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Vol. 48 No. 1
January 2023

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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Point of Light Truck Show Brings Love and Help To Neva Yoder



The 2022 Point of Light Truck Show was held in June in Wooster, Ohio. Truckers rallied to raise funds for Neva Yoder's medical expenses. Turn to pages 12 & 13 for the story and more photos. - Photo by Chad Violet -

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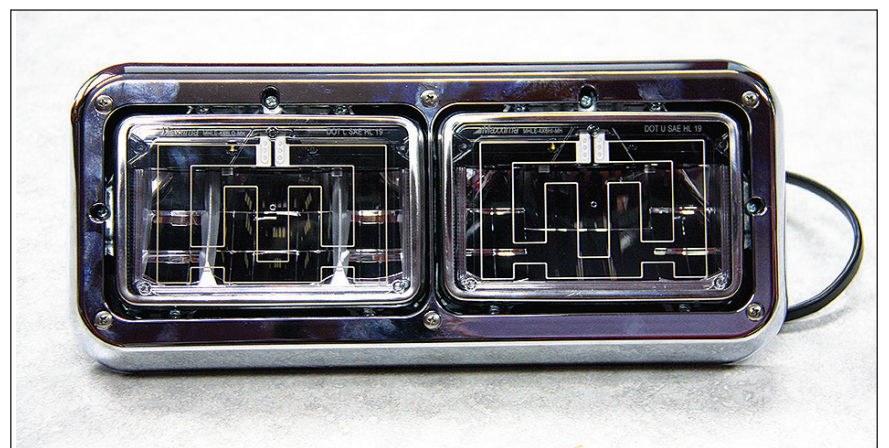
Chrystal Applegate (left) proudly shows off her 10-year ring.

At Koch Trucking, investing in our employees and the next generation of transportation professionals is one of our top priorities. We empower our employ-

ees by acquiring the latest equipment and technology, updating our facilities, recognizing their dedication to the company, and making sure they have all the tools they

need to succeed. We also know that it is important to inspire the next generation to join the industry, so we provide free education for continued on page 16

Truck Lighting Solutions From SLC Lighting



Heated and non-heated LED headlamps are both available at SLC Lighting.

By Steve Pollock

ANDOVER, OH... SLC Lighting International, is a supplier of Forward Lighting, and Stop, Turn and Tail Lighting, are proud to offer a line of lighting products that are a collaboration of new technologies and time-tested lighting solutions.

SLC Lighting International

is a subsidiary of KD Lamp, which has roots back to 1916 in the lighting industry and has embraced emerging technologies for years.

LED lighting has been trending for years now, but one of the inherent problems is icing, due to the low temperature of the LED bulbs. SLC Lighting has solved

this problem with premium quality heated headlamps and tail lamps. The lenses themselves are heated and most assemblies are "plug and play" with no extra wiring. Your headlamps or tail lamps will not ice up again and you have the added advantage of extended bulb life. continued on page 5

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2023 Shell Rotella® SuperRigs® Calendar is Available for Order



This year's 40th Shell Rotella® SuperRigs® was a Big Honkin' Anniversary at Branson Landing, in Branson, Mo., as Shell Rotella honored and recognized truck drivers throughout North America in the legendary truck beauty contest which annually celebrates the hardworking trucking community. Drivers competed for numerous awards and sought a coveted place in the 2023 Shell Rotella SuperRigs calendar. Twelve drivers were selected to have their trucks featured in the annual calendar that was photographed in the Branson area.

The 2023 Shell Rotella SuperRigs calendar is now available to be ordered online here: sccalendars.com. The

calendar tells the hardworking stories of 12 drivers who travelled to Branson Landing to participate in the annual SuperRigs calendar include:

* JANUARY – Brock Belina from Eagle, Neb. came to SuperRigs for the first time with his 2022 Peterbilt 389 and made the SuperRigs calendar. He started collecting the calendar in 2004 and has dreamed of being in it since then.

* MAY – Buck Crombie from Checotah, Okla. is a third-generation driver and loves coming to SuperRigs with his 1988 Peterbilt 379. He likes the family atmosphere and to see hard-working people and trucks.

* AUGUST – Bubba Branch, from Lakeland Fla. has always wanted to build a truck that is worthy of Shell Rotella SuperRigs. His childhood dream came true when his stunning 1996 Kenworth W900 was chosen for the calendar. He dedicated the calendar to shoot to the memory of his friend and longtime SuperRigs competitor, Troy Huddleston.

* OCTOBER – Theresa DeSantis from Apache Junction, Ariz. won her second Best of Show award with her 1985 Peterbilt 359 with a theme of "The Witches Inn." Her advice to anyone who enters SuperRigs "is to pick a nice theme and keep cleaning, don't ever stop cleaning."

Late Model Peterbilt Tractors



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OFF THE BEATEN PATH

BY PAM POLLOCK

And We Were Fabulous, Fabulous...



It's the week before Christmas as I write this column. I don't have a single present wrapped and my spouse cringes every time he sees a mail, FedEx, UPS or Amazon Prime delivery truck pull into our driveway. The Homestead is bedecked in holiday décor and for the first time ever in our 40 years of marriage, the Christmas tree was up on Thanksgiving night, thanks to V.

My son Dan and his girlfriend V hosted an Ugly Christmas Sweater Party last weekend, on our 40th wedding anniversary. Dan challenged us to wear the ugliest sweater and my reply was, "Oh, it's on like Donkey Kong!" The gauntlet had been thrown and I accepted that challenge. I am known amongst our family and friends for being highly inappropriate at times - so I had to rein myself in and not purchase some very "Rated R" sweaters. I finally settled on a Gnome sweater and a skirt with lights and a big red Cindy Lou Who-like bow for myself. I went full on trashy for my spouse, as you can see from the photos above. I topped off his attire with a Santa hat with lights, motion and some very obnoxious singing.

We arrived at V's apartment and realized that Dan and V were in it to win it - V had a dinosaur sweater and Dan had donned a bear sweater with a pocket that held a beverage. Other guests soon arrived, one wearing Darth Vader sweater. Another guest had on a knitted sweater vest that was very retro. I kept staring at her, probably making her feel very uncomfortable and then I blurted out, "Now I know where I have seen that vest before! I had one like that back in the 90s!" She laughed and replied that she had borrowed it from her Aunt.

Guys, when I wore that sweater vest back in the 1990s, it wasn't to go to an Ugly Christmas Sweater Party... I wore it because I

thought that I was very fashionable and stylish...

I texted my friend Tina the next day and asked her if she still had the photo of the two of us working at the local elementary school's PTAE Christmas Shop. She was immediately suspicious and questioned why I wanted to know. "You're on deadline,



Steve won the prize for the Ugliest Christmas Sweater!

Pamela," she said. "Why do you want that photo? What do you plan on doing this time to embarrass me?"

"Oh Tina, Tina - girlfriend, I am not going to embarrass YOU - I am going to embarrass US!" was my reply.

After much cajoling and threats, Tina finally acquiesced and sent me the photo. Here we are in all of our permed hair glory. I left my over-sized eyeglasses at home that day. Tina and I

actually had a collection of Christmas sweaters, shirts, and sweatshirts. We even had matching Nutcracker sweaters in powder blue and leggings with the foot stirrups, which we wore when we took the kids to see Disney On Ice on a bus trip. We thought we looked stunning. We felt marvelous and fabulous.

Tina and I can giggle now at our attire and our hair and eyeglasses (although I must confess to still wearing holiday shirts, sweaters,



Dan and V (and Bear) - all looking very festive (and stylish!)



My dear friend Tina and I, circa the 1990s.

and sweatshirts - I have a Grandma Got Run Over By A Reindeer shirt that I wore just last week). We marveled at how skinny we were back then - and how, back in the 1990s, we were complaining that we had gained weight from when we were teenagers and in our 20s.

Steve ended up winning the contest at Dan and V's party - nothing screams the holiday like a drunk Santa sweater with tattoos, apparently. Steve and I also

swapped headpieces for the photo. Oh, I know that all of you will look at these photos and chuckle and snort and say, "Man, what were these two old people thinking when they put those sweaters and hats on? Don't they realize how ridiculous that they look?"

But deep down in my soul, I am thinking... "We are fabulous, fabulous!"

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High Performance Diesels with Bruce Mallinson

See The Difference!

Since opening up the doors to our DPF Alternatives facility, we have restored hundreds of Diesel Particulate Filters (DPF) and Diesel Oxidation Catalyst Filters (DOC) to up to 99% of their OEM specification. This is done using a combination of air-knife, flushing, baking in a kiln, and an ultrasonic cleaning process which has undergone extensive testing

and refinement. Utilizing high-frequency sound waves at millions of impulses per second, these impulses cause microscopic bubbles to break down built-up soot, ash, and debris. Then a specially formulated solution keeps the grime from adhering to cell walls while carrying away contaminants. Not only does this save fleets and owner-op-

erators thousands of dollars in costly replacements it also supports the overall health of the aftertreatment system by ensuring the build-up of soot does not negatively impact internal sensors leading down a rabbit hole of troubleshooting.

Many drivers believe that the deletion of their after-treatment system is the only way to gain fuel mileage



does the soot reduction of Max Mileage help the filters, but it also plays a massive part in the maintenance and cleanliness of the sensors; our friend Chris recently had an issue with his system, and he shared his story with us.

I bought a 2019 Freightliner Cascadia with a DD15, DT12 direct drive, and 2.28 rears, assuming that it was spec'd well enough to run at 65 mph and not need to use the Max Mileage Fuel Borne Catalyst and not have emissions system-related problems. Under this assumption, I set out to run the truck for 30 days without using additives.

After 2 1/2 weeks of running the truck, the MIL came on, throwing a code (SPN 4364 FMI 18). I learned about it after online research (Selective Catalyst Reduction NOx Conversion Low). Additional digging into this issue suggested that a 28-step, dealer-level diagnostic process to determine the actual cause would likely require 8-12 hours of labor and even more time to repair or replace any faulty components discovered along the way. At a \$150/hr. shop labor rate, it could mean a minimum bill of \$1,200 on the low side, and possibly several thousand dollars more, depending on what they did to try and fix it.

Since the truck seemed to be running without any problems, the next time I filled up my tanks, I began to dose my fuel with the catalyst going forward. No noticeable change developed for the first three days after. On the morning of the 4th day, I started the truck and observed that the MIL had finally gone out. It's been about a month since then, and I haven't had any problems, lights, or warnings come up since, and I'm convinced that the Max Mileage Fuel Borne Catalyst is the reason why not.

After this experience, I will continue to use the catalyst for the rest of the time I own this truck.

Written by: Jordan Greathouse; Chris Kyle, Landstar BCO; Pittsburgh Power, Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056. Phone (724) 360-4080 Email: Information@Pittsburghpower.com



and drive trouble free; we at Pittsburgh Power are here to tell you that that could not be further from the truth. With regular care, Max Mileage, and maintenance (and maybe a good ECM tune from our engineering staff), we have seen many drivers reach the 7/8MPG mark free of any aftertreatment issues that cause delay or frustration.

I have seen drivers spend tens of thousands of dollars replacing entire aftertreatment systems due to being led down the incorrect path by shops that were either trying to make a quick buck or had no idea how to modify the engine adequately. Using the cleaning services by DPF Alternatives saves drivers up to \$30k in parts and labor and keeps trucks running at 100%.

Recently we have been asked if the Max Mileage

fuel borne catalyst does what we claim. Where is the physical proof? In an effort to bring further evidence to our claims, I spoke with our Filter cleaning guru, Steve Shurina. Steve has been a DPF Alternatives technician since we opened and has seen everything from light dusting to oil-saturated filters out of heavy-duty, off-road vehicles. He had this to say...

"When using Max Mileage FBC at regular intervals, there is visibly less soot accumulation compared to a truck not running it. The particles are finer and far easier to remove during restoration. In place of the thick black soot that blows out in long thick spikes, you get a fine, orange-tinted powder that blows out instantly." All you have to do is look at our images to see how much Max Mileage helps. Not only

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Something to Think About - Thankfulness

by: Mike McGough

Covid was still a matter of worry and fear. Gas prices were high and looking to go even higher, serving as a constant reminder that a recession was an ever-present concern. The political climate in the country was brimming with animas, mass shootings were a major factor driving crime-related distress, and international tensions constantly loomed like foreboding dark clouds. There was plenty about which to be apprehensive.

He had two people on his email list for the day. They were both routine contacts to check the progress of projects on which he was working with each of them. He had worked with both of them for several years, and he had confidence in them. They were both highly skilled at what they did, and they were essential players in his LLC. Nonetheless, he also knew that one of the email exchanges would be more pleasant than the other.

When he sent the first email, more than an hour passed before he received a reply. There was nothing earth-shatteringly important in his email, so an immediate reply wasn't critical. As usual, the information he requested was provided. To clarify a few minor points, they exchanged emails over about a two-hour period. Somewhere in each email there was either an indirect or a not-so-veiled reference to something that was causing her angst, concern, or worry about the current state of affairs in her world.

Each time, he answered with what he hoped would be some bit of encouragement or at least a nugget of optimism. Each time, his efforts went unanswered, so he assumed

they also went unnoticed. Even though she provided the information and the update he needed to continue on with the project, there wasn't much else. Good grief, there wasn't anything else—these emails were lifeless.

When their email chat ended, he was relieved. Their interaction was uncomfortable, and it carried a measure of stress. She had thrown a dash of cold water on what was starting out to be another nice day for him. He felt bad for her, but at the same time, he was glad to move on.

His next contact was clearly going to be better than the first. This agent's proverbial glass is always at least half full. He is knowledgeable, experienced, and he stays current, which keeps those he worked with current as well. Additionally, he has a disposition that suits him well for the role he plays with the company for which he works.

As a technical adviser, he frequently engages in one-on-one meetings with clients who have diverse needs, unique aims, and dramatically differing levels of technical competence. That said, he has to be prepared to meet folks where they are and move them forward. He is quite adept at that. Oh sure, he provides the information and support needed, but in addition he provides friendly conversation, suggestions that are both helpful and positive, and he does it without pressure or making the client feel ill prepared for the conversation.

On this particular day, the client was inquiring about some rather complex changes to an existing website. There would be additions, changes, and some unique upgrades.

Thanks in great part to this agent's suggestions a few years ago, the website has become a nice addition to the client's business profile. It may not drive the business, but it is most certainly a solid addition. If it was to continue to be, it needed some work. The client knew he was working with someone who could accomplish that task.

They agreed that they would be back in touch within a month to set a specific time to begin work. The agent gave the client some advice on how best to prepare for the updates and changes, and offered to be available, should the client need help before their meeting. The client had known for some time that he was working with the right person. This interaction clearly reaffirmed his thinking.

The last line of the final email in their conversation moved this client's impression of this agent to a new level. It read, "We all have so much to be thankful for even in these difficult times." Offered just nine days before Thanksgiving, it was crystal clear, this guy has so much more to offer than technical assistance and digital-age expertise. He knows people, and he has strong interpersonal sensitivity, which makes working with him a pleasure!

Regardless of what you do, technical skills, a level of expertise, and efforts to remain current in your field makes you competent. When you add a positive outlook, a level of interpersonal responsiveness, and a commitment to sharing your time, you move from competent to becoming a true professional. The choice is truly yours.

Thank you, Swiler!



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Latest Trucking Industry News

ATA Truck Tonnage Index Slipped 2.3% in October - Index 2.8% Above October 2021

Washington, DC... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 2.3% in October after rising 0.8% in September. In October, the index equaled 116.3 (2015=100) versus 119.1 in September.

"For-hire truck tonnage saw the largest single monthly decrease in October since the start of the pandemic," said ATA Chief Economist Bob Costello. "The decrease fits with the anecdotal reports of a muted fall freight season. It also coincides with a slowing economy. Housing is a weak spot in freight in addition to a slowing in personal consumption of goods. While factory related freight is holding up better than other areas, it is also decelerating."

September's increase was revised up slightly from our October 18 press release.

Compared with October 2021, the SA index increased 2.8%, which was the fourteenth straight year-over-year gain, but the smallest gain since April. In September, the index was up 5.7% from a year earlier. Year-to-date through October, compared with the same period in 2021, tonnage was up 3.9%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by fleets before any seasonal adjustment, equaled 118.9 in October, 0.4% below the September level (119.3). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.93 billion tons of freight in 2021. Motor carriers collected \$875.5 billion, or 80.8% of total revenue earned by all transport modes.

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.

ATA Applauds Introduction of Senate Truck Parking Bill

Washington, DC... American Trucking Associations applauded the introduction of the Truck Parking Safety Improvement Act by U.S. Senators Cynthia Lummis (R-WY) and Mark Kelly (D-AZ). The legislation would authorize \$755 million in competitive grant funding to expand commercial truck parking capacity across the United States. A companion bill in the U.S. House of Representatives was passed by the Transportation and Infrastructure Committee in July.

"A chronic, nationwide shortage of commercial truck parking continues to strain our supply chain and jeopardize highway safety for all motorists. This carefully crafted legislation provides needed investments to remedy the problem while incentivizing public-private partnerships to further expand truck parking capacity," said ATA President and CEO Chris Spear.

"We thank Senators Lummis and Kelly for their strong leadership. Congress must ensure our nation's truck

drivers have safe and accessible places to park and rest so they can keep delivering for the American people," Spear said.

The industry says the parking shortage is having a costly, measurable impact on supply chain efficiency, driver health and wellbeing, highway safety, and the environment. When truck drivers are unable to find safe, authorized parking, they're stuck in a no-win situation—forced to either park in unsafe or illegal locations, or to violate federal hours-of-service rules that regulate their daily drive-time to search for safer, legal alternatives.

* A U.S. Department of Transportation report found 98% of drivers regularly experience problems finding safe parking.

* The same report found the truck parking shortage exists in every state and region and is most acute along major freight corridors.

* 70% of drivers have been forced to violate federal hours-of-service rules because of

this common scenario.

* To ensure they can find a safe and legal space, truck drivers often park prior to exhausting available drive time, surrendering an average of 56 minutes of valuable drive time per day, according to the American Transportation Research Institute.

* The time spent looking for available truck parking costs the average driver about \$5,500 in direct lost compensation — or a 12% cut in annual pay.

The Senate bill establishes new funding eligibility criteria, including considerations for drivers' personal safety. The lack of safe parking options is often cited as a serious deterrent to more women joining the industry. The bill also would make routine maintenance expenses eligible for funding, as state transportation officials often cite maintenance costs as a deterrent to expanding parking capacity.

CVSA Releases 2022 Operation Safe Driver Week Results

During this year's Operation Safe Driver Week, which was July 10-16, officers in Canada and the U.S. pulled over more than 35,000 commercial motor vehicles and passenger vehicles and issued 26,164 warnings and citations to commercial motor vehicle drivers and passenger vehicle drivers engaging in unsafe driving behaviors, ranging from speeding to distracted driving.

Speeding, which was the focus of this year's Operation Safe Driver Week, was the top violation — in warnings given and citations issued — for both types of drivers. Officers issued 8,586 citations and 7,299 warnings for speeding/violating basic speed law/driving too fast for conditions. Broken out, that amounts to 2,577 warnings to commercial motor vehicle drivers and 4,722 to passenger vehicle drivers. Citations were given to 1,490 commercial motor vehicle drivers and 7,096 passenger vehicle drivers.

Top Warnings and Citations in the U.S. and Canada — Combined

Speeding/violating basic

speed law/driving too fast for conditions; Failure to use seat belt; Failure to obey traffic control device; Reckless driving; Using a hand-held phone/texting/distracted driving; Improper lane change

According to the Federal Motor Carrier Safety Administration's latest Seat Belt Usage by Commercial Motor Vehicle Drivers Survey, the overall safety-belt usage rate for drivers of medium- and heavy-duty trucks and buses is 86.1%. For the average passenger vehicle driver, the seat-belt usage rate was 90.4% in 2021, according to NHTSA. However, during Operation Safe Driver Week, failure to wear a seatbelt was the second-most issued citation category—with 1,156 citations given to passenger vehicle drivers and 735 to commercial motor vehicle drivers.

Using a hand-held device/texting/distracted driving was also a top citation for drivers. It ranked fourth with commercial motor vehicle drivers, at 239 citations, and fifth among passenger vehicle drivers, with 257 citations. This year's Operation Safe Driver Week data, broken out by country:

In the U.S.:

* Law enforcement personnel pulled over 24,934 commercial motor vehicles and 9,053 passenger vehicles, for a total of 33,987 traffic-enforcement contacts.

* Passenger vehicle drivers received 7,445 warnings and 9,531 citations.

* Commercial motor vehicle drivers received 4,742 warnings and 3,104 citations.

* Speeding/violating basic speed law/driving too fast for conditions was the top violation for commercial motor vehicle drivers and passenger vehicle drivers, with a combined total of 7,172 warnings and 7,673 citations. Commercial motor vehicle drivers received 2,541 warnings and 1,305 citations. Passenger vehicle drivers received 4,631 warnings and 6,368 citations.

In Canada:

* Law enforcement personnel pulled over 313 commercial motor vehicles and 897 passenger vehicles, for a total of 1,210 traffic-enforcement contacts.

* Passenger vehicle drivers received 99 warnings and 855 citations.

* Commercial motor vehicle drivers received 112 warnings and 276 citations.

* Speeding/violating basic speed law/driving too fast for conditions was the top violation for commercial motor vehicle drivers and passenger vehicle drivers, with a combined total of 127 warnings and 913 citations. Commercial motor vehicle drivers received 36 warnings and 185 citations. Passenger vehicle drivers received 91 warnings and 728 citations.

The next Operation Safe Driver Week is scheduled for July 9-15, 2023.

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OOIDA Applauds Bipartisan Bill to Allow Truckers Access to Restroom Facilities

Washington, DC - The Owner-Operator Independent Drivers Association (OOIDA) announced its strong support for bipartisan legislation introduced by U.S. Representatives Troy Nehls (R-TX) and Chrissy Houlahan (D-PA) to ensure that truckers have access to restroom facilities when they are picking up or delivering cargo.

"The men and women of America's trucking industry keep our supply chain moving and it's only reasonable that their most basic of needs be accommodated while they are on the job," said Todd Spencer, President and CEO of OOIDA. "We've heard from countless drivers who have been forced to 'hold it' because they were not allowed to access the bathroom when they were picking up or delivering freight. We thank Representatives Nehls and Houlahan for showing tremendous leadership on this issue and we look forward to continue working with him and our coalition partners to get this legislation signed into law."

Congressman Troy Nehls (R-TX-22) said, "I am proud

to introduce legislation to ensure our great American truckers have basic access to restroom facilities while working. American truckers are this nation's backbone, and we owe them a debt of gratitude for the tremendous contributions they made during the pandemic. I thank OOIDA and the Women In Trucking Association for partnering with me on this important legislation."

"Time and again, we've seen that when we include more women in our workforce, our economy prospers—that's true for the trucking industry, too," said Rep. Chrissy Houlahan (D-PA). "But restricted access to bathrooms is putting that progress in jeopardy. In response, our new bipartisan legislation will give all truckers, and female drivers in particular, the confidence of having access to a restroom when they deliver goods to businesses and American families. Especially as the trucking industry continues to face employee retention challenges, we must ensure that we are providing truckers a working environment that honors

the vital role they play in growing our economy. Ultimately, keeping more drivers on the road means fewer supply chain delays and lower costs. I'm proud to partner with Rep. Nehls on this straightforward effort."

"As more women enter the trucking industry, the need for restroom access increases while access to facilities has decreased. We applaud Rep. Nehls' support to require shippers and receivers to offer our drivers this very basic need," said Ellen Voie, President and CEO of the Women In Trucking Association.

The legislation would:
 * Require retailers, warehouses, and other businesses to give truckers access to bathroom facilities when they are picking up cargo or making deliveries.

* Not require businesses to construct new restrooms. It only requires that if a business has a restroom available to their customers or employees, truckers should have the same access.

* Require the operators of ports and terminals to provide bathroom access to drayage drivers.

OOIDA Calls "Trackers On Truckers" Orwellian Big Brother Control And Invasion Of Privacy

Washington, DC... The Owner-Operator Independent Drivers Association submitted comments to the Federal Motor Carrier Safety Administration regarding a controversial proposal that would require commercial motor vehicles to be equipped with unique electronic identification (UEI) technology, which would further implement "trackers on truckers."

Excerpts of OOIDA's comments as submitted to FMCSA:

"It was a bright cold day in April, and the clocks were striking thirteen." The Owner-Operator Independent Drivers Association (OOIDA) does not support the erosion of privacy, nor the destruction of identity through surveillance and control. To ask for more surveillance and control in the name of safety on our highways is to venture into what George Orwell would call "doublespeak". The term "Big Brother" has come to signify government control of and intrusion into truckers' individual lives.

Perhaps the most con-

cerning aspect of this proposal is FMCSA's failure to address the shortcomings and security risks associated with previous technology-based regulations, including the electronic logging device (ELD) mandate. There is insufficient recognition of the concerns motor carriers and drivers have continuously expressed about privacy and data security and no indications FMCSA has taken any meaningful steps to alleviate these concerns. Barreling forward with a new mandate involving the transmission of sensitive information only intensifies concerns involving identity theft, cargo theft, security threats, and more.

OOIDA is unaware of any research demonstrating how implementation of a UEI mandate would improve safety. CVSA has claimed, without providing any evidence, that this proposal would incentivize motor carriers to engage in safe and legal operations. We disagree with this unfounded claim. Motor carriers, especially small fleets and owner-operators, are already

incentivized to operate safely and legally because it is good for their business and personal safety. FMCSA assumes the incentive for motor carriers would include avoiding unnecessary roadside inspections, but these possible benefits are far outweighed by concerns involving privacy, cybersecurity, cargo theft, driver retention, and more. We strongly discourage the agency from advancing costly, burdensome, and wildly unpopular mandates based on nothing more than flimsy assumptions involving potential safety benefits.

Additional technology requirements always come at a cost, which is especially difficult for small carriers and owner-operators. Purchase, installation, maintenance and service of devices would increase operating costs for all motor carriers, without any proven benefit to efficiency or safety. Truckers are already experiencing elevated operating costs. There's absolutely no reason to raise those costs even higher.



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Trailer One Dedicates New Facility



Trailer One's new facility at 1030 West Liberty St., Medina, Ohio.



The Ribbon Cutting Ceremony.



Presentation of a Proclamation from the City of Medina, Ohio by Mayor Dennis Hanwell to Brad Thomas, Owner of Trailer One.

By Steve Pollock

MEDINA, OH.... Trailer One held a ribbon cutting ceremony on December 9, 2022, to dedicate their brand-new trailer dealership, which is located at 1030 West Liberty Street on the west side of Medina, Ohio. In attendance were the Mayor of Medina, members of the Chamber of Commerce, the Medina Chief of Police and Fire Chief, the Trailer One staff, and customers and friends.

After a tour and the ribbon

cutting ceremony, guests enjoyed a catered pig roast along with good conversation and fellowship.

Trailer One was founded in 1989 in Richfield, Ohio and after a couple of moves over the years, has settled into their permanent home at 1030 Liberty Street in Medina. The new facility is approximately 12,000 square feet with 7,000 square feet of shop and 5,000 square feet of office space. The company has 13 full-time employees.

Trailer One is an authorized dealer for Extreme Flatbed Trailers; Manac; Stoughton; and Dorsey trailers. They offer full sales, service, and parts support, including leasing, rentals, and storage trailers. Parts and service are available for most makes of trailers. They are open 8 am - 5 pm Monday - Thursday and Friday 8 am - 4 pm. You can reach Trailer One at 330-723-7474 or visit them online at www.trailerone.com



L-R: Dorothy and Brad Thomas, Sr., Owner Brad Thomas, Jr. and his girlfriend Jamie Pantea. - All photos by Steve Pollock -



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Hardy Brothers Trucking Drivers Deliver U.S. Capitol Christmas Tree in Kenworth T680 Next Gen



SILOAM, NC... For husband-and-wife driver team Ed Kingdon, Jr. and Deb Kingdon, the opportunity to transport the 2022 U.S. Capitol Christmas Tree from the Pisgah National Forest in North Carolina to Washington, D.C. is a career highlight.

"When I retired from the military in 2018, Deb and I decided to begin careers in something we could do together since our kids were grown," said Ed. "We love to travel the country and saw truck driving as a job we'd enjoy. Never in our wildest dreams did we think we'd be the ones responsible for delivering the U.S. Capitol Christmas Tree to D.C. Christmas is such a special holiday to our family, so to have shared this experience with our kids and grandkids who visited the community celebrations as we made our way to the capital was truly memorable."

[The U.S. Capitol Christmas Tree lighting ceremony took place on November 29th

Hardy Brothers Trucking, the official U.S. Capitol Christmas Tree Tour carrier, selected the Kingdons, who have driven for the company for more than four years. This year, Deb became the first female driver to help transport the special tree to Washington, D.C. "It was an honor to be selected as one of the drivers and become the first woman driver to haul the U.S. Capitol Christmas Tree," said Deb. "It was an experience of a lifetime."

The Kingdons used a Kenworth T680 Next Generation 76-inch mid-roof sleeper equipped with the PACCAR Powertrain to transport the 78-foot tall Red Spruce Christmas Tree, nicknamed "Ruby," to the nation's capital. The truck also featured the new Kenworth digital mirror system, LED lighting, and advanced driver assistance systems, including Lane Keeping Assist and Torque Assisted Steering. Hardy Brothers Trucking has more

than 100 dedicated drivers including 11 T680 Next Gens. and 55 Kenworth trucks – in- The 2022 U.S. Capitol

Christmas Tree Tour, which began Nov. 5 in Fletcher, North Carolina, featured community celebration stops in North Carolina and Virginia as the Kingdons made their way north to Washington, D.C. The tree was delivered to the U.S. Capitol Building on Nov. 18.

For Deb and Ed, hauling oversized cargo such as the Christmas Tree is a first. Driving for Hardy Brothers Trucking, the couple hauls reefer van trailers cross-country, so transporting an extended trailer took some getting used to.

"It was a challenge at first getting comfortable with understanding how much room you need to maneuver such a long truck-trailer combination, especially in the small towns we visited, but we learned quickly," said Ed. "We mapped out our route ahead of time and the state patrol who escorted us along the way helped us out a lot."

According to Ed, the Kingdons drive a T680 Next Gen for Hardy Brothers Trucking, so driving Kenworth's latest long-haul tractor felt natural. "We've been driving a Next Gen for Hardy Brothers Trucking for several months now so it was easy to get behind the wheel of this one," said Ed. "Kenworth did a great job specifying the truck we used during this tour. We spent much of the tour in western North Carolina where it's very mountainous and the truck handled the steep grades with ease. It did everything we needed it to."

"The turnout at the events was great, everyone seemed to be excited to see the tree and sign the trailer," said Deb. "The tour was far from what we experience in our day-to-day job, and we had so much fun meeting those who came out to enjoy the community celebrations and take part in the joy that comes with the holiday season."

According to Deb, the tour stop in Cherokee, North Carolina, is what she'll remember most about her experience on the tour. Cherokee is home to Catcuce Micco Tiger (Coche), a nine-year-old boy and citizen of the Eastern Band of Cherokee Indians (EBCI). Coche was selected as this year's official lighter of the U.S. Capitol Christmas tree.

"To embrace the culture of the Cherokee Nation and meet members of the community in Cherokee is something I'll never forget," said Deb. "You could feel the sense of pride everyone at this event had about having a tree cut from the Pisgah National Forest be this year's Capitol Christmas Tree. We can't wait to see the tree all lit up at the capital."

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Point of Light Truck Show Brings Love and Help To Neva Yoder



By Chad Violet

Most truck shows have special purposes behind them. This is mostly the case of smaller local shows. The Point of Light Show is no different in that regard but are steadily growing a truck base that has reached states away, all coming to support a great cause. Mother and wife Neva Yoder was diagnosed with a very rare form of cancer called Leiomyosarcoma, which is a muscle tumor. All proceeds go towards her journey and recovery to better health.

Great truck shows are not based solely on number of trucks entered. On Saturday, June 4th in Wooster, Ohio 80 trucks entered the RES Auction Center ready to show. Street rods and motorcycles joined with their own show in the side lots. The skies were

blue, sun high and bright with temperatures in the 80's as the reflections danced off the trucks throughout the day.

Among the impressive lineup of trucks, were several previous magazine feature trucks and builders known throughout the trucking industry coming from states away. This show has built a reputation for having top notch working show trucks. This year was no different with trucks entered ranging from 1949 – 2022 and judged in multiple classes competing for top prizes and overall Best of Show. The parking set-up is laid out nicely as trucks enter to the left while spectators park straight ahead. Combos took up the center of the show ring while bobtails circled around the perimeter.

Once rags were down and

judging began, showgoers enjoyed lunch at the open BBQ pit and other concessions. Inside there was live music, kids playing in the bouncy houses and multiple auctions raising money for a great cause.

Great cause, great show filled with amazing trucks needs to be on your list for 2023. See you there.

- Photos by Chad Violet -

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CTA Welcomes Long Awaited ELD Mandate; Here is What Jan Enforcement Looks Like

TORONTO... Truck drivers and commercial trucks – already safest vehicles on Canadian roadways – will soon become even safer in most provinces as the long-awaited introduction of the third-party ELD mandate comes into force on January 1.

The rule applies to all federally regulated carriers and provincially regulated carriers in some jurisdictions, that are already required to operate a logbook.

“CTA applauds those provinces that are set to begin enforcement on January 1. Electronic logbooks change

nothing about the current hours of service rules, but simply make enforcement of the rules more robust. Compliance is coming for fleets and shippers who have been operating outside of the rules,” said CTA president Stephen Laskowski.

CTA is encouraging the supply chain to review and consider the impact of hours of service compliance on routes and shipments.

The provincial trucking associations that form CTA have compiled a chart which explains what to expect in each jurisdiction as

of January 1. Click here.

“In addition to improving public safety, third-party certified ELDs will also provide more efficiencies for drivers and fleets versus paper logbooks. Everyone wins – the driver, carriers, and the motoring public. The only ones who will be negatively impacted by ELDs are fleets and operators who have been breaking the law,” said Geoff Wood, CTA Senior VP, Policy.

For more information on specific provincial rules, please contact the relevant association directly.

Volvo and Pilot Company Partner to Build a National Public Heavy-Duty Charging Network

The Volvo Group and Pilot Company have signed a Letter of Intent to develop a national, public charging network to support the scaling of battery-electric Volvo VNR Electric trucks. To accelerate development of the charging network, Pilot Company intends to install high-performance charging infrastructure at selected existing network of Pilot and Flying J travel centers across the U.S. and will be open to heavy-duty vehicles of all brands. The strategic partnership will provide fleets with a more seamless electromobility journey by addressing charging infrastructure accessibility and

roadblocks, including long project lead times and high installation costs, that can otherwise delay scaled deployment of battery-electric vehicles (BEVs).

Through its collaboration with Pilot Company, Volvo will help identify which of the existing Pilot and Flying J travel centers should be prioritized for high-performance charging infrastructure based on current and anticipated battery-electric truck deployment volume, customers charging needs and patterns, and the availability of federal and state funding to support capital costs. This partnership

places Pilot Company and Volvo at the forefront of accelerating electrification adoption and developing sustainable and reliable transportation solutions for generations of battery-electric trucks to come.

“Pilot Company and Volvo are committed to developing transportation solutions that will guide and support the industry through the energy transition,” said Shameek Konar, CEO, Pilot Company. “Joining forces with Volvo, an expert in freight technology, aligns with our goal to support sustainable transportation infrastructure and to meet our customers where they are headed, now and in the future.”



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Mawson & Mawson Adds Conestoga Trailers To Fleet



By Steve Pollock

LANGHORNE, PA....Mawson & Mawson is pleased to announce the addition

of 22 Conestoga equipped trailers to their fleet. The 2022 Extreme Trailers are equipped with Aero Rolling

Tarp Systems for Mawson's drivers' convenience.

The Conestogas are replacing conventional side

kits, which Mawson is gradually phasing out of their fleet. The company trucks are late model Freightliner Cascadias. Mawson hires company drivers and leases owner-operators offering regional flatbed loads from Pennsylvania, Ohio, and West Virginia, and short hauls in Eastern Pennsylvania and other select areas.

Mawson & Mawson has a rich history in the trucking industry having been founded in 1895 and they still have their original motor carrier number "76".

Positions are available, call Bill at 215-208-1544.

Mayflower Reaches 1 Million Pounds of Food Donated Goal

ST. LOUIS, MO.... Mayflower Transit announced that it has now donated more than one million pounds of food to Move For Hunger, and it will be renewing its partnership that will generate another 125,000+ meals for families in need for another year.

Hunger continues to be a looming issue with food insecurity in America on the rise. The need to provide practical solutions is at the forefront. As a brand both rooted in the past and

focused on the future, the Mayflower team understands the importance of giving back and fortifying the communities in which they serve. The Company has only been an official partner of Move For Hunger for a year, but its network of agents has now donated more than 1 million pounds of food, which is the equivalent of more than 800,000 meals, over the last several years. These meals help one and seven children who suffer from food deprivation and insecurity.

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We realize that our drivers also need a safe and comfortable place to unwind when they aren't rolling across the country to deliver a load. That's why over the last year we have added two brand new drivers' lounges in Ardmore, OK and Kansas City, MO. We have also made considerable updates to our Appling, GA facility and our locations around Minneapolis, MN. We plan to add more lounges and amenities in the near future.

Our Property Manager and Senior Director of Technology Systems, Brandon Gammon says, "At Koch we are constantly looking for ways to improve the work environment for all our employees. I think it all starts with physical space that we can create for them. The details matter." This not only makes the drivers' time on the road more enjoyable but gives our support staff flexibility when scheduling and routing our drivers. On top of that, we have seen a much greater sense of community among our drivers who cook meals and share knowledge with each other at these locations.

We really want to retain the staff that we have. So, in addition to the best facilities and equipment, we take time

to recognize major employee milestones and outstanding service. We celebrate safety and excellence at all levels of our organization, with our largest event being our annual Driver Recognition Banquet where we celebrate all our drivers of the month, driver of the year and our million milers. Year after year, we have drivers that achieve one or more million safe miles. This gives our support staff the ability to thank and appreciate the drivers that have gone above and beyond for the company. Koch would not be where it is today without the continued dedication of our incredible employees.

However, we know that people may retire or move on to other positions internal and externally. That's why we put an emphasis on engaging the next generation of transportation professionals. We have a robust driver mentorship program where every new driver is assigned a mentor that will guide them through their new position and provide invaluable resources and tips to help them along the way.

We also have a technician training program in place to recruit new maintenance technicians. We pay for the school and tools and provide on the job training crucial to their success. Our maintenance technician, Thomas Onstead said "It worked out great. I'd go to school in the morning, and I worked nights at that time. And I'd still have time to do homework in my off time."

In addition, we have partnered with the Next Generation in Trucking Association. They are a non-profit trade association with the mission to promote trucking as a career field. Not only are they looking for the next generation of drivers, but also the next generation of technicians to keep drivers on the road. Our Senior HR Manager, Sarah Berkholtz says "One of the most important things that we can do when it comes to the transportation industry as a whole and it's future is encourage young people to think about the transportation industry as a viable career option. That's why Koch Companies partnership with NextGen Trucking is so valuable. NextGen Trucking's mission of promoting trucking as a positive career field is in line with our goals of bringing transportation careers to the forefront and gives us an opportunity in partnership with NextGen Trucking to promote and educate high school age students on what it looks like to work in transportation, whether it is driving a truck, being a diesel mechanic, or as a dispatcher." We look forward to our growing partnership.

As we enter 2023, we hope for another year where we can prioritize improving the resources and facilities available to our employees. By looking even further into the future, we hope to inspire the next generation to join this ever-changing and fast paced industry. We'll continue to stay a full-service transportation and distribution leader by staying committed to safety, respect, excellence, and innovation in everything that we do.

continued from page 1

our technicians, invest in programs to educate students choosing a profession, and work to broaden the scope of who can be in the industry. Safety, respect, excellence, and innovation are values that have helped us provide a culture to our employees that is second to none.

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Advantage Truck Group Marks 10 Years of Giving through Haulin' 4 Hunger



Throughout 2022, Advantage Truck Group (ATG), the largest DTNA dealer network in New England which specializes in Freightliner and Western Star, marked the 10-year anniversary of Haulin' 4 Hunger, its char-

continued on page 18

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Advantage Truck Group Marks 10 Years of Giving through Haulin' 4 Hunger



years of Haulin' 4 Hunger, ATG's commitment to fighting hunger in our communities remains more important than ever."

The holidays are especially difficult for those struggling to put food on their table. While every donation makes a difference to pantries and the people they serve, it's the nutritious yet expensive fresh foods that are among the most requested at local pantries and often in short supply.

During December, ATG and its Haulin' 4 Hunger team of employees and business partners led caravans of cars and trucks to hand-deliver over 4,000 fresh holiday meals of turkey – with all of the trimmings – to eight organizations offering food pantries and other services in Central Massachusetts. At other ATG locations in Massachusetts, New Hampshire and Vermont, employees donated nonperishable holiday meals to local food pantry organizations.

Haulin' 4 Hunger is made possible by ongoing support from ATG partners, including trucking industry organizations like Dennis K. Burke, G. Lopes Construction and SelecTrucks of New England, as well as UniBank and the Worcester Railers. Undertaking this effort also takes significant planning and coordination, and ATG employees dedicate countless hours to purchase, collect, sort and package food to help those in need.

"It has been so impactful to witness ATG's growing number of employees who embrace this commitment to giving back," says ATG Integrated Marketing Manager Sarah Harrington, who leads the Haulin' 4 Hunger program. "From every quarterly nonperishable donation and fresh meal delivery they make, to the personal initiatives they take to help support the program, their efforts showcase the power of coming together to do good in our communities."

Since founding Haulin' 4 Hunger ten years ago, ATG has grown to a network of dealers with eight locations across New England. As ATG continues to expand, it remains committed to fighting food insecurity in the communities it serves.

continued from page 17

initiative that helps provide meals to people facing hunger in communities near ATG dealerships throughout New England.

From its start in 2012 with a single donation of 200 fresh holiday meals near ATG Shrewsbury in Central Massachusetts, Haulin' 4 Hunger has grown to reach food pantry organizations in more communities and increased its impact with quarterly donations of nonperishable food to help meet ongoing need.

In 2022, Haulin' 4 Hunger increased donations to provide over 4,000 fresh holiday meals to food pantry organi-

zations in Central Massachusetts and continued to donate thousands of nonperishable foods each quarter to hunger-relief organizations near other ATG locations.

Over the last decade, Haulin' 4 Hunger has donated over 30,000 meals across three states.

"We are grateful for the continued support that our employees, customers and business partners have for this program," says Kevin G. Holmes, President and CEO of ATG. "While serving our customers is our most important mission, serving our communities truly defines who we are. As we mark ten



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Wreaths Across America The Circuit Rider Receives Support from Pilot Company to Remember and Honor Military Veterans

Wreaths Across America announced that Pilot Company's sponsorship of Wreaths Across America Radio and its live coverage of the 2022 Escort to Arlington. The "Escort to Arlington" has become a weeklong tradition of support and remembrance for our nation's heroes in the trucking industry as professional truck drivers volunteer to haul veterans' wreaths to participating locations across the country.

On the way to delivering veterans' wreaths for placement at Arlington National Cemetery on National Wreaths Across America Day - this year on Saturday, December 17, 2022 - the escort stops at schools and monuments in various communities along the East Coast route to share the organization's mission to Remember, Honor and Teach about our nation's heroes.

"It is partners like Pilot Company that continue to step up and amaze us with their generosity, not just with the financial support of sponsoring veterans' wreaths, but in their commitment to the veterans in the industry and in their communities that deserve recognition," said Karen Worcester, Executive Director, Wreaths Across America. "The support of Wreaths Radio's live escort coverage is more than we could have expected, and we are grateful to Pilot Company and all the professional drivers and carriers that help us move the mission."

In addition to the sponsorship of the weeklong live broadcasts on Wreaths Across America Radio, Pilot Company funds the placement of more than 1,300 veterans' wreaths at participating cemeteries across Tennessee. The company is also continuing its long-standing tradition of partnering with Truckload Carriers Association (TCA) to support Wreaths Across America's celebration of veterans in the trucking industry by sponsoring the annual Appreciation Dinner held in Arlington, Virginia, the night before National Wreaths

Across America Day. One of Pilot Company's own drivers will participate in the hauling of wreaths from Maine to the company's hometown of Knoxville, Tennessee, in a custom-wrapped Wreaths Across America trailer.

"As we head into the holidays, it is important that we take time to remember and recognize all of our veterans, past and present, for the peace, safety and freedom we have in this country," said Jordan Spradling, VP of Transportation at Pilot Company. "On behalf of all of us here at Pilot, thank you to all our service members out there for your service and sacrifice for our country. We are honored to be a part of Wreaths Across America's mission and be able to remember and pay our respects this holiday season by placing wreaths on the final resting place of our nation's heroes."

To learn more about Pilot Company and its commitment to giving back, visit pilotcompany.com/about.

You can listen to Wreaths Across America Radio's 24/7 internet stream anytime and anywhere on the iHeart Radio app, Audacy app, TuneIn app, or at www.wreathsasscrossamerica.org/radio.



Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

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As you work in this life, don't run away from other work that appears, for it brings you to the best completed job. It's another way of saying that life is made up of parts.

When all the parts are brought together to the finished product, we are pleased if we have followed Christ. It's like an automobile. An automobile is not all tires and not all gasoline but is the composition of these that make the car.

So it is with life. We have our good days; we have our days of test and trials. We have pleasant places and then we have wilderness through which we must come. But if God be for us, who can be against us? And if Jesus goes with us, we can go anywhere.

The Bible tells us the servants of God's labor is not in vain. So often times, when the battle is rough, we are ready to give up the fight just before the victory is won. But He giveth more than we race. As your day is, so shall your strength be. Just when you need Him most is when He's there. He wants to use your life. No greater honor has ever been placed on an individual than for that individual to be used of God.

In order to be used of God, we must ask Christ to forgive us for our sins and to save us by His grace.

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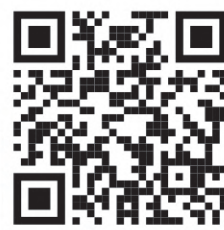
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Hill International Trucks Celebrates 125 Years



By Steve Pollock

ST. CLAIRSVILLE, OH... Hill International Trucks, one of the oldest dealer groups in the USA, held their Bi-Annual Truck Show and 125th Anniversary Celebration this past September 28th at their newest location on US 40, off I-70 at exit 215 in St. Clairsville, Ohio.

An estimated 1,000 people attended the event, enjoy-

ing live music, food, games, vendors, facility tours, and over \$75,000 in giveaways, including a new Ford Maverick, an ATV, and a Disney vacation. Many customers brought their trucks to display, including new trucks, show trucks, classic trucks, and even pulling trucks. Jack Hill was honored during the celebration with a Lifetime Achievement Award by the

American Truck Historical Society.

St. Clairsville Hill International Trucks is located at 47255 International Drive and offers the full line of International Trucks and MAC Trailers. They have full sales, service, warranty, and parts support for both lines – everything from engine rebuilding to light repairs. Mobile repair services are

available, including Mobile Fleet Maintenance. Hill has service and parts for all makes of trucks. They also have a good inventory of over 150 new and used trucks and trailers in stock.

Hill International Trucks was found in 1897 by Oswald Spencer (O.S.) Hill in Lisbon, Ohio. The company has been under the ownership and direction of the Hill family for 4 generations, with Steve Hill serving as the current Dealer Principal. They have grown to four locations: East Liverpool, Ohio (Corporate Office); Aliquippa, PA; Eighty Four, PA; and St. Clairsville, Ohio.

Wishing All A Happy New Year!

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February 17-18, 2023 - Trucks of Florida 10th Anniversary Winter National Truck Show - Sumter County Fairgrounds, 7620 State Rte 471, Bushnell, FL. 8 am- 5 pm. All Trucks welcome. Rain or Shine. Large Covered Pavilion. 24 hr on site camping available. Prize raffles and a 50/50 raffle which supports Tunnels to Towers Foundation. Food and Beverages available on grounds. Cruise to 75 Chrome Shop. Various displays of restored and un-restored vehicles. For More Info (including vehicle registration) <http://www.vintagetrucksf.com> Facebook: Vintage Trucks of Florida. Phone: (352) 457-1557

March 30 - April 1, 2023 - 50th Anniversary Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com
April 28-30, 2023 - 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 329 1-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 14, 2023 - Annual Make-A-Wish Mother's Day Convoy - Manheim Pennsylvania Auto Auction, Manheim, PA. For more info, visit www.wishconvoy.org or phone 717-283-4868.

May 20, 2023 - 3rd Annual Semi Crazy Cornfield Round Up - Waspy's Truck Stop, located right on Highway 71 South Side of Audubon, IA (address 2079 US 71). All vehicles welcome if it has tires. Multi ATHS Chapter Event - Show and Shine, No Charge Event. For more info call Dave @ 712-789-0155 or email dgammell@netins.net or Russell @ 402-680-6121 or email 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 or phone 605-354-2809

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

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

August 4-6, 2023 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

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

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A NOTE FROM EMPLOYEES

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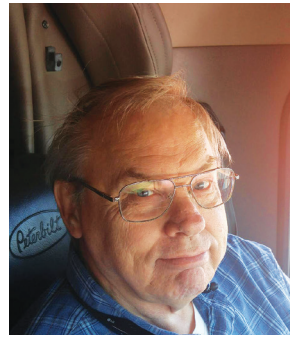
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A Likely Story - "No Business Like Snow Business"



By Roger Clark

"What the hell was I thinking!", I said to myself as wind driven snow pelted the windshield. It was the middle of January, and middle of the night, in the middle of Minnesota. My load was a big green machine, chained to the stepdeck, destined for a dealer in North Dakota.

Despite the date, time, and location, dispatch said it was hot. Could I deliver it first thing in the morning? Sure, I said, not bothering to check the forecast. Now still a hundred miles from Fargo, blowing snow was clogging the wipers and smearing the windshield. And it was cold. Frigid cold. How cold, you ask? I'll just tell you this. That's the night my lawyer had both hands in his own pockets!

I couldn't say no to a dispatcher. Well, okay, I could say no, but rarely have. Why? Well, first because I'm an idiot, and second, because

I've always been afraid of disappointing them. And of course, it's the one thought that matters the least. So as images of crashing, jack-knifing, and testifying on the witness stand crossed my mind, I was forced by the wind to focus on the rapidly disappearing pavement.

"I'll never do this again!", I said out loud, just as I have a hundred times before. But wait—what? What was that? Did I just pass a car stopped on the shoulder? Did I see an arm sticking straight out the window? Is my imagination running away with me? Probably is, I thought wryly, but I'd have to stop and make sure.

Coming to a shuddering stop just right of the rumble strips, I got out and trudged back to where the car was. Sure enough, just as I'd feared, a bare white arm was sticking out the driver's window. Attached to that arm was a 38-year-old female, passed out behind the wheel, a half can of beer was still clutched in her other hand.

Now more angry than afraid, I thought about just leaving her there, because it was, after all, entirely her fault. But God didn't abandon me, in that moment, so I decided not to leave her. Slogging back to my truck, through fast-growing snowdrifts, I climbed back in and reached for the CB. Mum-

bling a short prayer, mostly for myself, I keyed the mic and put out a call for help.

"Breaker, one-nine", I said with more confidence than I had, "looking for a base station near mile marker six-oh!" But there was no response. Knowing I'd have to go back and check on her, I tried one more time. That's when I heard, "Hey, Bud, I got your break. What's up?"

As quickly as that, the windswept prairie appeared a lot less threatening, and shortly after that call, the darkness was shattered by countless flashing red lights. The cavalry had arrived, and I would not have been more surprised—or relieved—if it had been the Three Kings from the Nativity scene! For my part, I was just glad to have the company!

The moral of the story is, of course, to be prepared. Keep the chains tight, lights on, cab warm, and a change of dry clothes. Not for her, but for you! Oh, and to remember who the ultimate authority is. That would be you, my friend, not your dispatcher. No one can compel you to drive in unsafe conditions, but if you do, and then you crash, there's only one person doing the post-crash drug screen. Don't be that guy!

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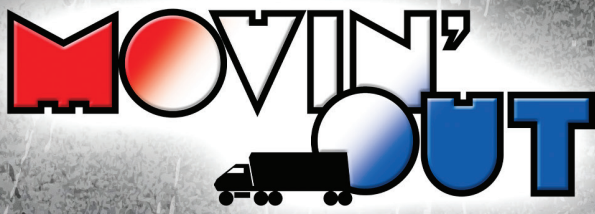
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Working Show Truck Of The Month

Mark Clowater



By Robert Conrad

Just because a truck is up there in years doesn't mean it can't run right alongside the trucks of today, and this classic Freightshaker is living proof!

Mark Clowater has his roots in New Brunswick, Canada, having grown up there. In 1987 he started driving an '83 Freightliner cabover for a small company in his hometown, at a time when conventional cabs were the rage and the cabover's popularity was declining. Mark

drove the cabover for about a year, switched over to a conventional and actually purchased several conventionals of his own.

He realized he liked driving the cabover better, so he was always looking for one to purchase for himself. He found his cabover on a rare trip that took him down "airline road" in Maine, a stretch of Route 9 between Bangor and Calais. Mark spotted a Freightliner sitting with the cab up, and years

later while on the same stretch of road, he decided to stop. He was told by the owner that the truck wasn't for sale, but he was able to get a phone number. Perseverance paid off, and 3 years of phone calls later, Mark went and purchased his '87 Freightliner and towed it home!

During the next three years, he restored this old "Shaker" from the ground up, working on it nearly every weekend with the help and support of his two sons Oliver & Aaron, along with

his wife, Tracey. Mark finished the truck in May of 2019 after totally reworking the engine, transmission, and drive line. He added new tanks, suspension, frame rails, new paint, and just the right amount of "bling" - including a custom bumper, Hogebuilt, and dual polished intakes behind the cab.

Mark works his stunning blue & grey '87 daily, from May till October, hauling flatbed materials between Canada and New England. He gets plenty of

thumbs up & smiles along the way, sitting behind the wheel of the "old cabover" that he always wanted!

Movin' Out salutes Mark

Clowater & his classic cabover for still going strong in 2023, as our pick for the January Working Show Truck of the Month.

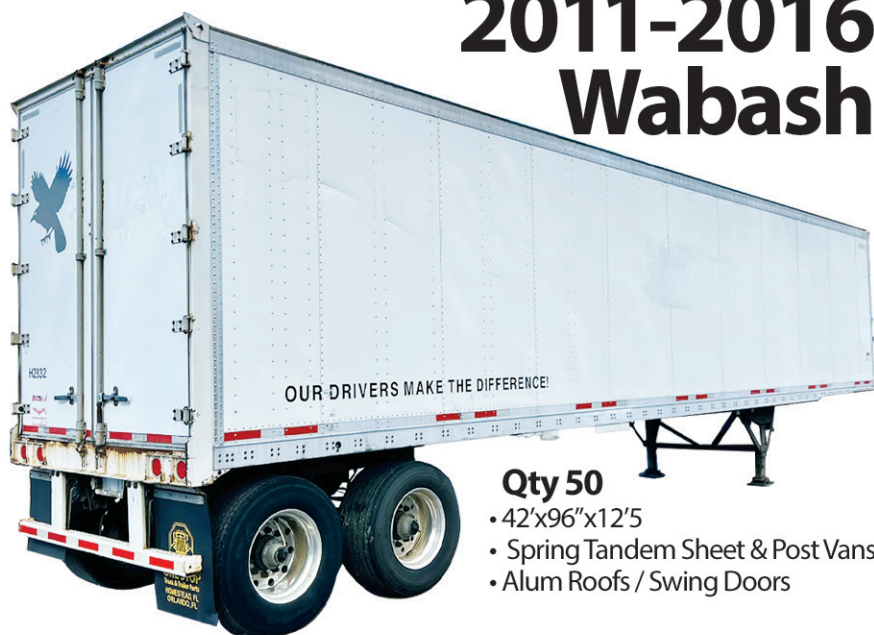


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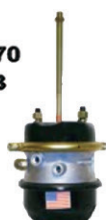


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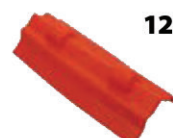
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FUEL MILEAGE DOCTOR INC.

SAVING TIME, FUEL, AND MONEY!



1 YEAR WARRANTY ON BULLY DOG TURBOS EXCLUSIVELY AT THE FUEL MILEAGE DOCTOR



With decades of experience Bully Dog has become the go-to for big rig performance products. From turbos and manifolds to ECM tuners Bully Dog has you covered.

CUMMINS ISX TURBOS

Part# 56150 - High Horsepower | Part# 56151 - Low Horsepower

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.

ALL-NEW CUMMINS TURBOS



FEATURES:

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

EXHAUST MANIFOLDS

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

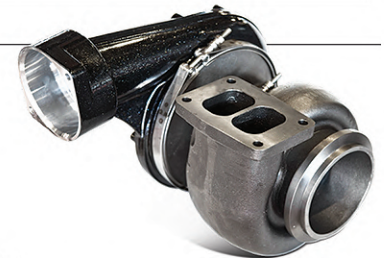


FEATURES:

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

CAT STAGE 1 & 2 TURBOS

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



FEATURES:

- Dual piston seal for oil control
- Increase boost by 6-10 lbs over OEM
- Quicker spool up than OEM, less lag
- Improve horsepower and fuel economy
- Flow a higher volume of air
- Lower EGTs

TUNERS & MONITORS

Only the industry's leading heavy duty tuning manufacturer could bring you products this revolutionary. Best-in-class tuner & monitors for those who are serious about getting peak performance out of their rig while saving money on fuel and repairs.

