables the PA Turnpike to work with PA Department of Transportation (PennDOT) to suspend motor-vehicle registrations of owners with four or more overdue Toll By Plate invoices or \$250 or more in unpaid tolls or outstanding toll registration suspensions

required a higher threshold of six past-due toll invoices or \$500 or more in unpaid tolls.

"This law strengthens our efforts to hold violators accountable for failure to pay," said PA Turnpike CEO Mark Compton. "By far, most travelers do the right thing and pay their fair share. If you're someone who believes there are no consequences for toll theft, we want you to know that you're mistaken."

If convicted, penalties for operating a vehicle with a suspended registration could include:

- \* a mandatory, three-month driver's license suspension;
- \* fines of up to \$500 plus court costs;
- \* auto-insurance policy cancellations and higher premiums; and
- \* a record of the violation on the owner's driver history.

"Vehicle owners who think they may be at risk of having their vehicle

registration suspended should take immediate action to avoid these costly consequences," Compton said. "Contact us today to make good on any unpaid tolls before you can no longer legally operate your vehicle."

To settle unpaid PA Turnpike tolls, call 1-877-736-6727. When prompted, say "Customer Service," then select option 3 for Toll By Plate. Vehicle owners can use the Unpaid Invoice Lookup to check for any unpaid PA Turnpike tolls associated with their license plates. If an owner's registration is suspended, that owner will be responsible for payment of all outstanding tolls and fees and must pay a restoration fee to PennDOT. To learn more, visit [www.paturnpike.com/payyourtolls](http://www.paturnpike.com/payyourtolls).

Prior to initiating a registration suspension, the PA Turnpike mails multiple notices. Invoices that are unresolved after 60 days are sent to a collection agency

with fees added. Collection agencies pursue payment using various methods including letters, phone calls, text messages, and e-mails.

In addition, the PA Turnpike uses other measures to obtain payment, including:

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

To encourage prompt payment, the PA Turnpike has made it easier to pay. The Toll By Plate invoice now includes a QR code that customers scan to pay directly from their devices. Additionally, the Turnpike partnered with a cash-payment network enabling customers to use cash to pay invoices and replenish E-ZPass accounts at 70,000 drug, convenience, and discount stores nationwide. To pay in cash, customers select the "pay" option when accessing their account online or via the PA TOLL PAY?app. Customers must generate a pay slip — which includes a \$1.50 service fee — to present to the chosen retailer.

### 2023 Toll Rates

As a result of the upcoming increase, the most-common toll for a passenger vehicle will increase from \$1.70 to \$1.80 for E-ZPass customers and from \$4.10 to \$4.40 for Toll By Plate customers.?

The 5% toll increase is needed to meet the PA Turnpike's funding and capital-improvement obligations. While the Turnpike regularly outpaces national roadway standards for safety, quality and rideability, the Commission does not receive tax appropriations to operate and maintain its roadway.

For the past 15 years, under Act 44 of 2007, the PA Turnpike has been legislatively mandated to transfer more than \$7.9 billion to PennDOT for highway and transit needs. While the funding obligation decreased from \$450 million to \$50 million per year in 2022, the PA Turnpike will be paying down the debt to finance the Act 44 mandate for years to come. The Commission's funding plan calls for toll increases of 5% through 2025 based on current projections. Ultimately, the goal is to hold annual increases to 3% beginning in 2028.

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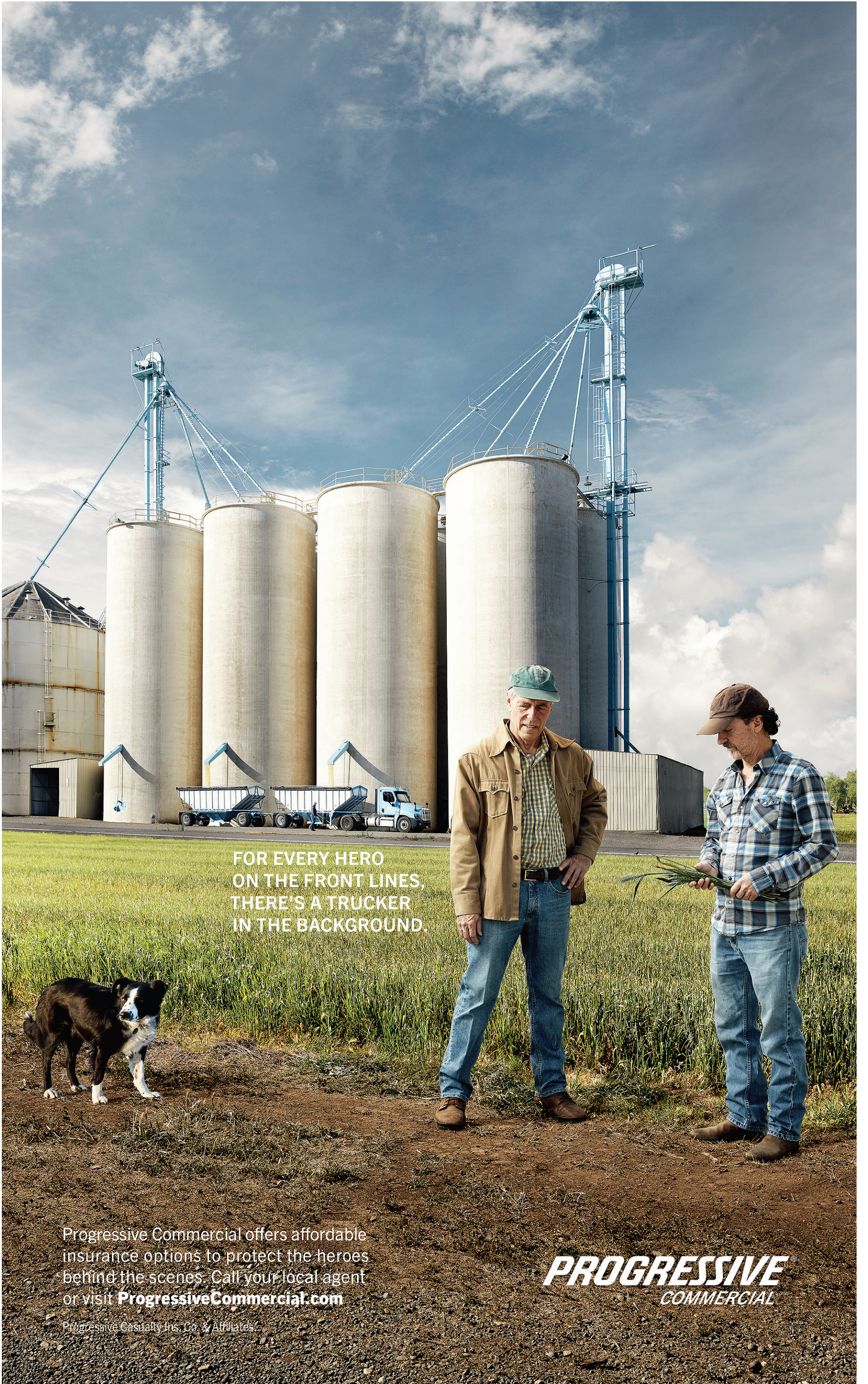
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## Something to Think About - Another Wasted Day

by: Mike McGough

She began her career with a solid education that provided the hard skills of essential knowledge and nursing practices. For the next forty-eight years she stayed current, and that enabled her to be a good nurse. She and those she served were blessed that she also had a host of soft skills, social and emotional attributes such as compassion, patience, understanding, and empathy. Some people have a high level of emotional intelligence; she was emotionally brilliant, and that made her a great nurse! At age 70 she decided to retire.

Over her career, she had seen folks through some of the worst period in their lives. She cried with many and rejoiced with countless people and their families. She felt their pain, and she embraced their relief when all turned well. She listened to their anguish, and she reveled with them in their joy. As a result, she came to understand and appreciate the human condition on a very intimate level. She witnessed the highs and lows of life on a daily basis, and just as her hard skills were kept current by study, patient by patient her soft skills continually developed and were renewed. After she retired, she wasn't done, not by a long shot. There was still work to be done.

The hospital where she had worked was in an urban setting. The long-term failure of the steel industry in the '80s brought a resulting decline in the local economy. Homelessness, poverty, hunger, and a resulting hopelessness were very real consequences. Although they were not technically illnesses, they were most defi-

nitely problems that resulted in both physical and mental health issues. This was going to be her new line of work.

There was an abandoned store front a few blocks from the hospital where she worked. Through a contact at her church, she got a 90-day lease at no charge. A local rental agency provided folding tables and chairs. A discount grocery chain offered to provide donuts and cold drinks. Her church donated two coffee machines and agreed to provide supplies on an ongoing basis. Painted on the main window front window were the words "Coffee & Donuts."

It started with no great fanfare, and after a month, no one would have faulted her if she had closed up shop and moved on into retirement. Oh, a few folks had stopped in, but they stayed only long enough to get something to eat and drink. All but dismayed she thought through some of the basics she had learned in medicine more than 50 years earlier. Then she asked herself, "What is the illness and what are its possible causes?" Quickly she came to realize that the illness was no personal motivation, and the cause was hopelessness. She was providing for physical needs and that was good, but if she could provide some emotional nourishment, that could be great. Below the words already on the front window, she added in larger print the word "HOPE."

It took time, but by the end of the second month, she and several colleagues who volunteered to join her began reaching a wider cliental. They began providing something more

than food and drinks. They began talking to the folks who came through their door. The city police established a presence, as did some local businesses and three churches. Two guidance counselors from the high school volunteered after school. The nurses often referred to their clients as patients. They saw them in need of healing, and that's what they and the other volunteers were there to do.

They had their ups and down, but over time, their impact grew. Their lease was extended indefinitely. Additional donations allowed them to provide more supports for those with material needs, but their biggest offering, their mission if you will, became hope. That hope was born out of the compassion, patience, understanding, and empathy they could bring to those who were on the verge of or in the dark midst of hopelessness. The volunteers brought their soft skills to those in need, and that produced an impact that no one could have imagined. It was a treatment for the illness of hopelessness, and it was working.

A statement painted on a wall in their store front defined their mission. It was there for the patients, but maybe more importantly, it was there as a daily reminder for the volunteers who served them.

We each get one life. Every day you bemoan your situation, blame someone for your lot in life, view yourself as entitled, or demand that someone else make your life better, you've wasted another day. Don't be a victim of your own inactivity. We'll be happy to help you start helping yourself to a better life!

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## Timothy W. Donahue



**October 6, 1967 — January 8, 2023**

Timothy W. Donahue, 55, passed away on Sunday, January 8, 2023. Survived by his parents, Terrence W. and Lindy (Arch) Donahue; his son, Nate Donahue; siblings; Marybeth Irvin (Randy) and Wayne Donahue (Holly); and his nephews, Cameron and Landon Donahue. He is also survived by other family, friends, and colleagues.

Timothy received his Bachelor's in History from Edinboro University. He was the owner and President of Shamrock Utility Trailers Inc. Timothy enjoyed fishing and golfing with his good friends Allen and Buddy. But above everything, he cared for and loved spending time with his beloved son, Nate.

In lieu of flowers, memorial donations to the [UPMC Children's Hospital Foundation](http://UPMC Children's Hospital Foundation), 4401 Penn Ave., Pittsburgh, PA 15224.

## Aaron Marsh Hired as Wheels of Time Editor

KANSAS CITY, MO... The American Truck Historical Society has hired Aaron Marsh (Bethel, Connecticut) as its Publications Director and editor of its renowned magazine, Wheels of Time. Marsh replaces long-time editor and Publications Director, Stormy Wylie, who retired at the end of 2022.

"This is a big challenge — keeping what has been built with Wheels of Time, building more, and moving it into the future," Marsh said. "I believe it is the members and their stories that will get us there."

Published by ATHS since 1980, the Wheels of Time is a visually impactful magazine that celebrates the history of the American truck, the trucking industry, and its pioneers. Nearly 30,000 copies are printed bi-monthly and distributed to ATHS members and available on newsstands across the United States. In addition to WOT, Marsh will serve as editor of the annual Show Time publication which highlights the National Convention & Truck Show, featuring each truck/trailer in attendance at the show.

"Aaron is an asset to the ATHS team as he has a genuine interest in history and an innate love of old iron with an eye for photography and a passion for writing. We're excited to see what new ideas Aaron brings to Wheels of Time," said Executive Director Laurence Gratton.

More information about ATHS, including hours of operation, can be found at [ATHS.org](http://ATHS.org).

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# 2022 Soza Memorial Truck Show



small fleets... polished to the nines and dressed to impress as the west coast style rolled in one by one. Transfers, hay haulers, tankers, flatbeds, reefers, lowriders, classics and so much more began packing up the show lot. The Soza crew methodically placed the participants making it easier on the judging teams.

One of the best features that is never seen at other shows, last year's Soza's Show winner of Best of Show, Carballo, gets parked in its own special spot by itself right across from the show registration main tent. This truck is still a part of the show but is more on display as it is not eligible for competition. CG specifically designed this as an extra honor of that previous winner as it also gives someone different an opportunity to win Best of Show. This also gives a spectator a glimpse of the previous year's top winner if they were not in attendance. It's easy to see why Carballo took top honors in 2021. His single axle hay truck that his shop built is an absolute beautiful example of perfectly cool.

To help combat the heat, the show had many food trucks with refreshments along with huge chiller coolers under the big show registration tent. Surrounding the shows "mission control" under the main tent, tables were full of donations for the auction raffle. Truck parts, multiple gift baskets for women and children, a



custom hand crafted wooden semi-truck and trailer, and so much more. Along with the food trucks, several of California's vendors were on hand with display booths. From polishers, custom truck builders, and several others... the line of craftsmen was plentiful. PDI of Utah was also on hand with their custom truck and trailer with their line of engine performance parts.

Day two was packed with finalizing judging and more heat. Towards midafternoon, everyone gathered at the main tent for the live auction while judges finished up the larger classes and the Soza team tallied the votes. After the auction, the awards and trophies

were distributed, and everyone started to pack up and pull out. The heat did not keep away the show participants and spectators. CG and his wife Ashleigh along with their incredible team, put on a spectacular show raising just over \$19,000 towards the Dyslexia Foundation with a total truck turnout near 140. The functionality, flow, vision, goals, participation and purpose of the Soza Memorial Show was executed and carried out successfully. No matter what coast or border you are near, this is one show that makes the 2 mile or 2,000 mile drive absolutely worthwhile... and California is beautiful, no matter how hot it is.

by Chad Violet

June 25th and 26th, 2022 in Central California proved to be one of the hottest truck shows to date and it wasn't just the West Coast

trucks. With temperatures well over one hundred degrees and no shade on the grounds, the coolness of trucks was not in short supply.

Day one arrived and CG Soza and his team was parking trucks as they started filing into the Merced Fairgrounds. Bobtails, combos, single trucks along with



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# 2ND ANNUAL SOZA MEMORIAL TRUCK SHOW

All photos by Chad Violet

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for more photos of the show.



## Smith Transport Drivers Ervin Henschel, Jr. and Benjamin Silverstein Honor Veterans As Part Of the 2022 Wreaths Across America

Smith Transport of Roaring Spring, Pennsylvania is a big supporter of Veterans of our Armed Forces. Two of their drivers, Ervin Henschel, Jr. and Benjamin Silverstein were proud to be a part of the 2022 Wreaths Across America campaign, picking up wreaths in Columbia Falls, Maine and transporting them to locations in New York, New Jersey, and Pennsylvania.

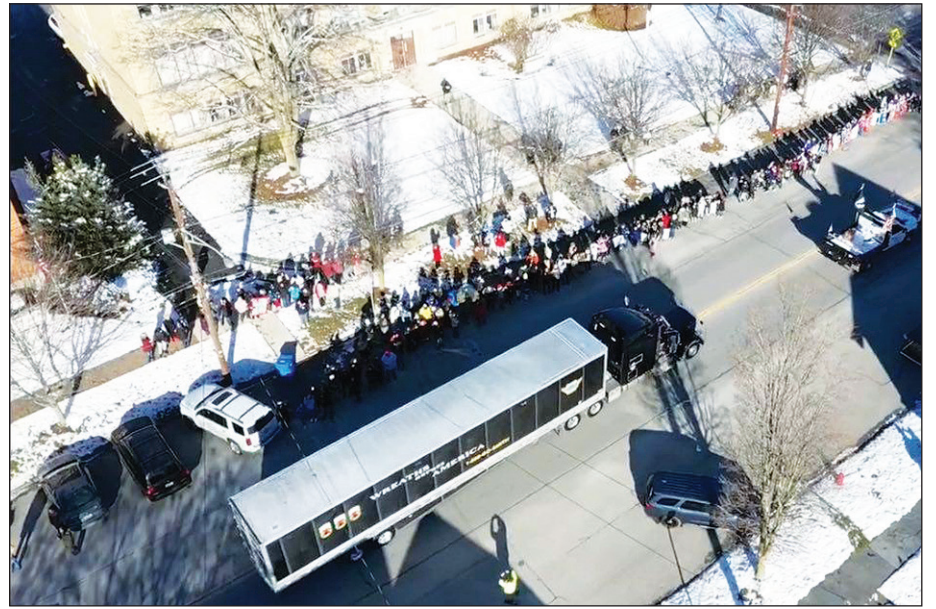
It was Ervin Henschel, Jr.'s second year hauling

wreaths to be placed on Veterans graves. Henschel, Jr. is a Veteran of the U.S. Coast Guard. This year he has a special passenger helping him with the deliveries, his father, Ervin, Sr., who is a Vietnam Veteran. The Henschels picked up wreaths in Maine and made deliveries in Modena, Gardiner, and Goshen, New York.

The Henschels were part of the City of Goshen's Annual Parade and were

stopped by 4<sup>th</sup> grade students at Park Avenue Elementary School, who honored them with handmade signs and shouts and cheers of "U-S-A".

Benjamin Silverstein is a Veteran of the U.S. Air Force and 2022 was the first year for him to participate as a driver for Wreaths Across America. Silverstein loaded his Smith Transport truck in Maine and made deliveries in Flemington and Denville, New Jersey, and Newtown,



An aerial view of Ervin Henschel, Jr.'s, driver for Smith Transport, truck during the parade at Goshen, New York.

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Silverstein participated in the Veterans Remembrance

Tree Program of Wreaths Across America. This program was established by

WAA as a way to honor and remember our Veterans, allowing family members to place memorial dog tags on the trunk of an evergreen tree. These trees are kept in production and their balsam tips are harvested every three years, crafting Veterans wreaths that are then placed on the graves of Veterans every December.

Silverstein as also a participant of a parade in the City of Denville, New Jersey during the wreath delivery.

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## Smith Transport Drivers Ervin Henschel, Jr. and Benjamin Silverstein Honor Veterans



Ervin Henschel, Jr. and his dad, Ervin Henschel, Sr.



Ervin Henschel, Jr.'s truck at the Goshen, New York Cemetery.

*- Photos courtesy of Ervin Henschel, Jr. and Benjamin Silverstein -*



Smith Transport driver Benjamin Silverstein hangs his Grandfather's dog tags (inset photo) on the Veterans Remembrance Tree.



Benjamin Silverstein's Smith Transport truck adorned with a Christmas wreath.

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## Ashley Leiva of Noemi Trucking Awarded Kenworth T680 Next Generation as Top Military Veteran Rookie Driver



PACCAR DX-40 tandem rear axles.

In 2021, Leiva retired from the U.S. Army and returned to her hometown in Corpus Christi, Texas. After graduating from the transportation training program at Del Mar College, she and brother Johnny Leiva began running the trucking business of their late mother Noemi – and renamed it Noemi Trucking in her honor. Their company hauls crude oil for Draco Energy in South Texas. Leiva is the first winner to be nominated by a National Association of Publicly Funded Truck Driving School.

"This is certainly a very special moment for me. My mother inspired me to go into truck driving. She said driving a truck made her feel like she was on top of the world," said Leiva. "It is an honor to receive the Transition Trucking award of the T680 Next Generation from among all the outstanding nominated veterans and fellow truck drivers. Thank you to FASTPORT, Hiring Our Heroes and Kenworth for what you do to help veterans transition into the trucking industry."

"It was an honor to present the Kenworth T680 Next Generation keys to Ashley Leiva. On behalf of Kenworth and all our employees, thank you for your long military service to our country, and we wish you a successful and long trucking career," said Genevieve Bekkerus, Kenworth director of marketing.

From left: Mona Dexter, Hiring Our Heroes chief of staff and vice president of operations and communications; Brad Bentley, FASTPORT president; Genevieve Bekkerus Kenworth director of marketing; "Transition Trucking: Driving for Excellence" award winner Ashley Leiva, Noemi Trucking; Sean Adams, McElroy Truck Lines; Dave Marihugh, Roehl Transport, and Brianna Potthast, Kenworth on-highway marketing manager.

WASHINGTON, DC... A distinguished veteran with nearly 16 years in the U.S. Army received the annual "Transition Trucking: Driving for Excellence" award during a special ceremony held recently at the U.S. Chamber of Commerce in Washington, D.C.

For the seventh consecutive year, Kenworth teamed with FASTPORT and the U.S. Chamber of Commerce Foundation's Hiring Our Heroes to find America's top rookie

military veteran who made the successful transition from active duty to driving for a commercial fleet.

Professional truck driver Ashley Leiva of Noemi Trucking in Corpus Christi, Texas, received the keys to a Kenworth T680 Next Generation, the top award in the recognition program. The T680 Next Gen is equipped with a comfortable, spacious 76-inch sleeper and PACCAR Powertrain featuring a PACCAR MX-13 engine, PACCAR TX-12 automated transmission, and



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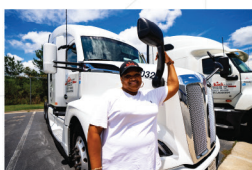
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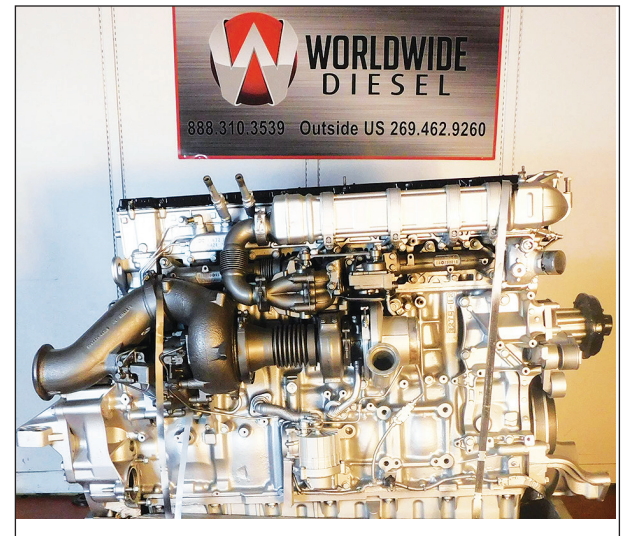
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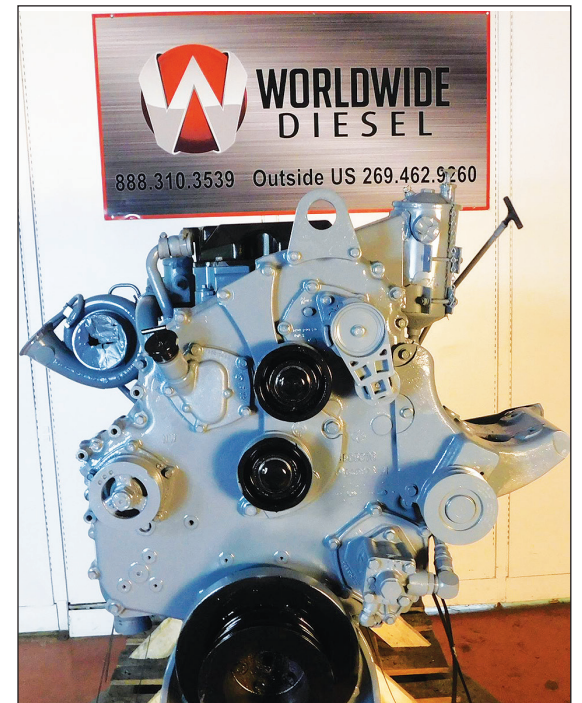

continued from page 1

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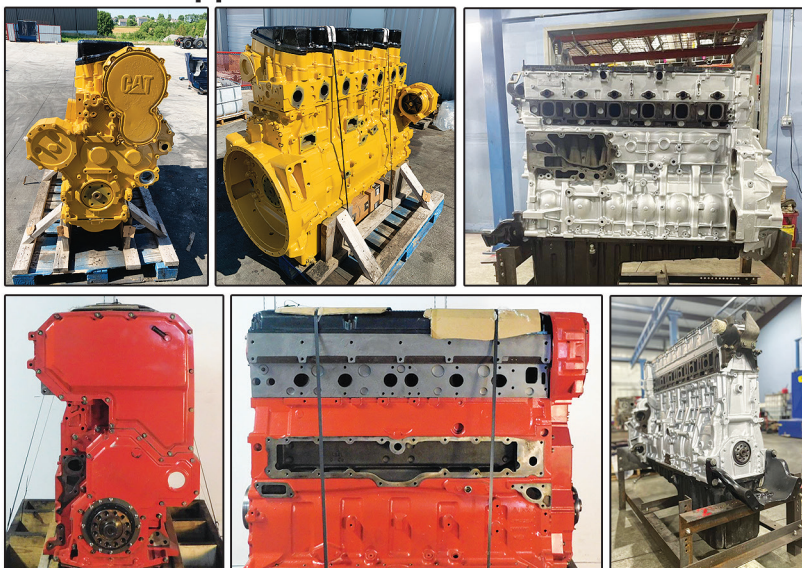



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# Ascent - Elevating the World of Logistics



continued from page 1

forced dispatch. There are loads for tractor-trailers, straight trucks, and sprinter vans, with opportunities for solos, teams, and fleet owners – both Class A and B CDL holders.

In March 2022, Ascent Expedite revised its compensation package, increasing contractors' income by

20- 25%. The company also offers sign-on, safety, retention, and referral bonuses. In addition, Ascent has recently added the opportunity to secure tractor leasing and equipment rentals to experienced drivers looking to enter the owner-operator business. Contractors like hauling freight for Ascent, which is evident from its

3.5-year retention rate.

Ascent's Safety and Recruiting Manager, Tyler Billeg stated, "We are not your typical trucking company. Ascent is a third-party logistics provider specializing in expedited ground and air service to automotive and agricultural OEMs, partnering with them to ensure their success. We created

Ascent Expedite to ensure our customers' plant downtime is always protected. Likewise, we have our own fleet of jets located at the historic Willow Run Airport in Belleville, Michigan, to accommodate air charter services for our customers. We have the freight, the lanes and the deep-rooted customer relationships."

Ascent is also one of the safest trucking companies in the country, according to Safestat. The company is an industry leader in safety with no hours-of-service violations and extremely low CSA scores. All loads are regional, with the average haul length is 370 miles for solo drivers and 900 miles for teams. The

hauls are shorter, yet drivers earn more, with less fuel cost and wear-and-tear on equipment. The leasing and operational area starts in Michigan and runs through the Midwest and Southeast to Texas.

If you would like to learn what you can earn at Ascent, please call Steve at 414.615.1556.



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## We Often Lose In Our Struggles Because We Have Quit Trying

We are in a world where people try hard to achieve. Most of the time they are defeated because they give up too quickly. "Be thou faithful unto death, and I will give thee the crown of life."

Many a man has given up the race just before he reached the finish line. You don't have to be what you are. You can be different if you want to. To want is to desire and lust, but the Bible says, "be content with such things as you have."

You have your life, and you have to do something with your life. Have you ever bowed your head and thanked God that you have your life in this world? Where could you get life except by God giving it to you?

One of the things that drive people up the wall is that they are forever wanting to be like somebody else. But human beings are like snowflakes – no two are just alike. God wants an individual just like you who is willing to give your life to Him and to walk in the light of His word and to serve Him every day. So be content with such things as you have.

## FMCSA Pre-employment Requirement Went Into Effect January 6, 2023

On November 4, 2022, the Federal Motor Carrier Safety Administration's (FMCSA) Drug and Alcohol Clearinghouse published information titled "Pre-employment Investigations for Drug and Alcohol Program Violations." The Clearinghouse notice is a reminder to certain employers regarding a change requirement that went into effect January 6, 2023. On that date, three years of violation data became available in the Clearinghouse and a pre-employment Clearinghouse query will satisfy the requirement to investigate whether a prospective driver had previous drug and alcohol program violations, as required by 49 CFR 391.23(e). This query will also satisfy the requirements of 49 CFR 40.25.

Please be aware the Clearinghouse contains only information about a driver's drug/alcohol testing history when employed by FMCSA-regulated employers. If an employer is considering an applicant who was employed by an employer regulated by a DOT agency other than FMCSA (such as the Federal Railroad Administration, Federal Transit Administration, Federal Aviation Administration, etc.), that applicant's information would not be reported to the Clearinghouse. For any questions, please contact FMCSA's Drug and Alcohol Clearinghouse at clearinghouse@dot.gov



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**Young Trucks Becomes First Volvo Trucks Certified EV Dealership in Ohio**



Young Trucks has recently completed the required training and facility upgrades to become the first Volvo Trucks Certified EV Dealer in Ohio.

Volvo Trucks North America has expanded its network of Volvo Trucks Certified Electric Vehicle (EV) Dealers into Ohio, announcing that Young Trucks, a fourth generation, family-owned dealership,

has recently completed the required training and certification program. The designation signifies that the dealership is ready to support customers around its Canton, Ohio, location who are interested in adding Volvo VNR Electric trucks to their local and regional distribution, pickup and delivery, and food and beverage distribution routes.

Two of Young Trucks' technicians have completed Volvo Trucks' hands-on training course that demonstrates how to safely maintain and repair elec-

tric drivetrains and components. Additionally, the dealership has invested in the necessary diagnostic tools for its maintenance bays, and its service team has been outfitted with the personal protective equipment necessary to work with high-voltage systems. Young Trucks has dedicated one service bay for battery-electric trucks with plans to expand as adoption of the Volvo VNR Electric truck increases in the region.

Young Trucks opted to utilize a portable 50 kW

Heliox charger to support charging its customers' Volvo VNR Electric trucks. The portable charger provides the flexibility to move it to other bays, as needed. In addition, the charger has lower power requirements, enabling the dealership to use its existing electrical service and fast-track its infrastructure deployment timeline.

"We have continued to focus on the road ahead and introducing battery-electric truck sales and service into our product and service offering was a natural next step for Young Trucks. We already service commercial trucks powered by various fuel types and technologies and adding battery-electric trucks to the mix allows us to further provide our customers with an array of solutions to suit their unique operating needs," said Ryan Young, dealer principal, Young Trucks. "Our leasing and rental company, Young Leasing, ordered its first Volvo VNR Electric truck to utilize as a rental unit for area fleet customers. This truck will also serve as a demo vehicle for local fleets, enabling them to experience firsthand the power and performance of the Volvo VNR Electric in

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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](http://www.truckingshow.com)  
**April 28-30, 2023 - 75 Chrome Truck Show - 75 Chrome Shop**, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at [www.75chromeshop.com](http://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](http://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](mailto:dgammell@netins.net) or Russell @ 402-680-6121 or email [kwcofan@gmail.com](mailto:kwcofan@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](http://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](http://www.aths.org/convention)

**June 24-25 - 11TH Annual Ohio Vintage Truck Reunion** - (Weekend after Father's Day) - Ashland County Fairgrounds. Sponsored by Ohio Chapters of the American Truck Historical Society. Hours 9 am to 4 pm. Hundreds of Vintage Trucks, Truck Model Contest, Trucking Memorabilia Display, Swap Meet, Camping, Food, T-shirts, 50-50, Activities, Country Convoy. Donations to Show Charities appreciated. For more info 419-332-8352. [www.ohvintkrreu.com](http://www.ohvintkrreu.com)

**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](http://www.carlisleevents.com)

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# A Likely Story - "I Did That!"



by Roger Clark

There are now YouTube channels celebrating the dumb stuff truck drivers do. The people creating those videos are just trying to be funny. But in the words of Jay Leno, "If you're not funny, don't try!"

These influencers are showing mistakes and bad choices they never made in their two-year, million-mile careers. I don't know about y'all, but my biggest errors were just getting started about that time. Still immortal, under age thirty, that's the time drivers swap more paint than a four-car NASCAR team.

Oh, I bumped into a few things, those first couple of years, but repairs were made with a hammer and can of spray paint. A tail-light here, a wiper there, and a scuff over yonder cost what Dave Ramsey refers to as a stupid tax. But then it started getting weird. Or worse.

Trying to do a U-turn in a dark parking lot, clearly marked NO TRUCKS,

I tore the air lines loose, which led to an hour-long lecture from the property owner while we waited for road service. Then I did it again, some months later, when I drove out from under my trailer in the middle of a Petro truckstop. I forget what I was hauling, but still remember it weighed 45,000 pounds. It may explain why my left arm is longer than the right!

I've always had a thing about heights. A bad thing. My depth perception is so good I can turn on a dime and give you eight cents change. But back in the day I was over my head when anything was over my truck.

But it wasn't all bad. The bridge—the first one—was in New York City, just a half-block from the best deli sandwich I've ever had. The second bridge, 20 years later, was in Abilene, Texas, where I met Sergeant Terry Monroe of the Abilene PD Motorcycle Division. He doesn't remember me. I'll never forget him.

Have you ever waited in line for fuel? Yah, me too. It's often because the drivers ahead of us don't have a lick of courtesy. But not always. Sometimes the driver makes a mess on the ground, or in his overalls, and has no choice but to abandon his lane. You just have to sniff this one out, if possible.

Love's has been known

for years to regularly clean the fuel lanes. Not any more. I don't know if it's a lack of employees, or competition with Flying J for the tallest piles of trash, but it would be safer to wear your flip flops in a landfill. They empty the fuel lane trash cans every few days, but they get to choose which ones.

But I digress. Back in the eighties, the list of things I didn't hit was shorter than the things I collided with. Guardrails in Wisconsin and Kentucky. Cars in Ohio and New York. Buildings in Texas and Missouri. And of course, there were the U-turns and right turns that took out stop signs, sprinkler systems, and the occasional mailbox.

In between these memorable mileposts, I blew an engine in Pennsylvania, stripped a transmission in Illinois, and burned up a power divider on Donner Pass. I also earned a handful of tickets, during that decade, for going too fast, following too close, and getting married too soon. Again.

Ultimately what I learned is this. Few drivers are going to have a forty year career without accidents, but what they can do is avoid it being their fault. Oh, and remember, cameras are just one shirt pocket away!

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## Trucking Industry's Largest Event Returns – MATS 2023

The Mid-America Trucking Show is set for March 30-April 1, 2023 at the Kentucky Expo Center in Louisville, KY! Registration is open to trucking professionals and industry media at [www.truckingshow.com/registration](http://www.truckingshow.com/registration). Free early bird registration ends on February 28, 2023.

Building on the success of the 50th anniversary, planning for the 2023 show is well underway. Organizers are expecting to surpass MATS 2022's numbers where more than 58,000 attendees saw 850+ exhibiting companies showcasing over 1,000,000 square feet

of exhibit space.

"MATS is the one event on the industry calendar that brings the entire industry together face-to-face to see the latest innovations and collaborate to define the future of trucking," said Toby Young, MATS President. "MATS is the best opportunity for more than tens of thousands of trucking professionals to experience hands-on demonstrations and find solutions to improve their businesses."

In addition to the extensive exhibits on the tradeshow floor, MATS 2023 will also host a full schedule of education and

networking and events. "We poll our attendees each year to identify how we can improve MATS to address their business needs, and our 2023 events and education will be a reflection of those efforts," said Young. "New this year, MATS VIP Executive Breakfast will host industry thought leaders from Bosch L.OS, Amazon Web Services, Schneider National, and Tenstreet in a discussions about solving today's challenges through digitalization and leading the way for a sustainable future for transportation and logistics."

All registered attendees receive free admission to:

\* MATS Opening Reception – <https://truckingshow.com/opening-reception/>

\* The PKY Truck Beauty Championship – <https://truckingshow.com/pky-truck-beauty/>

\* MATS Friday Night Concert (Tickets available from DAT in booth #65216) <https://truckingshow.com/concert/>

\* MATS Pro Talks Education Series – <https://truckingshow.com/education/>

For more information on exhibiting at MATS 2023, please visit <https://truckingshow.com/why-exhibit/>.

For more information on attending MATS 2023, please visit <https://truckingshow.com/why-attend/>.

For information on hotels and other accommodations, please visit <https://truckingshow.com/where-to-stay/>.





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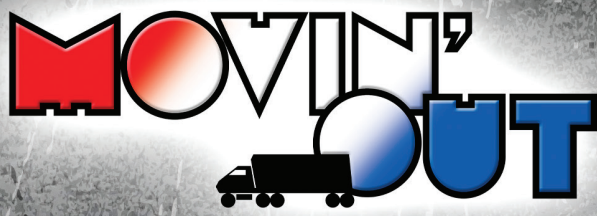
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# Working Show Truck Of The Month

Chip's Auto Transport/  
Kevin Wallace Jr.



by Robert Conrad

When it was established in 1971, Chip's Auto Transport focused on repair work and towing for MA State & local police. Their original location was in Needham, MA, but they eventually switched gears from towing to transporting vehicles nationwide.

Today this family-owned

business is run by Kevin Wallace, Lee Wallace, and Kevin Wallace Jr. (seen in our photos) and they operate out of their state of the art facility in Foxboro, MA. The Chip's fleet is made up of 10 trucks, ranging from the typical flatbed tow truck to their 10 car stingers. They haul all types of cars & specialty vehicles out West

to California & Arizona with their fleet of trucks.

The pride of the fleet is this 2006 Peterbilt 379, that they purchased out of CA in 2020. The truck has a 63" sleeper and plenty of custom touches from the front bumper to the full fenders over the rears! Power comes from an Acert C-15 CAT 550HP engine that's

paired up with a 13 speed. Kevin Wallace Jr., seen in our photos, says this polished Pete runs 90% of the time around the Northeast, but it stretches its legs making trips down & back to Florida hauling cars for the "snowbirds".

Kevin Jr. says he has fond memories of going on the road with Kevin Sr. to pick

up vehicles as well as working in the shop alongside his dad as a little boy. He says those early experiences made him want to work for the family business, and he's been doing just that full time for the past 13 years. One thing's for sure, the cars arrive in Peterbilt style

when they arrive courtesy of Chip's Auto Transport behind this sharp looking 2006 379!

February definitely starts off in style with Chip's Auto Transport & their 2006 Peterbilt shining bright as our Working Show Truck of the Month!

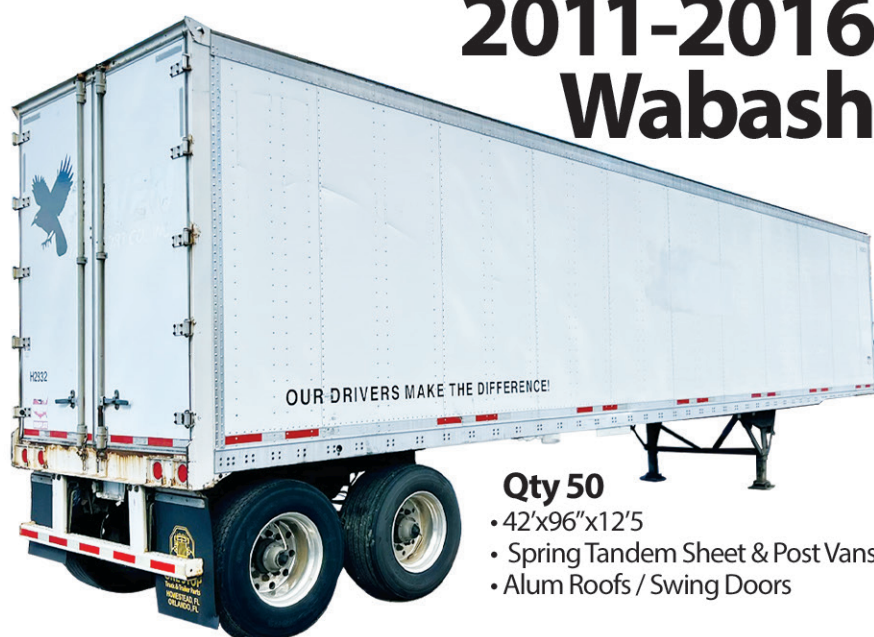


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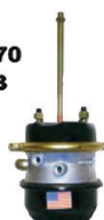


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