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75 Chrome Shop Hosted 25th Anniversary Truck Show In 2023



75 Chrome Shop hosted its 25th Anniversary Truck Show on April 28-30, 2023. This year's show will be held from April 25-28th at the 75 Chrome Shop in Wildwood, Florida. Turn to Page 12 for more photos from the 2023 Truck Show. - Photo courtesy of 75 Chrome Shop -

Hunter Truck Kicks Off Peterbilt 589 Tour



The new Peterbilt 589

By Steve Pollock
BUTLER, PA... Hunter Truck, located in Butler, Pennsylvania, was host to a Ride and Drive Tour event this past December 13th featuring Peterbilt's

new 589. The event kicked off a Ride and Drive Tour that will visit nearly all of Hunter Truck's 13 locations. Some of the dates are as follows:

- Saturday, February 10th – Allentown, PA
 - Friday, February 23rd – Clearfield, PA
 - Thursday, February 29th – Buffalo, NY
- continued on page 11

FirstLine Funding Group – Here For The Long Haul



By Steve Pollock
MADISON, SD... Cash flow is the biggest challenge for an owner-operator and fleets, spending money on fuel and road expenses, while you wait for freight invoices to be

paid can bury you in debt. FirstLine Funding Group is in the business of helping owner-operators and fleets conquer cash flow problems by providing flexible operating cash. Because they are a di-

vision of the First Bank & Trust, a South Dakota based bank, FirstLine Funding Group, with locations in Madison, South Dakota and Ankeny, Iowa can offer a lot off financial continued on page 10

Shell Rotella® Awards Grand Prize In The 2023 Class 8 Truck Promotion - Donald McNurlin Of Tulsa, Okla. Receives A Brand-New Class 8 Truck



la Class 8 Truck Promotion and we hope he enjoys many happy memories on the road with his brand-new Class 8 truck," said Julie Wright, North American Brand Manager, Shell Rotella®. "We're proud to provide him and truck drivers across the country with high-performance heavy-duty engine oil that will keep trucks running smoothly, mile after mile."

As a loyal Shell Rotella user, McNurlin selected Shell Rotella® for a heavy-duty diesel engine oil change which paid off in more ways than performance. During a visit to a Love's Truck Care location in Yuma, Ariz., McNurlin registered for a chance to win a new Class 8 truck and won.

"It is a wonderful surprise to have had an opportunity to win the 2023 Shell Rotella® Truck Promotion," said McNurlin. "Trucking has always been a lifelong interest and love of mine. I feel blessed to be able to take my new truck on the road and will continue to use Shell Rotella®."

Hard-working Shell Rotella heavy duty engine oil sets truckers up to spend less time in the shop and allows engines to perform at their best. Shell Rotella® offers a complete portfolio of synthetic and synthetic blend heavy

duty engine oils that are suitable for virtually all modern low-emission heavy duty engines and older hard working diesel engines. Shell Rotella® synthetics are formulated with proprietary Triple Protection Plus™ technology to fight wear, deposits, and oil breakdown for a longer engine life.

"At Love's Truck Care and Speedco locations, we provide a dependable place for pro drivers on the road to get fuel, comprehensive over-the-road truck maintenance services, good food and more," said Eric Daniels, vice president of total truck care at Love's. "Drivers rely on our clean places and friendly faces as the nation's premier travel stop network and trust Shell Rotella® to ensure their engines run smoothly and efficiently. Together, we keep America's truck drivers rolling."

Bruckner's Truck and Equipment in Tulsa, Okla. facilitated the grand prize Class 8 truck for McNurlin.

For more information about the full line of Shell Rotella lubricating products, coolants, and synthetic oils, please visit www.rotella.shell.com. To stay up to date with the latest updates from Shell Rotella, check out Facebook, Twitter, and Instagram.



Houston, TX... Shell Rotella® is excited to announce that Donald McNurlin of Tulsa, Okla. is the grand prize winner of the 2023 Shell Rotella Class 8 Truck Sweepstakes. As the grand prize winner, McNurlin was awarded a Class 8 truck of his choice. McNurlin was recently presented with a 2023 Mack Pinnacle at a ceremony at Love's Travel Stop in Big Cabin, Okla.

"Shell Rotella is pleased to have hard-working truck driver Donald McNurlin win the 2023 Shell Rotel-



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OFF THE BEATEN PATH

BY PAM POLLOCK

Tell Me Why... (No, Seriously, Tell Me Why!)



My view of the Homestead before the sun had full risen, because I wanted a photo before there were tracks in the snow...

It's mid-January and while we have not had the horrible snowstorms that have hit the West and Midwest, we're currently experiencing our first significant snow of the season. Coupled with windchills that have hit -9), people have been pretty cranky around here. Now, I will admit that I love the snow (but I hate being out on icy roads) and even though it's been challenging to go out and get my birds fed, I just bundle up and git r done.

Sitting here in the Homestead, I have felt my blood pressure rise every time our oil furnace kicks on. I run around, turning the thermostat back to 64°, throw on an extra sweater and wrap up in a blanket whilst working in my home office. My spouse has been keeping a fire going in the living room fireplace and then I worry about how much wood we are burning. It's a never-ending vicious circle. And yes, I count myself amongst the cranky crowd.

When I feel irritable, I tend to dwell on things that raise my ire. And trust me, that list is growing by the minute...

First up, I LOVE Hallmark movies much to my spouse's chagrin. But as much as I enjoy watching them, when I am cranky, I start to nitpick them. Why is there always a snowstorm and the roads and airports are closed but they can still make it into the town diner or coffee shop? And why do the people NEVER button their coats up? And you can't see their breath when they are talking? And why is there big clumps of (fake) snow everywhere but on the sidewalks? Those suckers are always bare. And the (fake) snow is draped over bushes and shrubs and trees – yet all of the trees are in summer foliage. And trust me, after 41 years of marriage, my spouse and I have never not spoken our minds to each other, we just let 'er rip. No stupid looks without saying what we are thinking!

Speaking of foliage, this past fall we were out "leaf peeping" and came across the most beautiful vista

overlooking a river and it was just perfect for photographing – except for the highly offensive graffiti that was spraypainted on some rocks. Why must jagoffs deface something? Why?! And yes, I am also talking about carving stuff into trees.

I'm just plain tired of all of the political BS spouted on TV, the newspapers, and especially Social Media (I'm pointing at you, Facebook Crusaders). Why must you be a douchecano?

And wht's up with practically every service worker replying, "Of course!" to every question... Me: "Can I get my hamburger plain?" SW: "Of course!"

Me: "Thanks for helping me with this issue." SW: "Of course!" This.drives.me.up.the.wall...

My biggest pet peeve? When someone DIES, people say that they have "passed away" and then throw up an offhand, "RIP". They're DEAD, peeps. And RIP is stupid. I'll probably unfriend you if you post that on my page. Who am I kidding, I did unfriend several people who said that when my Mom died.

I don't get the ripped jeans look – why pay good money for a pair of jeans with so many rips and tears and gaps in the fabric that goes up to your thighs? That being said, did I buy my one granddaughter a



I'm always gazing up at the sky, looking for a sign or message from my Mom. This past fall, I spied a Hummingbird (one of my Mom's favorite birds), in the clouds.

pair of said jeans because she really likes them? Yes, yes, I did – but not a pair that had gaps of fabric up to the thighs.

This one goes out to my Dad – we have daily disagreements over the weather. He tells me that I need to find another source for my weather forecasts. I tell him that if he doesn't stop quoting his weather app, things are gonna get ugly. And yet, here we are every day, having this same talk. What can I say, arguing runs in the family. I still love you, Dad – but my weather program is better than yours.

So, I am sitting here being an armchair critic of things, spouting off and being a bit of a condescending a-hole when trust me, I know that I do a ton of stuff that annoys people...

I have to drive my family up the wall by insisting on only using certain silverware utensils... and cups... and plates... and pots and pans... and also bathroom towels.

I sharpen several pencils and line them up like little wooden soldiers and call them, one by one, into active duty to do battle in my

work. Woe be to the unsuspecting person who dares to touch my pencils (and pens)!

I am perpetually misplacing stuff – namely my glasses and phone.

I do not willingly share my stash of Coca Cola or Sarris chocolates.

I get positively giddy when it snows and I will dash outside while it's still dark, throwing on a coat over my pajamas and slipping on some winter boots, so I can get photos of the yard and woods without footprints ruining the beauty of the fresh fallen snow. I have been known to yell, "Don't walk in the snow, I don't like tracks!"

I am obsessed with birds and birdwatching. My head is always turned to the sky, gazing at the clouds, the moon, the stars. I see shapes in the cloud that others do not.

I still have my Christmas tree and all of my decorations up. If that annoys, too bad. Although, I do hope to get them down within the next couple of days.

I wear those goofy sweatshirts with cartoons and sayings – all year long. I also wear silly socks and will be wearing a pair of Halloween socks in – April.



Beautiful Fall Foliage, but some jagoff ruined a perfect view by spraypainting offensive words on the rocks just off to the right. I had to crop all of the rocks out of my photo.

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PUBLISHER
Steven M. Pollock

EDITOR
Pam Pollock

NATIONAL SALES
Autumn Kellogg
Dan Pollock
George Miller

CONTRIBUTING WRITERS
Dr. Michael McGough
Bruce Mallinson
Roger Clark

PMTA
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I will give you the glare of death if you even think about touching my camera. And heaven help you if you get in my car and turn the radio station. But – I will change the seat position and radio if I get in your car, because, well, apparently that rule does not apply to me.

I don't like for my food to touch. I only put a teeny, tiny dab of ketchup on my sandwiches. I don't like spices of any kind, not even pepper.

Why am I like this? I have no clue – and I'm not going to spend money on a therapist to find out why because most of them are just as screwed up in the head as me. So, I'll just muddle along and just keep wondering, "Why? Why? Why?!"

PacLease Saw Record Truck Deliveries in 2023; Added 26 New Locations



BELLEVUE, WA... With 2023 now in the rear-view mirror, PacLease, a leading full-service lease and rental provider, said the company is gearing up for another year of solid growth as it moves into 2024.

"We're well positioned," said Ken Roemer, president of PACCAR Leasing. "Last year we saw a record number of trucks delivered to our customers. And with our footprint expanding with an additional 26 new locations, we're ready to service new and existing customers more than ever before."

New PacLease franchise locations in 2023 included:
* MPG Lease and Rent-

al - Total of five locations in Sioux City, IA; Council Bluffs, IA; Ankeny, IA; Lincoln, NE; and Norfolk, NE

* GTG Peterbilt PacLease - Total of two locations in Wichita, KS, and Great Bend, KS

* Gabrielli Truck Leasing- Total of two locations in Albany, NY, and Marcy, NY

* Aim Leasing Company - Total of two locations in Springfield, VA, and Manassas, VA

* All Roads Rental and Leasing - Total of three locations in Landover, MD; Mardela Springs, MD; and Dover, DE

* Lucky's Lease - Total of six locations in Albany, NY;

Newburgh, NY; Owego, NY; Henrietta, NY; East Syracuse, NY; North Utica, NY

* MHC Truck Leasing - Total of one location in Grand Prairie, TX

* TLG Leasing, Inc. - Total of four locations in Harleyville, SC; Tipp City, OH; Greensboro, NC; and South Bend, IN

* Inland Lease & Rental Inc. - Total of one location in Mesa, AZ

According to Roemer, full-service leasing made up an increasing part of the overall truck market in 2023, accelerating even faster than in previous years. "There was a big swing for those moving into leased trucks, and we

benefited from that as our fleet continued to grow," he said. "We're doing very well with our traditional private fleet customers - and our work with vocational customers continues to surge. PacLease is a very attractive option for fleets and vocational operations since we offer Kenworth and Peterbilt trucks that can be spec'd specifically for the application."

Roemer said the parts shortage and supply constraint truck OEMs faced during the past few years is now over for the most part, "and it's great to be doing business like

normal. New customers to leasing, and those who are renewing the leases of an aging fleet, continue to place orders. And, we have more trucks available to bridge the gap for customers needing units immediately as they place their orders for new leased trucks."

PacLease is also planning to add more in-service EV trucks in 2024. "We broke the ice in 2023 by leasing electric Kenworth and Peterbilts in multiple markets, plus several of our locations are now renting EV units," said Roemer. "We will continue to ramp

up that effort to support our customers interested in going green."

On the maintenance side, PacLease's Customized Fleet Services program is gaining traction. "It's a managed maintenance program that is totally customizable for a customer," said Roemer. "Our PacLease locations have the capacity and expertise to provide this service. It's especially attractive to those non-leasing customers that operate trucks in multiple locations as they're looking to find a reliable partner to handle maintenance and repairs while they're on the road."



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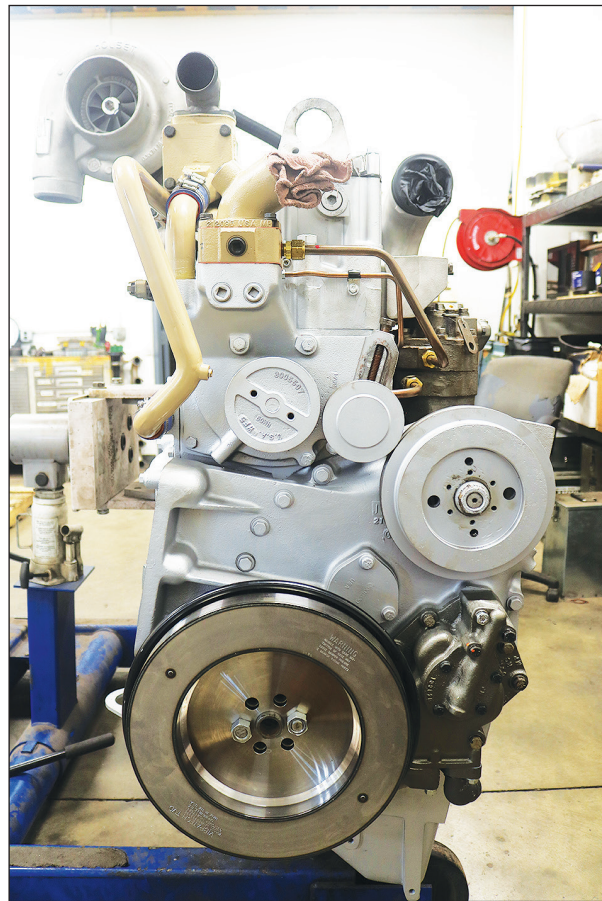
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High Performance Diesels with Bruce Mallinson

Years ago, when the Big Cam Cummins engine was in 74% of all trucks sold in North America, we at Pittsburgh Power developed 42 items to improve the power, longevity, and fuel mileage of this wonderful engine. We really knew this engine well and still do, then one morning a well-dressed man named Al Puhlman walked into my office with one of my magazine articles and asked me if I was the writer. My answer was

yes. He proceeded to tell me he had a Big Cam 3 in a Crown bus that he converted into a motorhome, and the engine laid on its side halfway back in the bus under the floor. I leaned back in my chair and looked at him, thought to myself, I have heard a lot of stories, but this one takes the cake! Like I said, he was a good-looking, well-dressed, and well-spoken man, so I said when can I see this motor home? His reply was

tomorrow. It's parked at a campsite in Washington Pa right now. Now this was back around 1996. The next morning, it was in my parking lot, an absolutely gorgeous motorhome; the side compartment was open, and there was the Big Cam Cummins engine with chrome valve covers lying on its side. I just stared at it, wondering how the oil pan and oil pump supply oil to the engine. I thought this was impossi-



ble, so I got a creeper, slid under the motorhome, and saw the strangest-looking oil pan I have ever seen.

DEF diagnostics. The technicians of today live in a different reality than years ago. Hearing an engine roar to life after a new pump and injectors was satisfying. A technician's job now is borderline 'nerdy' with all of the computers and wiring involved. So, back to EGR, why did the OEMs use that technology, and how does EGR reduce NOx?

For starters, DEF and SCR are the superior technologies, but they weren't ready for mass production in 2003 when EGR came out. EGR is one of the simple and effective ways to reduce the NOx coming out of the engine. The biggest reason EGR is so effective is that it decreases the peak temperature of the combustion flame. It does this through the dilution effect, a thermal effect, and an added mass effect. The dilution effect is a fancy term, which is what it sounds like. The gulp of air that the cylinder takes in is diluted with EGR. The combustion flame has to try harder to find oxygen in the cylinder to burn with. The less oxygen there is, the more 'left-over' fuel molecules there are, and soot forms more easily. The "added mass effect" and "thermal effect" work with the dilution effect. When you dilute the intake with something other than burnable oxygen, that something absorbs or takes heat away from combustion. When combustion happens, there is a large release of heat. That heat and pressure is what pushes the piston down. Not all that heat goes into pushing the piston down. It is distributed to the block, pistons, and exhaust, to name a few. The block, pistons, and exhaust absorb heat. Hence, engines get hot. EGR in the cylinder takes heat away and reduces the amount of push on the piston. This is one of the reasons why EGR hurts power and fuel mileage. These three effects reduce cyl-

continued on page 7

ble, so I got a creeper, slid under the motorhome, and saw the strangest-looking oil pan I have ever seen.

The engine actually was on a 3-degree rise from being completely horizontal, enough to allow the oil to return to the pan. That day, a wonderful friendship began. He wanted a lot of horsepower, and I was the one that made his dream come true. This Crown motorhome started life as a Crown mobile post office powered with an NH 220 Cummins engine. Al and his son converted this traveling post office to a stunning motorhome and installed the Big Cam Cummins engine under the floor. This motorhome has 34 gauges, 17 hides of leather, a 36" television that comes up out of an end table, and the list goes on. The horsepower is around 700, we did not have a dyno at the time to verify the power. Al Puhlman was raised in Western Pennsylvania, and in 1962, his family moved to southern California; this motorhome is now in Round Mountain,

California, near Redding, California.

In 2023, a customer brought us another Big Cam Cummins engine to go into a 1938 Harlan bus to set the land speed record at Bonneville Salt Flats. The following pictures are of the engine during the build process, so it has not been painted at this time. Please note the exhaust manifold, oil pan, and mercury-filled engine balancer behind the new torsional damper. The engine is around 750 to 800 horsepower and will be situated in the bus with the intake manifold facing the ground. You can see how the oil pan sump will be facing the ground.

PITFALLS OF EGR

EGR was introduced to the trucking world and has been with us for over 20 years. The introduction of hardware that lowered emissions reshaped the industry, and emissions regulations continue to shape our world. From a repair shop perspective, our world went from rebuilds, injectors, and pumps to EGR coolers, DPF cleaning, and



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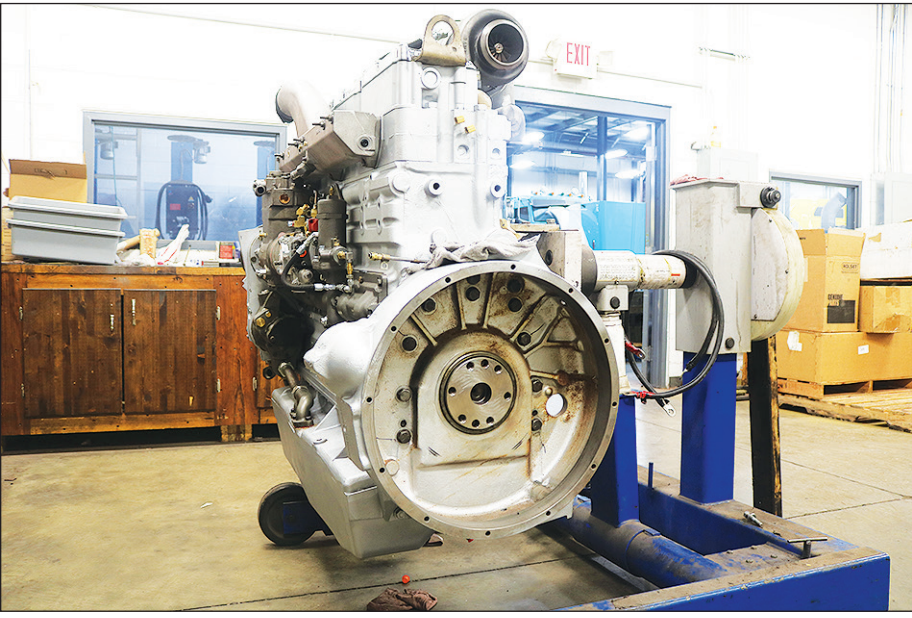
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High Performance Diesels



continued from page 6
 inder temperature, which reduces NOx formation. Since NOx needs heat and pressure, reducing those components makes it harder to form.

There are many downsides to utilizing EGR, and the ECM tries its best to manage how much it puts in. OEMs know the downside and only put in what they have to. That is why, in some ways, the introduction of DEF and SCR has been a blessing. Using those technologies means the engine has to eat less of its own...waste. One major issue with using EGR is in the design itself. Most OEMs use a high-pressure EGR system. This system works off the fundamental physics property that pressure will always try to equalize. So, areas of high pressure will flow to areas

of low pressure. In the case of an EGR system, the turbocharger generates high pressure in the exhaust manifold, so it will flow into the intake manifold. The more boost your engine makes, the higher the exhaust back pressure to drive EGR into the intake. High exhaust backpressure leads to less performance and fuel mileage; this is a known fact. The other downside we mentioned earlier is the decrease in combustion performance. This decrease in combustion performance also comes with increased particulate matter emissions or soot. Displacing oxygen in the cylinder for exhaust gas, which doesn't burn with diesel, leads to rich pockets in the cylinder. These rich pockets contain unburned fuel and, if not dealt with, will accu-

mulate and grow into soot particles. The larger particles get trapped in sensors and your DPF. This is why whenever you have an EGR sensor acting up, it will lead to even more issues with soot buildup. Soot oxidation rate, the rate at which soot burns, is affected by EGR, especially in the later stages of combustion. This is where Max Mileage can help. By lowering the temperature at which the soot breaks down, Max Mileage will make soot easier to burn in those later stages. Undoing some of the harm that EGR causes.

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

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Something to Think About - Knowing Why

by: Mike McGough

It was the week between Christmas and New Year's, and he, just like countless others, began thinking about his resolution for the coming year. As was his usual, he'd resolve to start doing something, stop doing something, or do something more or less. As a believer in self-improvement, he saw the beginning of a new year as an ideal opportunity to engage in some personal leadership aimed at individual improvement.

At his age he had done this more than fifty times,

and in the vast majority of those cases, he was something less than total successful. He had no delusions that he'd be totally successful this year; he just wanted to do better. He wanted to make some, albeit small, progress toward self-improvement. He knew it was up to him if this year's resolution outcome was going to be any different.

He was at a comfortable spot in life. He was more than content with his current lot in life, but there were areas where some improvement was both needed and pos-

sible. In fact, one area had been on his mind for some time, and it wasn't solving or making itself any better. After giving it some serious consideration, he decided to make it his goal and resolution for the new year. He recognized a problem and made the decision to do something about it. He'd determined what his resolution would be.

Next, he considered how to solve or at least address the problem, meet his goal, and fulfill his resolution. Spotting the problem was relatively easy. Thinking how best

to solve it required more effort, but he stuck with it and developed some plans. At that point he knew what he wanted to do, and he'd given some thought as to how he'd go about doing it. For all too many people, that's the point at which new year's resolutions often end. For him, that wasn't going to happen again.

Although he wanted this to be a personal effort, he knew he didn't live on a desert island by himself. So, where he'd work his plan became a serious consideration, and that led directly to another variable he'd have to consider. Who else might he need or want to involve? Were there some people he'd want to ask for advice, so he could learn from their experiences? If so, who were they, and how much would he share his plans with them? Would some changes he'd be making impact others? If so, how could he minimize any negative repercussions for them? Could others benefit from what he wanted to accomplish, and should he involve them? He thought through each of those questions.

Timing was another consideration. When

would be the best time to begin, so his plan would complement instead of unnecessarily complicate his life? At what pace should he proceed? How could he avoid going too fast and burn out, or going too slow and lose momentum? Timing was important, so he planned for adjustments and adaptations along the way.

Finally, and possibly most importantly, he focused on the big question, maybe the ultimate question—why! Why work to improve yourself? Why work through this particular strategy to do that? Why bother?

As he pondered that final question, his resolution came clearly into focus. Understanding and coming to terms with why was important. When he did, he felt a surge of energy, a sense of determination to make this resolution different. This was about him improving himself and his life; it was an opportunity for him to show some personal initiative and lead himself to an even better life situation. Instead of continuing to think of why he should, he then began thinking about why he wouldn't. He couldn't

son. As you think through potential resolutions for the coming year, start by identifying what you want to do, then begin brainstorming how you'll do it. Think about where your efforts will play out and consider others who could or should be involved. In light of your current life situation and variables in the environment in which you live, determine when best to begin, then pace yourself. And finally come to terms with why. Clarify for yourself a solid rationale for committing time and energy to this particular endeavor.

By thoughtfully identifying the WHAT, the HOW, the WHERE, the WHO, the WHEN, and the WHY of your resolution, you're setting the stage for success. In the process, you'll likely move yourself from being a passive participation to an actively engaged and committed personal leader. You'll also significantly increase the potential for a meaningful and enduring outcome. The end result may well impress you and offer a new resolution model for years to come!

Good luck!

MOVIN' OUT Calendar of Events

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February 2-3 - 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- 51st Annual Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

April 25-28 - 75 Chrome Shop's 26th Annual Big Rig Truck Show - Presented by Dynaflex Products. 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. Over \$25,000 in prizes will be given out during the show! For more info visit www.75chromeshop.com/truck-show

May 3-4 - 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

May 25 - Semi-Crazy Cornfield Round Up - Waspy's Truck Stop, 2079 US Hwy 71, Audubon, Iowa. Free Truck Show, Midwest Plains Chapter American Truck Historical Society/Multiple ATHS Chapter Event. For more info contact Russell Spawn, Jr. @ 402-680-6121 or Wade Beck @ 515-229-2147.

June 6-8 - ATHS National Convention and Truck Show - York, PA. More details will be released in upcoming months. www.ATHS.org

June 6-9 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition, Parade and Convoy through downtown Huron. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 21-22- 12th Annual Ohio Vintage Truck Reunion - Ashland County Fairgrounds, 2042 Claremount Ave., Ashland, OH. 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Trucks, Trucking Memorabilia Display, Swap Meet, On-site Camping, Truck Crawl, Jake-Off, Light Show, Truck Model Contest, Country Convoy and more! In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciation. For more info contact Bill Peters @ 330-682-1707, email: wep515@gmail.com, website: www.ohvintkrreu.com

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

July 11-13 - 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 19-20 - 7th Annual Gear Jammer Magazine Truck Show - New England Dragway, 280 Exeter Rd., Epping, NH. 03042. Show N Shine, Tractor Pulls, Awards, Live Music. Benefits the Doug Flutie, Jr. Autism Foundation. For more info call Bob @ 508-212-9998 or email: mttconrad7@aol.com

July 27 - 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 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 17 - Trivista Antique Truck Show - Trivista Companies, 5751 Cerni Pl, Youngstown, OH 44515. People's Choice Awards, Fun for the whole family, Food. All trucks welcome. Proceeds to benefit charity. Call Ray for details - 440-570-5859.

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

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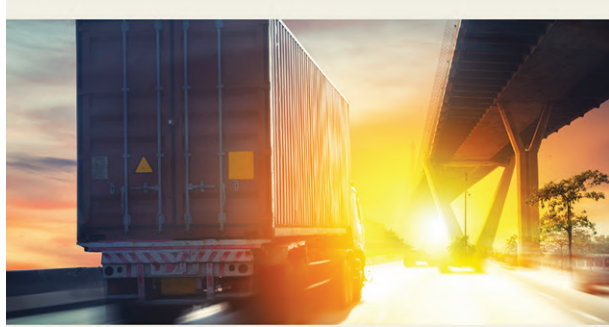
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FirstLine Funding Group – Here For The Long Haul

continued from page 1

services beyond factoring freight invoices. The company can also finance your truck or trailer and offer short term advances for insurance, repairs, equipment payments, and

even payroll. While FirstLine Funding Group does factoring for a variety of businesses, 95% of their portfolio is transportation. They have served carriers and owner-operators in all 48 states. The company



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Lori Gustaf

about the company: "This by far the best factoring company there is. There's never been an issue they haven't fixed for me. Plus the factoring rate and perks of all types are unbeatable." – P. Morales

"I have been with FirstLine Funding Group for several years and I am very satisfied with their performance. We have developed a great relationship over the years as if it's like family now. The response time of any issues or just getting your weekly funding is the BEST by far. We love the FirstLine Funding Group staff." – Jamie

"Been factoring with them for nearly 5 years now. Awesome support team. Always willing to help and go the extra mile knowing the importance of getting the invoices funded ASAP. They helped my business grow 10-fold due to their extraordinary rates and quick turnaround funding process." – John

For more information on FirstLine Funding Group's factoring or banking services, call 877-609-6717 or log onto www.firstline-fundinggroup.com, if they can help you achieve your dreams. You can also talk to FirstLine Funding Group at the Mid-America Trucking Show, Booth #66104 in the West Wing or at the Walcott Truckers Jamboree.

offers up to 100% advances on freight invoices at very competitive flat factoring rates. Same day funding is offered, simply submit an image of your invoice and bills of lading through email or our online portal options. Funds will be transferred to your fuel account, same day wire or overnight ACH to your bank. If you have an account with First Bank & Trust, the funds can be added to your account instantly.

With FirstLine Funding Group's 24/7 online services, you can get things going at your own convenience, and check credit references for brokers and shippers before committing to their load. FirstLine can also provide fuel

advances, 50% of invoice on pick-up and 50% on delivery of the load. They will even help you obtain a fuel card if needed and offer fuel discounts through the FFG branded fuel card network. Each customer has their own personal account manager to assist them with their daily business needs. They serve every type of freight operation in the trucking industry.

In 1880, Horace Fishback, a Brookings, South Dakota resident saw the need to establish financial services in the community. Horace, along with his Uncle Bert Ord, began cashing checks in the back of his General Store. This small venture has grown to be one of South Dakota's largest privately held companies – Fishback Financial Corporation (FFC), the holding company for First Bank & Trust, as well as FirstLine Funding Group. In November 1925, the Fishback family established their first independent community bank. Since then the company has grown to more than two dozen locations in several communities throughout South Dakota, Minnesota, and Iowa with an estimated 750 employees.

In 2009, Lori Gustaf joined the First Bank &

Trust and helped them establish FirstLine Funding Group. Lori has an extensive background in transportation having worked in the transportation industry since her college days. She has many years of experience in fuel tax filing, licensing, permitting, owner-operator payroll, safety compliance, and now in finance. Experience in transportation runs in her family as Lori has three brothers who are also professional truck drivers.

Since their humble beginning in 2009 with 2 employees, FirstLine Funding Group has grown to more than 95 staff at multiple office locations and remote. Lori Gustaf currently serves as Senior Vice President/Director of Transportation Factoring at FirstLine Funding Group.

Lori states, "We understand the trucking industry and the challenges that owner-operators and fleets face. Let us help you achieve the American Dream of being your own boss. We are not only your business partner, but your friend as well. If you refer a friend, you could earn a referral bonus from \$100-\$1100."

Here are what some of FirstLine Funding Group customers have to say

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Hunter Truck Kicks Off Peterbilt 589 Tour



continued from page 1

- March 28th – Scranton, PA
- April 25th – Clarksburg, NJ
- TBD – Uniontown, PA
- TBD – Lancaster, PA

Check their website www.huntertruck.com for additional dates. Peterbilt fans are welcome and Sales Professionals are on hand to answer any questions you may have about the 589. General Manager of Hunter Truck - Eau Claire, Patrick Hilliard, told us that production of the 589 will begin in January 2024.

The Peterbilt 589 was designed with the quintessential Peterbilt owner in mind. The outside of the 589 is every bit the classic "Long Nose" Pete, but the cab is bigger allowing a more spacious interior with a full 8" between the seats. The cab also features enhanced driver ergonomics. The one piece windshield and 8" West Coast mirrors provide enhanced visibility and the dual 15" chrome air cleaners, headlights, and grille are all classic Peterbilt styling. The 589 is available with a Cummins up to 605 HP X15 or PACCAR engine.

Hunter Truck invites CDL holders to stop by one of their dealerships to see and test drive the new Legend from Peter-

bilt the 589. For more information, email marketing@huntertrucksales.com.

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CHECK OUT THE NEW PETERBILT 589 DURING A RIDE AND DRIVE EVENT AT ANY OF OUR DEALERSHIPS:

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- Clearfield, PA** Friday, 2/23/24
- Buffalo, NY** Thursday, 2/29/24
- Scranton, PA** Thursday, 3/28/24
- Clarksburg, NJ** Thursday, 4/25/24
- Uniontown, PA** TBD
- Lancaster, PA** TBD



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DETAILS ON THE NEW PETERBILT MODEL 589



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75 Chrome Shop Hosted 25th Anniversary Truck Show In 2023



The People's Choice Winner was Bubba Branch w/Atlas Heavy Haul and his 1996 Kenworth W900L.



The Prime Shine Winner was Zach Strayer w/Strayer Sow Farms and his 2022 Peterbilt 389.



75 Chrome Shop's 25th Anniversary Big Rig Truck Show was held at their shop on 419 E State Road In Wildwood, Florida on April 28-30, 2023. This show is extremely popular and attracts spectacular trucks from all over the USA. The People's Choice Winner was Bubba Branch w/ Atlas Heavy Haul and his 1996 Kenworth W900L.

The Prime Shine Winner was Zach Strayer w/Strayer Sow Farms and his 2022 Peterbilt 389.

75 Chrome Shop's 26th Annual Big Rig Truck Show – presented by Dynaflex Products will be held this April 25-28 FL. Events will include a Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. Over \$25,000 in prizes will be given out during the show! For more info visit www.75chromeshop.com/truck-show



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75 Chrome Shop
For more photos go to our
Truck show gallery at
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TravelCenters of America Opens New Location in Phoenix, AZ



TravelCenters of America, part of the bp family of brands, has opened a new TA site in Arizona through acquisition, the company's 10th location in the state. Formerly Danny's Big Rig Resort, the site is located off interstate 10, exit 137 (6741 W. Latham Street) and offers the following amenities:

- * Dining options: The Diner
- * Travel store with hot and cold food and beverage

options

- * 70 truck parking spaces
- * 10 car parking spaces
- * TA Truck Service Center with four bays (open 24/7)
- * Emergency Roadside Assistance services
- * TA Mobile Maintenance
- * Truck wash
- * 6 private showers
- * Professional driver lounge
- * Laundry facilities
- * Scale
- A diesel fuel offering is

planned to open near the end of 2024.

To celebrate the opening, TA is donating \$2,500 to St. Mary's Food Bank. The contribution is being made in honor of the new site opening and is part of TA's commitment to help serve the people living in the communities where it operates.

Based in Westlake, Ohio, TA operates nearly 300 travel centers in 44 states across the country.

ATA Re-Launches Women In Motion Program as Council

Washington, DC... The American Trucking Associations proudly re-christened its Women In Motion program an ATA Council, opening the door for women across the trucking and transportation industry to join a dynamic and growing community focused on professional development and mentorship.

"Since its inception, Women In Motion has been focused on promoting the role of women in the trucking industry," said ATA COO Sarah Rajtik, co-chair of Women in Motion. "With

this transition, we are hoping to capitalize on the work we've already done to reach a much larger group – creating more opportunities for women to connect and empower one another in order to make this great industry better for everyone."

Members of WIM are eligible to receive a number of exclusive benefits.

"By re-launching WIM as an ATA Council, we hope to create a community of like-minded women in this industry," said Iowa Motor Truck Association Presi-

dent and CEO Brenda Neville, co-chair of Women In Motion. "I encourage any woman in this industry – from drivers to technicians and dispatchers to the C-suite – to come join us as we work to shape the future of this industry – breaking down barriers and paving the way for a new era of inclusivity and leadership in trucking."

For more information about the WIM Council, visit <https://www.trucking.org/women-in-motion-council>.



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From A Trucking Outsider To A Trucking Insider



Megan Magensky

**By: Megan Magensky,
Pennsylvania Motor
Truck Association Di-
rector of Communica-
tions**

I started with the Pennsylvania Motor Truck Association in June 2023. Before that I worked as a morning reporter on CBS 21 or WHP-TV in Harrisburg, PA. I covered everything from politics to entertainment, but two of my big focuses became infrastructure and the economy.

During the COVID-19 pandemic, I learned, like most of America, how important truck drivers are to our everyday life. I covered stories about the supply

chain, barren store shelves and the truck driver shortage.

Now, from the inside of the industry, I've learned what trucking is really all about. 88 percent of Pennsylvania communities rely solely on trucks to move goods. Despite the trucking industry being absolutely crucial to the supply chain, it remains one of the most-regulated industries. Policymakers and state agencies continue to threaten how trucking companies operate.

If you know anything about trucking industry issues, you know there are common sense solutions.

The issue is most people don't know about trucking industry issues, and they don't understand how impactful these issues will be to their daily lives.

That is my biggest priority as a communications director. I need to inform the general public about what's happening in the trucking industry and how that will impact them.

I've been welcomed to the trucking industry with open arms, and I hope to convey the sense of pride, commitment and positivity I see from drivers and company leaders to the public every day.

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Latest Trucking Industry News

ATA Names 24 Elite Professional Drivers as Newest America's Road Team Captains

Washington, DC... The American Trucking Associations has announced its new team of 24 professional truck drivers to the 2024-2025 America's Road Team. The drivers will serve as trucking industry ambassadors, traveling the country to spread the message of safe driving, while teaching about the trucking industry and its opportunities.

Founded in 1986, America's Road Team is an elite group of professional truck drivers with superior safety records that represents the trucking industry. Captains, with support from their companies, dedicate time each month to attending industry events, speaking at schools or meeting with policymakers on behalf of the trucking industry.

The drivers on this this year's team hail from 14 different states, represent 14 different motor carriers and have a total of 61.6 million accident-free driving miles.

America's Road Team is sponsored by Volvo Trucks. The new Captains will tour the country in ATA's Interstate One Image Truck, a Volvo VNL 760, towing an American flag-embazoned trailer that contains a state-of-the-art truck driving simulator and mobile classroom.

"Volvo Trucks is honored to continue our sponsorship of America's Road Team and take part in this week's selection of the 2024-2025 Captains," said Volvo Trucks North America President Peter Voorhoeve. "America's Road Team is one of the most visible groups of professional truck drivers in the country, and we believe their hard work and dedication pays dividends for our industry. We thank the Captains for their engagement and passion as ambassadors for this great profession. We congratulate the 2024-2025 America's Road Team Captains and wish them the best of luck as they carry out their mission over the next two years."

ATA held its final round of selections from January 14-16 at ATA Headquarters in Washington. The drivers were judged on their ability to express their knowledge of the industry, their skills in effective communication about safety and transportation and their overall safe-driving record. The panel of judges included trucking executives and trade press.

"America's Road Team Captains embody the professionalism of our industry, helping to promote a positive image by sharing their stories," said ATA Chief Operating Officer Sarah Rajtik. "They are leaders in their communities and role models in

their companies. This new class represents everything we strive to promote about our industry and its professionals."

After receiving their signature navy blue America's Road Team blazers, the 2024-2025 Captains will immediately begin their work improving public perception of the trucking industry. Trucking industry professionals can support America's Road Team's mission by following the team's two-year journey on Facebook and Twitter and interacting with the Captains at major industry events, conferences and community visits.

"I'm thrilled to start off 2024 by welcoming these top-tier professional drivers to America's Road Team," said ATA Chairman Andrew Boyle, co-president of Boyle Transportation. "This program is essential to our industry – Captains serve as ambassadors communicating our message of safety, professionalism and opportunity. I wish the new

Captains a warm congratulations and thank them for their hard work and dedication to trucking."

The 2024-2025 America's Road Team Captains are:

* Ben Atkinson, ABF Freight System Inc., Florida

* Willie Baylor, FedEx Freight, Indiana

* Terry Bennett, ABF Freight System Inc., Florida

* Perry Carter, Cargo Transporters Inc., North Carolina

* Damon Evans, United Parcel Service, California

* Dennis Hall, Tyson Foods Inc., Texas

* David Hedicker, ABF Freight System Inc., Ohio

* Lloyd Howell, TCW, Alabama

* John Lemmons, United Parcel Service, Tennessee

* Rodney McNew, Groendyke Transport Inc., Texas

* Michael Middleton, Old Dominion Freight Line Inc., Tennessee

* Peter Palczynski, Walmart Transportation, Illinois

* Emily Plummer, Prime Inc., Missouri

* Wayne Ponschke, United Parcel Service, California

* Scott Post, FedEx Ground – Spartan Logistics, Minnesota

* John Antoine Sadler, Walmart Transportation, North Carolina

* Brian Sheehan, CRST The Transportation Solution Inc., Indiana

* Molly Shultz, TransLand, Missouri

* Anthony Tirone, Walmart Transportation, Florida

* Chevelle Walker, Werner Enterprises, Florida

* Bernard Wanyo, United Parcel Service, Pennsylvania

* Michael Whitehead, FedEx Freight, South Dakota

* James "Gragg" Wilson, United Parcel Service, Nevada

* David Young, FedEx Freight, North Carolina

To learn more about the 2024-2025 America's Road Team, visit the official America's Road Team webpage.

House Passes Bill Championed by ATA to Protect Repatriating Americans' Personal Data

Washington, DC... On January 18th, the House of Representatives unanimously passed the Moving Americans Privacy Protection Act, legislation introduced by Representatives Mike Waltz (R-Florida) and Bill Pascrell (D-New Jersey).

At a time when identity theft and other privacy-related crimes are on the rise, this bipartisan bill would help protect the privacy and identity security of American servicemembers, federal employees, private sector workers, and their families who are returning to the United States after living abroad.

"The American Truck-

ing Associations' Moving & Storage Conference is proud to serve our military and other families when they return home to the United States. Our members handle both household items and personal information with care, which is why they have long advocated for Congress to make commonsense changes to disclosure requirements on shipping forms," said ATA President and CEO Chris Spear.

"The House's passage of Moving Americans Privacy Protection Act represents a major step forward to protect military families and other Americans relocating from overseas," said ATA's Moving & Storage Conference Executive Director Ryan Bowley. "We have strongly pushed for this legislation to help reduce repatriating Americans' risk of having their identities stolen. We are grateful for Reps. Waltz and Pascrell's leadership on this issue, and we will continue to work with Senator Daines and other champions on this issue to move this bill across the finish line to prevent unnecessary disclosures of Americans' personal data."

When relocating Americans ship their household goods back to the U.S., they must provide personal data on vessel manifests.

Currently, this personally identifiable information — such as Social Security numbers, passport numbers, home addresses, and more — can be included in trade data that CBP is required to collect and make available for sale to data brokers. This exposure puts Americans at risk of identity theft, financial fraud, and other crimes.

The Moving Americans Privacy Protection Act would protect the privacy of tens of thousands of Americans by requiring CBP to remove Americans' personal data before making trade data available for sale.

The Senate companion measure, sponsored by Senators Steve Daines (R-Montana), Gary Peters (D-Michigan), Roger Marshall (R-Kansas), and Debbie Stabenow (D-Michigan), passed the Senate earlier this Congress by unanimous consent. The House version of the bill now heads to the Senate for approval before being sent to the President's desk to be signed into law.

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A Likely Story - Setting The Pace

By Roger Clark

As you may have heard, Dave Sweetman has retired from trucking. For many years, he was the one who put words to our miles out here, leaving us breathing a sigh of relief, empathy, humor, or anger. Funny, forthright, engaging, and sometimes painfully honest, Sweetman has been our portrait of the American trucker.

I've never met him. Talked to him on the CB in Arizona one time, but he passed me on I-10 like I was fifteen feet wide. Oh, wait. I was that big, hauling an oversize air cooler from California to New Mexico. But I did get to tell him how much I enjoyed his contributions as a driver and writer.

He was the inspiration for launching my own writing career, and we each

have hundreds in the bank for our efforts. Although we write for different publications and speak with different accents, there are more similarities than differences.

We've both been owner-operators. We're both lifetime members of OOIDA. We both share a passion for service, excellence, patriotism, and humor. Dave is younger than me and better looking, but he gets recognized at truck stops. I'm invisible standing in front of my own picture at the post office.

But there's one other thing I share with Sweetman, and that's a sudden retirement due to health issues. For Dave, it's Covid combined with other issues, and we know other issues would escalate that illness. Yet I'm confident he will prevail. Our heroes

always do.

For me, nearing the end of a marketing tour in 2016, a heart attack put me on a six-month vacation. Then in 2019 I had bypass surgery, which initiated a second six-month break, and now my 2023 Christmas present is a pacemaker.

This little gadget the size of a Zippo lighter regulates my heartbeat but instantly dynamites a trucking career. No If's, And's, or But's about it. While part of me is relieved to be free of traffic jams, road rage, 2:00 AM start times, and four-wheeler follies, another part of me is already missing the camaraderie and solitude I often enjoyed on the road.

Reading Dave's columns for twenty years or so has been a beacon of hope for an audience wanting nothing more than peace in the ranks, parking at night, fuel for the APU,

and a settlement check in direct deposit. In a world overflowing with political strife, climate hysteria, and financial instability, it's always been uplifting to read about his outreaches, successes, relationships, and professionalism.

Whatever the future holds for Ambassador Sweetman, I reckon it will benefit everyone around him, and that's how it's supposed to be. Wherever he is, prayers of the Movin' Out Magazine family will join up on his behalf. That's also how it's supposed to be.

Meanwhile, my pacemaker is a marvel of technological wonder, sending a continuous readout via phone app to Medtronic in Minnesota. It even has a built-in defibrillator, which notifies the manufacturer, who calls my cardiologist, and they contact the funeral home. Well, okay, they don't have the mortician's number, but they certainly have mine.

Meanwhile, I expect to keep working, (and writing), because someone must keep track of the trials, tribulations, funny stuff, and penalty flags that adorn every mile marker on the continent.

My favorite Sweetman story goes back to his days hauling cool cars for Horseless Carriage, and a guy he called Bozo. He may not even remember it, but I can't forget! That sums up the power of his written words, I reckon, and a best friend I've never even met.

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OOIDA Statement on DOL Worker Classification Final Rule

Todd Spencer, President Owner-Operator Independent Drivers Association:

"Truckers are tired of the endless parade of classification rules that do not listen to their concerns. This constantly changing landscape has created uncertainty that makes it more difficult for them to operate their businesses. We are still reviewing all the details in the final rule, and it is too soon to know what the exact effect of this final rule would be.

"As we said when the Biden administration first issued this proposal, we have concerns that some details contained in the rule may disregard specifics of the trucking industry and could lead to the reclassification of independent contractors as employees. With that said, we support the Department's stated intent to follow decades-long practices for classification under the Fair Labor Standards Act, as well as its rejection of the ABC Test as signed into law in California with AB5.

"As we have stated before, any classification rule must allow for owner-operator relationships to be examined on a case-by-case basis. This approach has

historically allowed owner-operators to work as independent contractors and generally protected workers from misclassification. As we continue to review the final rule and engage with the Department and Congress about this rulemaking, we will fight to protect the rights of small-business truckers, owner-operators, and all of America's hard-working truckers."

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 150,000 members nationwide in all fifty states that collectively own and operate more than 240,000 individual heavy-duty trucks. OOIDA's mission is to promote and protect the interests of its members on any issues that might impact their economic well-being, working conditions, and the safe operation of commercial motor vehicles on our nation's highways. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

Peterbilt Demonstrated Advanced Technology & Innovation at CES with SuperTruck II



Denton, TX,... Peterbilt displayed its SuperTruck II demonstrator vehicle at the recent CES at the Las Vegas Convention Center.

The SuperTruck II program was initiated by the U.S. Department of Energy

(DOE) to improve long-haul Class 8 vehicle freight ton efficiency by 100%. The Peterbilt SuperTruck II, unveiled in 2022, features an innovative, aerodynamic shape with a center drive position that improves

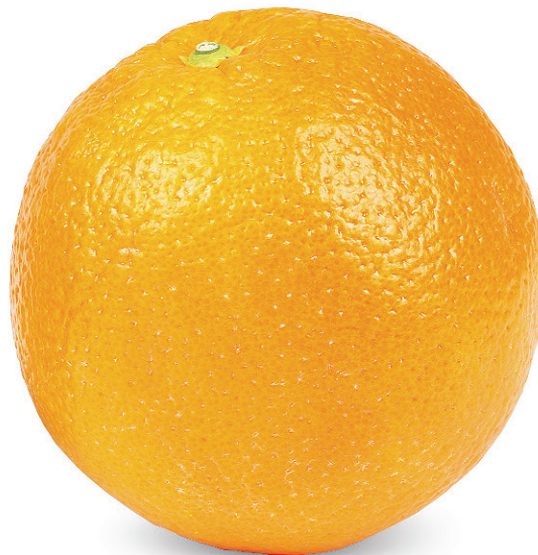
overall visibility, a right-hand entry stand-up door, pop-out windows, cameras in place of mirrors and custom tires and wheels. Peterbilt's SuperTruck II far exceeded the program goals with a 132% improve-

ment.

The program focused on advanced and highly efficient powertrain systems and vehicle technologies to meet progressive emissions and Class 8 tractor-trailer vehicle safety and regulatory requirements that influence freight efficiency. As a result, other Peterbilt SuperTruck II features included a mild hybrid powertrain, a waste heat recovery system and a lightweight chassis for improved fuel economy. The split-level integral cab and sleeper features a large, wrap-around dash, 15. digital dash display for virtual gauges and critical vehicle data, an additional display for HVAC, infotainment and navigation controls, an articulated seat that rotates left and right and a pull-out desk.

"SuperTruck II represents Peterbilt's commitment to advancing technology and driving innovation," said Jason Skoog, Peterbilt general manager and PAC-CAR vice president. "We're excited to leverage our success and insights from this program to enhance our product offerings and to strategically shape future product development initiatives to meet the needs of our customers."

To learn more about Purposeful Innovation at Peterbilt visit <https://www.peterbilt.com/why.peterbilt/purposeful-innovation>.



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From The Chaplain's Desk



by Ron Fraser,
Transport For Christ
President

Do You Really Know What You Believe?

What you do and how you live are absolutely vital. Without action and fruit, all the theology in the world has little meaning. But theology (The study of religious Faith, practice, and experience: The study of God and God's relation to the world. A system of religious beliefs or ideas) is still important. What you believe absolutely determines how you act. So while good theology at its best can lead us to live godly lives, bad theology will always point us in the wrong direction.

I've heard it said that being a Christian in America may in fact be more difficult than any other nation in the world. At first, I wondered if that were really true. We

have freedom of religion in this country, at least for now, so how could it possibly be more difficult to be a Christian? What about the countries where Christians are martyred for their faith in Jesus? Couldn't it be said that they have it harder than we do as Americans?

On the surface, yes. We in the United States have had freedom to worship God as we choose. Something we have taken for granted. On the other hand, we also have a lot of outside sources that are constantly competing against our faith in God. As a culture, we've become desensitized to sin and its consequences. Even within the church, outright sin has become acceptable and simple obedience to God has morphed into legalism. When did it become legalistic to obey God?

We've become numb to sin, but I'm beginning to wonder if our American culture has become completely desensitized to the things of God as well. We are exposed daily to Christian radio stations, churches, pastors, posts on social media, etc. Most of us can say that we have not one, but multiple Bibles in our homes.

Are we brokenhearted for the lost? Are we rejoicing when the lost are found? Do we come before God with awe in our hearts?

With a heavy heart, I must admit that I have gone

to church, sang songs of worship, listened to a sermon, and left feeling absolutely nothing about what I had just encountered.

It's so easy to access the Bible and His truth that it has nearly grown into something cliché. We don't have to work for it, so we don't. Many of us have become complacent and lazy in our faith.

We may not be dying for our faith in this country, not yet anyway, but we certainly aren't living out our faith either... at least not with passion and intensity.

It's time to wake up! It's time to STAND FULLY ALIVE in our faith. And it's time to be OBEDIENT to God in all that we do, even when it's not the "EASY" thing to do. Let's stop living for our own happiness and start living a life that glorifies God not man!

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

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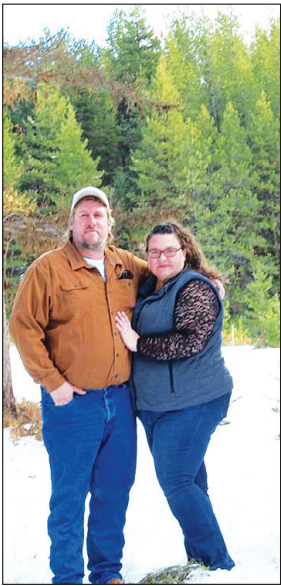
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You Have A Friend In Montana – Sweet Rides Towing,, Recovery, and Repair, LLC



The English-Cielke family: Wren, Cammie, Chloe, Shania, and Aly on the wrecker. Amy and Shawn in front.



Shawn & Amy

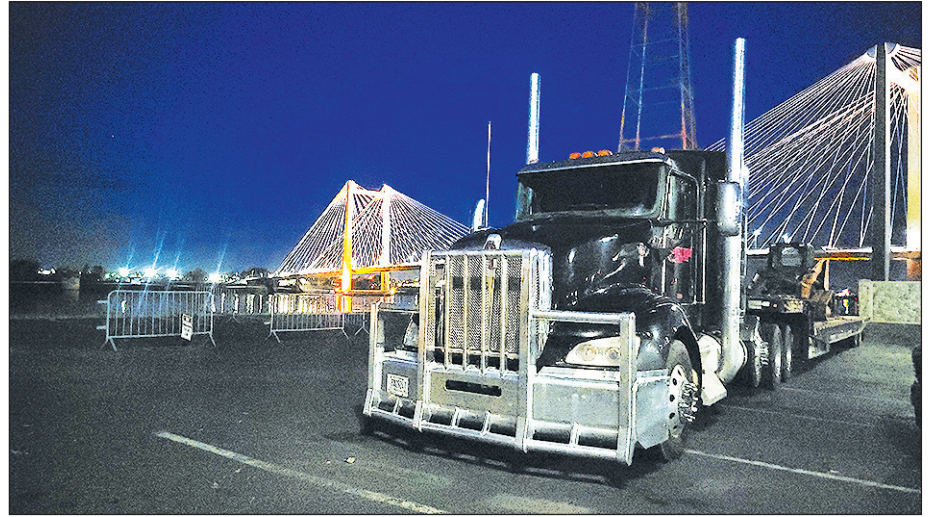
By Steve Pollock

HAUGAN, MT.... If you are traveling I-90 through Western Montana, you have a friend, ready, willing, and able to help you if you need it. Sweet Rides Towing, Recovery and Repair, LLC provides service from the 77 mile marker on I-90 in Montana to the 37 mile marker in Idaho, including the top of Look Out Pass at mile marker 0.

Sweet Rides has service for all types of commercial and passenger vehicles. From towing and recovery to tire and road service and lockouts, Sweet Rides is ready to get your problem solved and get you back on the road as fast as possi-

ble. They even have snow chains for sale.

Sweet Rides Towing, Recovery and Repair began as a branch of Sweet Ride Logistics, which is owned by the English-Cielke family. Amy English and her husband Shawn Cielke spent many years as long-haul truckers, and drivers all over the country know them from the road, as well as the many truck shows Amy and Shawn competed in. With an extensive background in trucking, Sweet Rides Towing and offers commercial vehicles include load shifts, load transfer, flatbed service for buses and tractors, as well



The winter weather in Montana and Idaho has been brutal thus far and Sweet Rides Towing, Recovery and Repair, LLC has been very busy!

as trailer transport. If they can't fix it in their shop or on the road, Sweet Rides will tow you to where you need to go, no matter how far.

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Brandon Meredith of Slay Transportation Awarded Kenworth 100th Anniversary T680 Signature Edition Truck in Transition Trucking: Driving for Excellence Program



Brandon Meredith



Brandon Meredith (second from left) with his wife, Dani, and daughters, Kamryn

WASHINGTON, DC For the eighth consecutive year, Kenworth teamed with Fastport and the U.S. Chamber of Commerce Foundation's Hiring Our Heroes program to find America's top rookie military veteran who made the successful transition into a civilian truck driving career. Distinguished Army veteran Brandon Meredith received this

year's "Transition Trucking: Driving for Excellence" award during a special ceremony held recently at the American Trucking Associations' headquarters in Washington, D.C.

Following a 20-year career in the U.S. Army, Meredith retired as a Sergeant First Class (SFC) with marketable skills and could have pursued many paths, but instead chose to

follow his childhood dream of driving a tractor-trailer. Sadly, Meredith's father lost his life while operating a commercial vehicle so being a professional driver is a tribute to his memory. Meredith trained at Fayetteville Technical Community College and is currently a tanker driver and delivery professional with Slay Transportation Co.

In recognition of Kenworth's 100th anniversary, Brandon was awarded a T680 Signature Edition truck equipped with a 76-inch high-roof sleeper. Additionally, the truck has the PACCAR Powertrain featuring the PACCAR MX-13 engine and was the first T680 Signature Edition produced at Kenworth's Chillicothe, Ohio plant in honor of the company's

100th anniversary. With the Kenworth T680 Signature Edition truck, Brandon is well on his way to accomplishing his goal of becoming a successful owner-operator.

"Veterans are a special breed of human beings. I've made some lifelong friends throughout this award. I'm a third-generation truck driver now. My father lost his life driving a truck, and while that was a hard time in my life, this profession is something I've always wanted to pursue. I couldn't have asked for a better year," said Meredith.

"It was an honor to present Brandon Meredith with the keys to the 100th Anniversary T680 Signature Edition on behalf of Kenworth and our employees. We thank him for his distinguished military service, and wish all the best in his trucking career," said Kyle Kimball, Kenworth director of marketing.

"I'm inspired by the stories of our veterans, like our finalists who represent the very best of our country. America is still leading the way. We are still the beacon on the hill, the shining light that is creating hope and opportunity for so many people across the world, and the Kenworth

T680 Brandon is driving away in today is simply one example of how we are leading the way," said Eric Eversole, president of Hiring Our Heroes.

"Brandon has an impressive military record and his dedication to excellence has continued into his chosen civilian career as a professional truck driver. He is an undeniable ambassador for the program and will be an excellent representative for his fellow veterans in the industry," said Brad Bentley, president of Fastport.

Under the Transition Trucking: Driving for Excellence program, all five finalists participated in the Washington, D.C. awards ceremony where their military service was honored. The first runner-up, Ondrae Meyers/U.S. Marine Corps/CRST, was awarded a \$10,000 prize, and finalists Jessica White/U.S. Army/Stevens Transport; LaTravis Wilcox/U.S. Marine Corps/Prime, Inc.; Todd Kraus/U.S. Army/Werner Enterprises received \$5,000 each.

For more information, visit, www.transitiontrucking.org.



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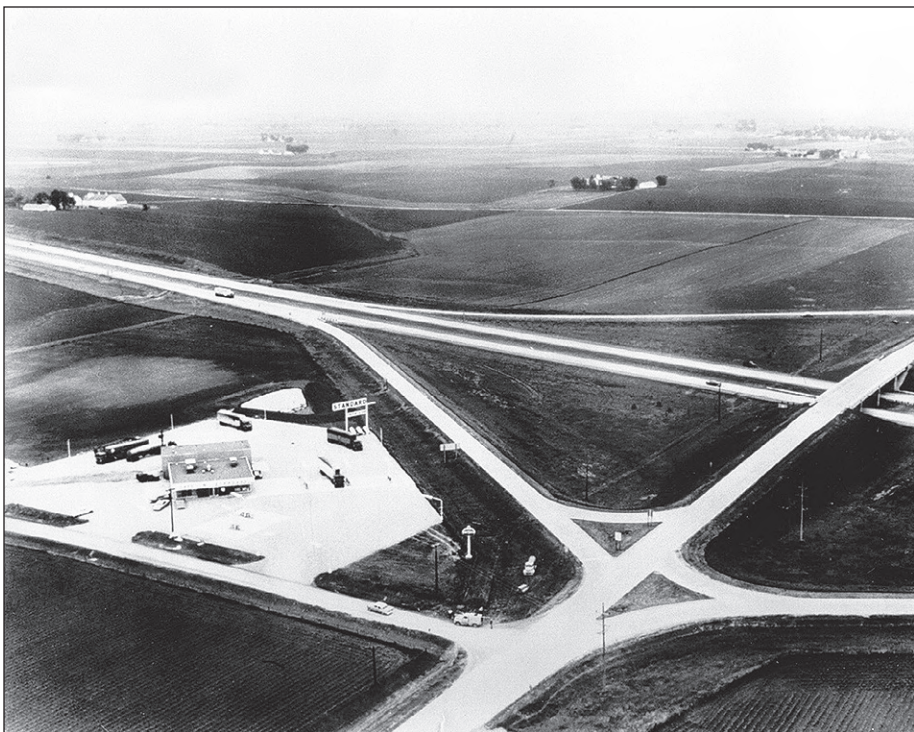
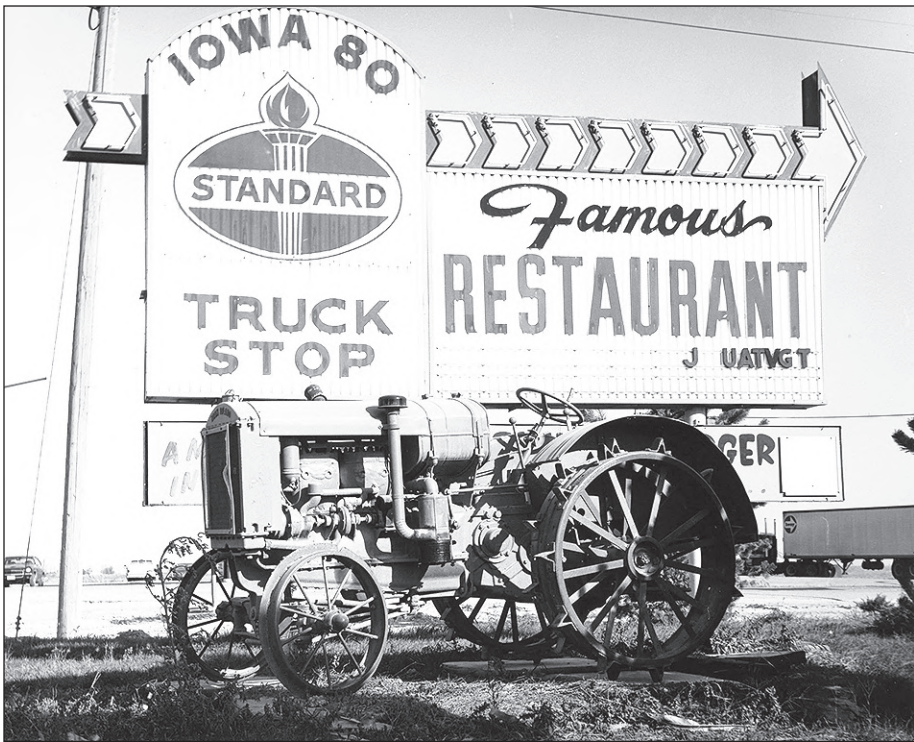
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The World's Largest Truckstop Celebrates 60 Years of Serving the Professional Driver



1964 aerial view



1964 Iowa 80 Truck Stop service trucks.



Iowa 80 Founder Bill Moon with a 1923 Mack.

WALCOTT, IA... This year marks 60 consecutive years Iowa 80 has been serving the professional driver and traveler; that's 21,915 days or 525,600 hours of always being open and providing a safe, welcoming place for those needing a break from the road. Bill Moon, entrepreneur and founder of the Iowa 80, loved to sit at the counter in the restaurant and talk with drivers. He asked them about their families, their lives, and what they needed while they were on the road. Bill took those suggestions to heart and started adding amenities to the property. Bill was an entrepreneur through and through. In addition to the Iowa 80 Truckstop, he also founded Truckomat Truck Washes, and CAT Scale Company.

The Iowa 80 Truckstop began as a small building with 6 diesel pumps and a 50-seat restaurant on what would become Exit 284. Bill Moon located the spot for Standard Oil before the interstate was completed. They built and opened the truck stop with Bill taking over management a year later, in 1965. Years passed, Interstate 80 was completed and hundreds, then thousands of truckers and travelers stopped by Iowa 80 to fuel, grab a bite to eat and head on down the road. In 1984, Standard Oil (now Amoco) decided to sell the facility. Bill Moon, who had been managing the place for nearly 20 years, jumped at the chance. He and his wife Carolyn, leveraged everything they had, including borrowing money from friends, to purchase Iowa 80.

Once the Moon Family owned Iowa 80, they could expand the building and add services as needed. Today, after 32 expansions and remodels, Iowa 80 is overseen by the second generation of the Moon

Family, who have dedicated their lives to providing a home away from home for the thousands of people who visit Iowa 80 each day. The Iowa 80 Truckstop includes a gift store, the Super Truck Showroom, a dentist, a barber shop, a chiropractor, a workout room, laundry facilities, a 60-seat movie theatre, a trucker's TV lounge, 24 private showers, many restaurant options including the Iowa 80 Kitchen, Wendy's, Dairy Queen, Orange Julius, Taco Bell, Pizza Hut, Einstein Bagels and Caribou Coffee, Blimpie and Chester's Chicken; a convenience store, a custom embroidery and vinyl shop, 42 BP branded gas and diesel fueling positions at the main building, 34 high-speed diesel pumps for truckers at the fuel center, a 7-bay truck service center, a 3-bay Truckomat truck wash, a CAT Scale, a Dogomat Pet Wash, and the Iowa 80 Trucking Museum.

Bill was also an avid collector of antique trucks. He purchased his first antique truck, a 1919 International, from a scrap yard down by the Mississippi River in the early 70's, after he overheard a driver lamenting about a scrap yard preparing to crush some old trucks. The driver believed old trucks should be preserved, and so did Bill Moon. Bill then made it his mission to purchase a wide variety of old trucks with the hope that he could open an antique truck museum someday and share the history of trucking in America with the world. The Iowa 80 Trucking Museum was opened in 2008 in his memory, and now proudly features over 100 antique trucks, vintage signs, gas pumps, antique toy trucks and other trucking memorabilia. The Museum is free to the public.

"It is really amazing to have reached this milestone," says Delia Moon

Meier, Senior Vice President. "We are so fortunate to have such wonderful, dedicated employees and loyal customers." Each year in July, the Iowa 80 hosts the Walcott Truckers Jamboree, a 3-day event dedicated to Celebrating America's Truckers. Last year attendance hit a record 56,000 people. "Without professional truck drivers, trucks stop. Without trucks, America stops. We appreciate their hard work and the Walcott Truckers Jamboree is our way of saying Thank You," says Meier.

Iowa 80 currently serves over 5,000 customers per day and has well-lit parking spaces for 900 tractor-trailers, 250 cars and 20 buses. There are no keys to the doors, as none have ever been needed. Not only has Iowa 80 been a place to refuel, refresh, and relax for the past 60 years, it has also been an important part of the Walcott Community. Over 500 people work at the Iowa 80 Truckstop, and many are family; brothers, sisters, fathers, sons, daughters, mothers and cousins are all part of the team. Maybe that's why Iowa 80 has such a welcoming feel.

For more information about Iowa 80, visit www.iowa80truckstop.com or find Iowa 80 on Facebook at www.facebook.com/iowa80WLT.

Iowa 80 Truckstop has been serving the professional truck driver since 1964. We are dedicated to serving the trucking industry and the motoring public and are committed to delivering value to our customers. Whether the need is fuel, truck washes, trucking accessories or truck weighing, we are well positioned to serve the professional driver and trucking fleets. Our team diligently focuses on excellence as we continue to grow our business to better serve our customers.



Aerial view of the 2023 Walcott Truckers Jamboree at the Iowa 80 Truck Stop.

- All Photos Courtesy of Iowa 80 -

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PMTA Association Updates

By: Megan Magensky, Pennsylvania Motor Truck Association Director of Communications

Pennsylvania Transportation Advisory Committee Releases Truck Parking Study

For much of 2023, Pennsylvania Motor Truck Association (PMTA) President and CEO Rebecca Oyler chaired a task force created to draft a study on truck parking in Pennsylvania.

The task force was created by the Pennsylvania Transportation Advisory Committee (TAC), which undertakes in-depth studies and serves as a liaison between PennDOT and the general public.

The truck parking study is complete and was voted on and approved by the State Transportation Commission (STC).

The STC was established in 1970 to serve as PennDOT's board of directors. Their mission is to assess resources required to maintain and improve transportation facilities in Pennsylvania.

The TAC study called "Expanding Truck Parking in Pennsylvania" found where truck parking is most needed and created steps to address the shortage.

The areas where truck parking is most needed are called Tier I Corridors:

- * I-76 from US-1 to I-95 in Philadelphia
- * I-78 from Exit 49 (PA-100) to PA-NJ state line
- * I-79 from Ohio River to Exit 76 (Pennsylvania Turnpike)
- * I-81 from Carlisle to Susquehanna River
- * I-81 from I-83 to I-78
- * I-83 from US-322 to I-81
- * I-95 in the Philadelphia area from the Delaware state line to I-276.
- * Pennsylvania Turnpike (I-76) from Exit 57 (US 22) to Exit 75 (I-70)
- * Pennsylvania Turnpike (I-76) from Exit 298 (I-176) to Norristown (I-476)
- * Pennsylvania Turnpike (I-276) from Valley Forge (I-76) to I-95

The study then lists proposed locations for additional truck parking around all Tier I Corridors.

The study also includes 19 recommendations for PennDOT to implement based on five common issues the task force found in addressing the truck parking shortage.

- Cost of Real Estate
- Availability of Appropriate Sites
- Community/Quality of Life Concerns
- Municipal/Regulatory
- State and Federal Policy

The 19 suggestions are as follows:

1. Reevaluate P3 Opportunities.
2. Develop statewide incentives for providing truck parking.
3. Promote and pursue federal discretionary grants for truck parking.
4. Repurpose select state-owned surplus properties.
5. Identify potential sites at a regional level using the TAC methodology.
6. Identify opportunities for shared parking and staging areas for multiple industrial sites.
7. Integrate truck parking with economic development projects.
8. Implement community compatibility best practices.
9. Designate emergency

truck parking in appropriate areas.

10. Educate residents about the importance of truck parking.

11. Update land use regulations (zoning and subdivision/land development) to include truck parking.

12. Address truck parking in county and local comprehensive plans.

13. Foster municipal involvement.

14. Promote truck parking in national and regional forums.

15. Undertake collaborative problem-solving with adjoining states.

16. Develop a Pennsylvania Truck Parking Handbook.

17. Integrate truck parking into regional planning.

18. Designate a PennDOT Executive Sponsor for Truck Parking.

19. Establish an Implementation Task Force.

What's next?

PennDOT started to create a Task Force for the creation and implementation of a plan to address the truck parking issue in Pennsylvania.

This Implementation Task Force has already started to meet.

Media coverage of the truck parking issue has already garnered the attention of developers.

PMTA staff and Board Members look forward to working with PennDOT, the STC and TAC to finally address the truck parking crisis.

There are several funding opportunities through the federal Infrastructure Investment & Jobs Act (IIJA). ATA and PMTA sent a letter detailing these funding opportunities to Governor Josh Shapiro. PMTA hopes this study will give PennDOT the resources to justify applying for federal discretionary funds to be used for truck parking projects.

Impact of PMTA's 2023 Call on Washington

In September 2023, PMTA staff and members participated in a Call on Washington organized by

the American Trucking Associations (ATA) Legislative Affairs team.

The group had a day full of meetings with congressmen and women and their teams.

During a Call on Washington, ATA staff prep attendees with information on each politician they're scheduled to visit including their relevant voting record, and information about the bills ATA is lobbying for and against.

The top issues included highway accident litigation reform, truck parking, workforce development and energy.

Storytelling is an important part of the political process. A personal narrative can be impactful in eliciting an emotional response from constituents. The Pennsylvania Motor Truck Association believes our members have important stories to tell that can influence legislation being introduced or passed at the state and federal level.

One of the bills advocated for during the Call on Washington was passed in the U.S. Senate. Senate Bill 656 or the Veterans Improvement Commercial Driver License Act would allow veterans to use GI benefits for truck driver training schools. The GI Bill was passed to help veterans pay for college, graduate school or training programs. The way it stands now, benefits can be used to obtain a CDL in certain circumstances, and don't always cover the full cost of a training program.

The bill is backed with bipartisan support. It is in the U.S. House of Representatives. We hope to see it introduced in the House soon.

PMTA members have access to legislative updates and a directory of contact information for state legislators, but we encourage all trucking industry members to reach out to their representatives.

For more information on bills to watch visit, <https://pmta.org/news>.

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MOVIN' OUT Working Show Truck Of The Month

Raiko Graveran



By Robert Conrad
 You probably won't find too many 1995 Freightliner FLD-120s still out earning their keep, but "Little Blue" is one fine '95 that always gets plenty of thumbs up for owner Raiko Graveran. Raiko says he has loved trucks since he was a little boy and his trips with his father put the diesel in his blood!

This is the first & only truck that he has ever owned and Raiko has slowly transformed it over the 14 years he's owned it, into a one-of-a-kind "Freightshaker" that gets him plenty of thumbs up. He paid \$6,000.00 for it and says it was in bad condition when he purchased it. He would truck with "Little Blue" 5-6 days a week and then fix it on the

weekends. Raiko says the rebuild took him almost a year and it was a real backyard project! He wanted to thank Jose Albita for letting him get parts from his salvage yard, as well as Petty Roberson who helped with the steel welds & fab work. Rumo Welding made the custom aluminum deck and tail plates, and Dominguez Iron Work

supplied the custom visor, wiper arm covers, and mudflap hangers. Raiko did the prep work for the paint and actually painted the frame & engine, but Le Chateau Body Show, out of Orlando, FL, sprayed the bright blue on the cab, hood, and sleeper. Raiko has added a Dynaflex exhaust system, Hogebuilt fenders, and Trux lights. The interior

was dressed up with custom carpet, a 20" retro steering wheel, sleeper cabinets, and a fridge & microwave have replaced the passenger seat! Power comes from a 60 Series Detroit paired up with a 13 speed and a set of 3:58 rears. He says he never expected to be accepted on the show scene, due to the type and model of his

truck, but it's been just the opposite! "Little Blue" has been a big hit and Raiko Graveran has fit right in with his fantastic FLD-120! Raiko & "Little Blue" help us brighten up February, as our Movin' Out Working Show Truck of the Month.



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Qty 6 - New XL Specialized XL110HDGS15, 55-Ton, Hydraulic Detachable, 15" Deck Height, 26" Well, Some w/ Wheel Covers. Black, Red and Galvanized Available



Qty 3 - 2013 Reitnauer Maxmiser, 48'x102", Low Profile 5th Wheel, Aero Tarp System, With NEW Panels, Wheels & Bearings. 104" INSIDE CLEARANCE!!!!



Qty 6 - 2024 Heil MW Cementer, 1040 Cu. Ft., 3 Manholes, Full Rear Discharge, Air Ride.



EAGER BEAVER TAGS
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 10 - 42' Wabash-Dry Vans, 42'x96"x125", 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).



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 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.



Qty 8 - 2018 Reitnauer Dropmiser, 48'x102", Rear Axle Slide, Winch Track Both sides, (3) toolboxes.



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.



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



NEW - Fruehauf Steel Flatbeds with Spring Sliding Tandems 53' and 48'.



NEW 2023 - Landoll 343 Galvanized Single Axle Container Trailer 43'x102" Pony Motor / 12k Winch.



NEW - Wabash Combo Drops and Flats in Stock 53' and 48' Call for Specs.



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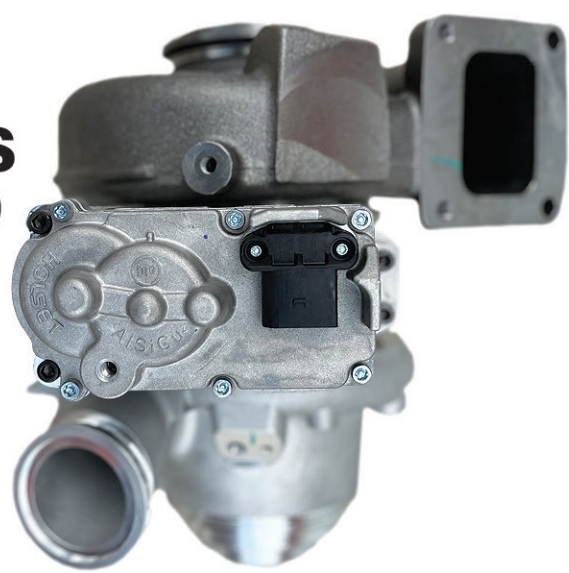
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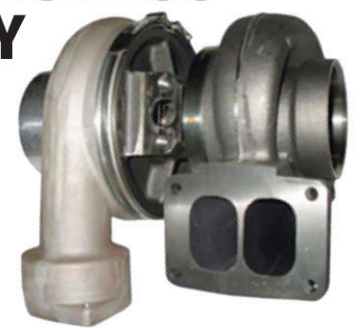
**Cross reference for
CUM2100 oe Low:**
2882110NX, 2840007,
2841220, 2841221, 2841222,
2841806, 2881807, 2882004,
2882110, 2882111, 3767306,
3768194, 3772586, 3773561,
3773562, 3773568, 3773569,
3792586, 288211100,
288211100, 2882004NX,
2882004NX 2882110NX,
28821100HX 2882111NX,
2882111RX, 3792586H,
3792586HX, 5350503,
5350506, 5502825,
5502825RX

**Cross reference for
CUM2400 oe High:**
2843821, 2882015, 2882112, 3769054, 3769055, 3769056, 3769058, 3769059, 3769061, 3773488,
3773489, 3773491, 3773492, 3773493, 3773495, 3792570, 3792571, 3792576, 3792577, 3792583,
3795122, 3795142, 3795143, 3795159, 3796351, 5350404, 5350411, 5350501, 5350501, 5359595,
5359609, 5456845, 5458503, 288211200, 379257600, 2882015NX, 2882015RX, 288211200HX,
288211200NX, 288211200RX, 2882112H, 2882112NX, 2882112RX, 379257600H, 3792576H,
379258300H, 3792583H, 5350411RX, 5350501H, 5359609NX, 5359609RX, 5458503NX,
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