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## 35th Annual Shell ROTELLA SuperRigs®



1st Place Tractor Divisions won by Ray and Suzie Rodriquez, Salinas, Calif., 1999 Peterbilt 379 EXD. Photo courtesy of Shell ROTELLA. Turn to pages 14 & 15 for more photos.

### Dutch Valley Food Distributors Sees MPG Gains And Reduced Maintenance Costs With Bully Dog



L-R: Kevin Campbell, the Fuel Mileage Dr. with his partner Becky Boone and Dutch Valley Food Distributors' James Kroh and Dave Clark.

by Steve Pollock  
tors began over 100 years ago by a retail store and butcher shop on MYERSTOWN, PA... The roots of Dutch Valley Food Distribu- Elam Burkholder, an East Earl Pennsylvania farmer who opened continued on page 10

### Paul Riggle & Sons Truck Show



Beautiful weather and beautiful rigs, including this beauty pictured above and owned by Bill Warner, helped make the annual Paul Riggle & Sons Truck Show a huge success! Turn to page 27 for more photos. - photo by Pam Pollock -

## TravelCenters Of America Now Accepting Nominations For 2018 Citizen Driver

WESTLAKE, OH... TravelCenters of America LLC (TravelCenters), operator of the TA® and Petro Stopping Centers® travel center brands, is now accepting nominations for 2018 Citizen Driver. Citizen Driver, launched in 2013, recognizes professional drivers who evoke public respect for the truck driving profession through good citizenship, safety, community involvement, health and wellness, and leadership.

Anyone -- fleet owners and executives, co-workers, friends, husbands, wives, sons, daughters, mothers, fathers, trucking organization members, trucking industry suppliers, trucking industry customers -- may nominate a professional driver for the honor. Nomination forms, rules and other information can be found at [www.ta-petro.com/citizendriver](http://www.ta-petro.com/citizendriver). Nominations will

be accepted until September 30, 2017. The 2018 Citizen Drivers will be recognized at the 2018 Citizen Drivers Ceremony at the TA-branded Iowa 80 location in Walcott, IA on May 8, 2018. Over the course of four years, there have been 26 Citizen Drivers and each of their names has been emblazoned on TA-Petro locations of their choice.

"Bringing industry and national recognition to one of the best parts about trucking -- its professional drivers -- is the simple goal of Citizen Driver," said Tom O'Brien, President and CEO of TravelCenters. "If you know and work with truckers, think about who stands out and nominate them. The more we know about them -- the more you can share on the nomination form -- the better. Don't hold back, tell us how much of an impact you feel

the nominee has made on those around them," he continued.

It was difficult for the industry-expert judging team to narrow down the 2017 nominees to a group of finalists, and finally honorees. Five nominees became Citizen Drivers and had a TA or Petro location of their choice named for them. The signs have all been changed at these locations, and dedication ceremonies recently took place at:

- May 13 - Petro Amarillo, TX -- "Evan "Buddy" Haston Amarillo Stopping Center"
- May 20 - Petro North Little Rock, AR -- "Idella M. Hansen North Little Rock Stopping Center"
- May 21 - TA Rogers, MN -- "Marty Ellis Rogers Travel Center"
- May 27 - TA Albuquerque, NM -- "Jim Wilcox Albuquerque Travel Center"
- June 3 - TA Madison, WI -- "Dick Pingel Madison Travel Center"

TravelCenters congratulates all of the 2017 Citizen Driver once again.

TravelCenters of America LLC (TravelCenters), headquartered in Westlake, Ohio, conducts business in 43 states and Canada, principally under the TA® and Petro Stopping Centers® travel center brands and the Minit Mart® convenience store brand. For more information on TravelCenters, TA, and Petro Stopping Centers, please visit [www.ta-petro.com](http://www.ta-petro.com). For more information on Minit Mart, please visit [www.minitmart.com](http://www.minitmart.com).



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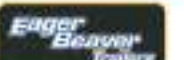
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# Off The Beaten Path



by Pam Pollock



## On Golden Pond...

There's something magical about being outdoors and experiencing nature. My daughter, son-in-law and their three children recently built a new home in a beautiful setting surrounded by trees and a huge pond. My daughter planted lotus lilies last year and presently 40 of the exquisite flowers are in full bloom. I love to walk down to the pond and gaze at them, they dance in the water and sparkle as the sun's rays shines upon them.

Pap Steve and Uncle Dan have been taking the kids fishing and while they may have not caught "whoppers", the excitement of the girls as they reel in what they believe is "the big one" is contagious and we all rush to the dock to offer congratulations and document the catch with tons of photos.



Geese make their home on the pond and it was fascinating to watch as fourteen little goslings learned to swim and then take flight over the spring. The mama and papa geese glide over the pond as they swope down for a landing, much like a seaplane, causing ripples in the water that, for an instant, remind me of glass shattering.

In the cool of the evening, the family gets their kayak and paddle-

board and go for rides. Fish leap out of the water in protest that humans are visiting their domain, while bullfrogs belt out a tune about some dude named Jeremiah and the crickets chirp LOUDLY in the hopes of finding someone to love. The sun dips lower and lower to the ground, kissing the pond with her golden touch. Some nights the sun displays a fiery red protest that it's time for her to go to bed

so that Mr. Moon can have his time to shine in the sky with thousands of illuminating stars.

Deer come out and run playful laps around the pond and curiously take a peek at the kids' sandbox and swing set. Raccoons and fox cautiously sneak up to get a refreshing, cool drink from the pond's water.

Two very tired girls rub their eyes and protest that they don't want to go to bed, while a cuddly little baby boy is already sound asleep, nestled in his Mommy's arms as she carries him upstairs to his crib.

I think for once, I really understand the meaning that "this is a little piece of heaven on earth... on golden pond."



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# Industry News Briefs

## ATA Truck Tonnage Index Decreased 2.5% in April

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index slipped 2.5% in April, following a 1.1% decline during March. (March's percentage decrease was slightly more than reported in our press release on April 18, 2017.) In April, the index equaled 134 (2000=100), down from 137.4 in March. The all-time high was 142.7 in February 2016.

Compared with April 2016, the SA index fell 1.8%. In March, the index rose 0.6% on a year-over-year basis. Year-to-date, compared with the same four months in 2016, the index is off 0.3%. For all of 2016, tonnage was up 2.5%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 132.6 in April, which was 7.8% below the previous month (143.8).

"I have to admit that April's contraction is a bit surprising, especially considering the anecdotal reports I've been hearing from fleets regarding freight levels," said ATA Chief Economist Bob Costello. "It's not necessarily that tonnage levels fell in April that is surprising, but the size of the decrease. One explanation is that housing starts fell substantially in April as well, and residential construction generates heavier truck freight."

"Despite the fact that tonnage is down a total of 3.6% over the last three months, I still expect moderate growth going forward as key sectors of the economy continue to improve slowly," he said.

Trucking serves as a barometer of the U.S. economy, representing 70.1% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled nearly 10.5 billion tons of freight in 2015. Motor carriers collected \$726.4 billion, or 81.2% 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 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

## Business and Community Leaders Urge Congress to Oppose Commercial Rest Areas

Alexandria, VA... A diverse coalition from restaurants and fuel retailers to city governments, trucking firms and blind entrepreneurs urged key lawmakers to oppose efforts to commercialize Interstate rest areas as Congress considers infrastructure legislation.

The Administration's recent proposal to allow the sale of food, fuel and other commercial services at Interstate rest areas would drain local businesses of customers,

communities of much-needed jobs, and city governments of critical tax revenue by putting established businesses in direct competition with state governments. At the same time, it would give the state an unfair competitive advantage by granting the state direct access to highway motorists, the groups said in letters to Congress.

Further, upending long-established policy prohibiting commercial rest areas threatens the livelihood of the nation's blind merchants, who service the vending machines at rest areas, and would hinder the Department of Transportation's goal of expanding commercial truck parking capacity nationwide.

"Congress effectively privatized highway services in 1960, when Congress prohibited states from offering commercial services at rest areas along the Interstate Highway System specifically so that private sector entities would grow and provide services to the traveling public," said NATSO President and CEO Lisa Mullings. "Established businesses including travel plazas, convenience stores, restaurants and hotels are already meeting the needs of highway travelers."

"If the government gets in the business of selling food and fuel or other commercial services, local communities will suffer as tax revenues shift to the state; hard-working business owners will lose their

customer base; blind entrepreneurs will be out of work and truck drivers will have a harder time finding a safe place to rest. Commercializing Interstate rest areas would create far more problems than it will solve," Mullings said.

In many rural communities located near Interstates, gas stations, restaurants, convenience stores, truckstops, and hotels represent the largest local taxpayers, contributing more than \$22.5 billion in state and local taxes. These funds help support schools, police and fire departments and other vital public services.

"By commercializing rest areas, cities and towns stand to lose critical revenue used for funding road maintenance, building schools and keeping communities safe," said Clarence E. Anthony, CEO and executive director of the National League of Cities (NLC). "Such a move would risk flatlining local property tax revenues, especially impacting the hundreds of small cities and rural communities whose economies depend on highway travelers."

Lea Dias, President of the National Council of State Agencies for the Blind, said, "NCSAB is extremely concerned about the implications of rest area commercialization for thousands of small family businesses, including those owned and operated by blind entrepreneurs. Under the Randolph-Sheppard Act,

a federal law that supports entrepreneurial opportunities for persons who are blind, permits are awarded to blind vendors to manage vending locations at rest areas along federal interstates. Commercialization of these rest areas would result in significant loss of sales opportunities at highway exits, as well as for rest area vending machines, that would be unable to compete with larger rest area food services.

"This economic disruption to small family businesses, including those owned by entrepreneurs who are blind, and to the communities that they live in, would likely shift economic activity from small businesses to large corporations," Dias said. "It would also shift tax revenue from cities and counties, without necessarily increasing the agencies that administer the Randolph-Sheppard Act, we urge policymakers to examine carefully the impact on small businesses, including those owned by blind entrepreneurs, of commercialization of rest areas along federal interstates."

"There is already an unacceptably high unemployment rate of approximately 70 percent among blind Americans," said Mark Riccobono, President of the National Federation of the Blind. "Congress should not contribute to the problem by putting the blind entrepreneurs who service rest area vending

machines out of work."

Congress reaffirmed its commitment to helping exit-based businesses thrive and to supporting local communities as recently as 2012, when the Senate voted 86 to 12 to uphold the longstanding federal law prohibiting the sale of food, fuel and other convenience items from Interstate rest areas.

Letters to Congress (House letter and Senate letter) were signed by NATSO, Asian American Hotel Owners Association, International Franchise Association, National Association of Convenience Stores, National Automatic Merchandising Association, National Council of Chain Restaurants, National Federation of the Blind, National Franchise Association, National League of Cities, National Restaurant Association, National Tank Truck Carriers, Petroleum Marketers Association of America, and the Society of Independent Gasoline Marketers of America.

## OOIDA To Push Forward With Fight Against ELD Mandate

GRAIN VALLEY, MO... An appeal to the U.S. Supreme Court by a national association of small-business truckers will not be reviewed. The Owner-Operator Independent

Drivers Association contends that a mandate to electronically track commercial truck drivers was never about safety and that the government was never able to demonstrate how such a mandate would improve safety.

"We are extremely disappointed that the Supreme Court does not see the merit in reviewing our case with so many questions about its constitutionality," said Jim Johnston, president and CEO of OOIDA.

Johnston said that the Association will continue to pursue the issue on the congressional side as part of its "Knock Out Bad Regs" campaign and will continue to communicate with the Administration about this and other regulations.

OOIDA had filed the petition seeking a review of a ruling from the U.S. Court of Appeals for the Seventh Circuit regarding the electronic logging device mandate. The court had ruled against the Association last year on its lawsuit against the Federal Motor Carrier Safety Administration.

OOIDA says mandating electronic logging devices (ELDs) is the equivalent of warrantless surveillance of truckers and that the government's weak excuses for doing so fail to justify violating their Fourth Amendment rights.

"That intrusion on the rights of hard-working Americans cannot be justified. The mandate will not improve safety. It will, however, be another costly regulatory burden heaped upon an already over-regulated industry," said Johnston.

The Association also says there are still many questions about the technical specifications and enforcement aspects of the mandate.

"The mandate has everything to do with large, economically motivated entities using the government to impose their will on small businesses which comprise the majority of the trucking industry. Until the government is able to answer many fundamental and basic questions about the mandate, they should at least delay its implementation," said Johnston.


Commercial truck drivers are restricted to a limited number of working and driving hours under current regulations. The FMCSA's mandate requires that truck drivers use ELDs to track their driving and non-driving activities even though such devices can only track movement and location of a vehicle. OOIDA contends that requiring electronic monitoring devices on commercial vehicles does not advance safety since they are no more reliable than paper logbooks for recording compliance with hours-of-service regulations.

In its petition to the Supreme Court, OOIDA asked the court to determine whether the ELD rule violated the Fourth Amendment by failing to establish a regulatory structure at the state and federal levels that serves as a substitute for a warrant.

Concerned truckers can contact their lawmakers about ELDs [here](#).


The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 158,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

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# High Performance Diesels with Bruce Mallinson

Summer is here once again, and now the diesel engine that makes the lives possible for people that live in North America must work harder to tolerate the heat and humidity. Rudolf Diesel of Germany and Clessie Cummins of Columbus, Indiana, certainly improved our lives by inventing the diesel engine and making the engine is able to power farm and logging equipment, and move a semi-truck across our highways. The governments of the entire world keep making the emissions requirements stricter

for the manufacturers of diesel fuel and diesel engines, however next to water and oxygen, the diesel engine along with the fuel is the most important manufactured item in the lives of the people of the world. We all know the saying "if you own it, a truck brought it". However, let's add to that by saying that "a diesel engine along with the diesel fuel made possible the food you eat and the wood your house is made of." The population of North America today can't even change a tire on their car let alone change

the oil and filter. Do you think they could grow their own food, purify the water for drinking, and raise cattle and chickens for food? If it's not plug and play, most of the people are useless today when it comes down to providing for the basics of life.

Let's talk about the summer heat and your diesel engine that makes your life possible. I have said for years, "if it's too hot outside for your body to work, 90 degrees and 95% humidity, it's also too hot for your engine to work also." Don't push it;

be willing to drop another gear on the mountains. The engine will tell you that it's not comfortable with the temperatures; read the gauges, watch the turbo boost gauge, the exhaust gas temperature, and by all means the coolant temperature gauge. The engine multiplies the ambient temperature by a factor of 3. A 60-degree day as opposed to a 90-degree day is not a 30-degree difference; to a diesel engine it's a 90-degree difference. Road salt and magnesium chloride used on the roads during the winter accumulates between the fins of the radiator and eats away at the copper fins. Have you ever taken the time to remove the engine fan and the radiator shroud to be able to pressure wash the radiator? You can't do a good cleaning job with the shroud on the radiator. The shroud must be there to encompass the fan to pull the air through the radiator, however is also collects the salt and mag chloride and deteriorates the fins, which carry the heat away from the tubes in the radiator. As an owner-operator you tilt the hood at least every other day, you look at the radiator and say to yourself, it looks good, however until the shroud is removed you can see 50% of the tubes and fins. Even during an in-chassis rebuild, the fan shroud is NOT removed and the mechanic, like you, can't see the damage to the radiator. Many times each week we get the phone calls, "I just had my engine rebuilt and now it's running hot". Guess what, during an in-chassis rebuild radiator caps and thermostats usually don't get changed and neither does the radiator. As your truck approaches the 1 million mile mark, and it's time for a rebuild, you just might want to think about the radiator, cap and thermostat. I'm old school, I still like the 180-degree thermostats, and during my 40 years of building diesel engines nobody has been able to prove to me that the newer engines of today are made to run hotter. Today there are more cracked heads, burned exhaust manifolds, and burned out turbine housings on turbochargers than we had prior to electronic engines. Back in the 1970's, 1980's and early 1990's it was very rare to crack a head, burn an exhaust manifold or turbocharger, and there was no computer to tell the driver the engine was too hot or to shut it down. Back then we had to drive a truck and pay attention.

One day while snowmobiling with Sherman Zeeman, a retired 52-year heavy haul owner-operator from Payson, Utah, I asked him "What kind of music do you listen to when driving your truck?" He said, "When the truck is loaded I don't listen to music, I listen to the truck". This man went 52 years accident free, had the second double bunk Kenworth conventional, which was a glider kit, and installed a KTA 19 liter Cummins Engine in it. His first couple of trucks was gasoline powered, and it took all day to climb one mountain on Route 6 at 4 miles per hour. Sherman is a farmer, mechanic, welder and fabricator, and a Bishop in the Mormon Church.

Listen to the truck, it will talk to you, pay attention to the gauges, and by all means think about the radiator. Nobody likes to spend money on something that you can't see, it doesn't make the engine more powerful, doesn't improve fuel mileage and it certainly doesn't make the truck better looking. However, the radiator makes the truck drivable and keeps the engine alive.

I was in Utah going northbound on Interstate 15 during a 113-degree day in my Kenworth grossing only 48,000 pounds on one of the long pulls I boiled over my engine. I was staring at the coolant temperature gauge, which was sitting on 210 degrees; all of a sudden it shot to over 220 degrees, the engine shut down, leaving me on the highway, and coolant blowing out of the radiator. I felt sick to the stomach, I cooked the engine that was making my life possible. I was down an extra gear because of the heat, and was paying attention

to the coolant temperature and it still happened. When I got back to Pittsburgh I called the radiator engineers to have a meeting and I told them what had happened to me and the type of radiator I wanted to build. They said, "That is going to be expensive". I asked them if they have ever sat alongside the road after cooking their engine that makes their life possible. Of course, their answer was no.

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Keep your engine cool and listen to it, it will talk to you, Happy Motoring!

Written by: Bruce Mallinson, Pittsburgh Power Inc., 3600 S. Noah Dr., Saxonburg, PA 16056 Website: Pittsburghpower.com Phone 724-360-4080



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**GREEN BAY, WI...** Schneider has been committed to employing U.S. military members since founder Al Schneider hired fellow National Guardsmen as his first employees over 80 years ago. This strong dedication has been recognized by RecruitMilitary, which has named Schneider to its Most Valuable Employers (MVE) for Military list for the seventh year in a row. RecruitMilitary is a sister division of [CivilianJobs.com](http://CivilianJobs.com), the organization that previously compiled the MVE for Military list.

RecruitMilitary, an online resource that serves to help military-experienced job seekers identify the top employers to target for civilian careers, compiled the list of employers whose recruiting, training and retention plans best serve military service members and veterans. The organization used a survey, open to all U.S.-based companies, to evaluate employers.

Schneider has a dedicated team of military recruiters focused on recruiting associates with military experience. Over 24 percent of Schneider's associates have current or previous military experience.

"Veterans, Guardsmen and Reservists will find that the same principles highly regarded in the military – safety, integrity, excellence and respect – are equally valued at Schneider," said Rob Reich, senior vice president at Schneider and U.S. Army veteran. "In turn, we're looking for associates with critical thinking skills, leadership and motivation – characteristics we often find in those with military experience."

The Schneider military program includes:

- Guaranteed home time for weekend drill and annual training (no paid time off required)
- Extended benefits and differential pay if deployed for up to 18 months

• An apprenticeship program in which veterans are eligible to earn a monthly educational benefit check from the VA in addition to a Schneider paycheck – up to \$1,266 each month – depending on years of service

• A credit for military experience program where those who have served in the military will be rewarded with a higher starting pay  
 "I chose to work for Schneider because of the benefits they offered to military personnel," said Jon Ritscher, Schneider driver and U.S. Army veteran. "I was able to use my GI Bill to obtain my commercial driver's license and apply my military experience towards work experience."

To learn more about career opportunities at Schneider for current and former military personnel, please visit <https://schneiderjobs.com/company-drivers/military>.

# Understanding Oil Contaminants



By Tom Bock

I started reviewing oil sample results fifteen years ago and at first I was probably as doubtful as anyone that the samples would actually prove to be a valuable resource. I can tell you that after seeing how many major breakdowns and costly repairs that were avoided by a simple \$25.00 oil sample they are extremely valuable. I have written numerous articles in recent years highlighting the benefits and many have contacted me to say that the results helped them greatly to improve their bottom line. If you are still on the fence and doubt that taking periodic samples will benefit you I highly suggest you invest the \$25.00 and give it a shot.

Remember an oil maintenance program that includes oil sampling not only verifies the quality of the oil but identifies any wear metals or contaminants that indicate the engine is not functioning properly and if the defects are not corrected, it is likely that a costly component failure is inevitable. Sampling creates a historical record that, if properly reviewed and acted upon, will save \$\$\$\$\$ in the long run and lower overall maintenance expenses.

Knowing what to look for and

how to interpret the oil samples is vital to maintaining your engine. The lab will make comments and suggestions based on their findings and the information provided. For example an elevated potassium and sodium usually indicates an antifreeze (glycol) contamination. If you have been adding antifreeze regularly then the findings are confirmed. But if you have no loss of antifreeze additional investigation is required. The potassium could have come from the protective coating on a new part you recently installed as coating contains high potassium levels to protect part from corroding while on the shelf. The part may not have been properly clean before installation. Sodium could be environmental coming from either road salt or sea air. The abnormal diagnosis would have been different if the lab had this information to aid evaluation.

Too many times I hear of unnecessary costly engine repairs being performed based on sample results that have abnormal results that would be normal with additional information or little investigation. When a sample shows an elevation of wear metals STOP consider what could be causing it before you start spending. Ask yourself did I pull a heavy load up a grade since last sample? Or break a hose causing overheating? Situations which put added stress on the engine can easily cause an elevation in wear metals, especially lead, copper and aluminum. These metals are found in bearings and they act as sacrificial metals designed to wear

at a normal rate to protect the iron and steel parts from damage. Wear metals are reported in parts per million (ppm). An increase of 10-50 ppm is not unusual. In fact normal lead wear for a 15,000 mile oil cycle is between 10-30 ppm. Keep this in mind if you are using an extended drain filtration system as your wear metals will be reported cumulatively. You should always calculate the amount of wear since your last sample to get an accurate picture rather than relying on the cumulative result.

Products that remove contaminants from lubricating oil as part of a maintenance program that includes oil sampling will ensure that oil expenses and engine wear can be controlled, resulting in lower overall expenses, improved profits and extended engine life.

Take the time to research what products are available, compare both initial start-up costs and ongoing, It annual expenses of devices, filters sample kits, etc., then purchase the right system and start saving.

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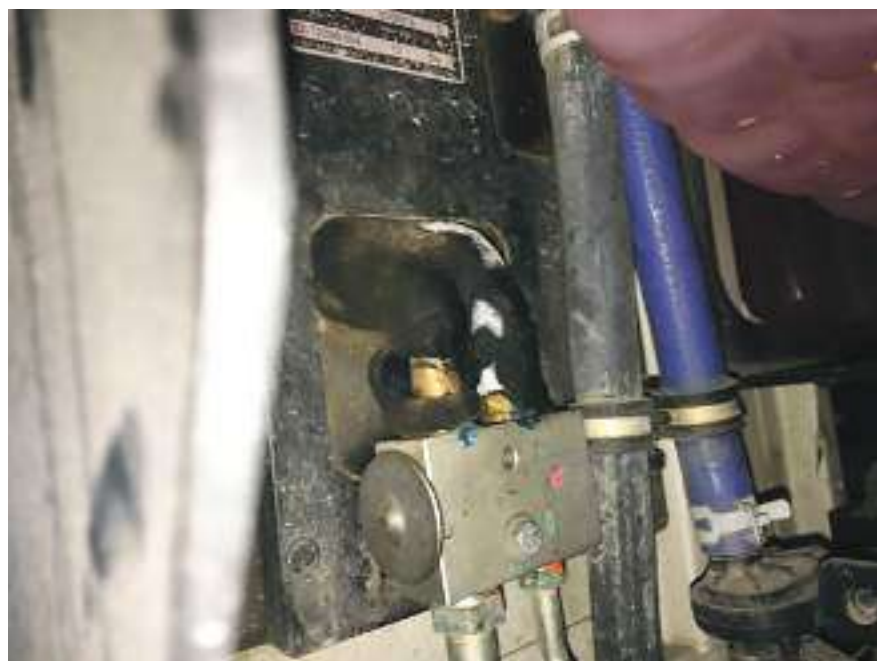
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## Truck Tip: Performing an A/C System Inspection



**By: Mitchell McAfoose, Parts & Service Manager, Fyda Freightliner Barkeville**

Several items can be inspected on your a/c system to ensure optimal efficiency and performance.

Start with the a/c compressor clutch. When the clutch is not engaged there will be a gap between the clutch and the compressor. When the clutch is powered it will move towards and contact the compressor, engaging the compressor. The clutch uses the belt drive system to rotate the internal components of the a/c compressor. If this gap is too large, the clutch will fail to engage fully and will not allow the compressor operate to its full potential. This will also cause premature failure of the compressor. In most cases, the clutch can be replaced separately from the compressor and at a low cost.

A visual inspection of the condenser is necessary. It's important to ensure that it is not blocked or restricted by dirt or road debris. Also check the condition of the fins and make sure there is not any physical damage.

Inspect all hoses and fittings for signs of leaks. Inject a/c dye into your system and let the system run. A UV light is best for visual inspection of a/c dyes. If you have a sleeper cab, don't forget to check under your bunk. The evaporator inside could also be leaking.

If you have access to gauges, run your system and check pressures. Normal pressures will depend on the outside air temperature and humidity. For 80-degree outside air with a/c compressor engaged, normal pressures are between 40-50 psi on the low side and 175-210 psi on the high side.

While your system is running, inspect all external components. Check for any spots or components that are icing over. This would indicate a restriction, and that repairs are necessary. The photo illustrates a needed repair to a line that is beginning to ice over. The repair to this particular problem was to replace the expansion valve.

Maintenance items that should be serviced include cabin air filters, receiver dryers, accessory belts, and Freon levels. Fyda Freightliner offers a large line of OEM and aftermarket maintenance items to ensure you are running at full capacity!

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# Dutch Valley Food Distributors Sees MPG Gains And Reduced Maintenance Costs With Bully Dog



continued from page 1  
son Clarence M. Burkholder, an entrepreneur, began selling bulk sugar to his customers during canning season. In the 1960's Clarence M. Burkholder's son, Clarence S. Burkholder helped open a retail store called Dutch Way Farm Market in Myerstown, PA.

Clarence quickly realized that there was a market for bulk foods

and in 1978 established Dutch Valley Food Distributors. Dutch Valley began distributing product in PA and eventually to other states. In 1986 Clarence purchased 10 acres of land along Rt. 501 in Myerstown and built a facility that included a 2,500 square foot office and 30,000 square foot warehouse, housing approximately 1,000 different food products.

In 1988 Clarence sold the business to his brother Mel. Mel was the majority owner until 2012 when he sold the business to his three sons, Matt, Lane and Corby. Matt became CEO of the business. Dutch Valley Food Distributors has kept on growing, now employing over 300 people, with a 185,000 square foot warehouse, holding over 6,500 separate food items. The Dutch

Valley Fleet has also grown to 70 tractors and about 80 trailers, all kept perfectly clean and very well maintained.

Dutch Valley Food Distributors has a very low driver turnover. Many drivers have worked at the company for over 20 years with several 1 Million Plus Safe Drivers and three 2 Million Milers drivers. Fleet Garage Manager Dave Clark

said, "Dutch Valley supports its employees and the community. Each employee is also allotted \$500 from the company to donate to the charity of their choice, donated in their own name by Dutch Valley Food Distributors."

Today Dutch Valley Food Distributors operates their own maintenance shop and wash bay to service their late model Kenworth T680s. Most of the trucks are powered by ISX 15 litre Cummins engines. Fleet Garage Manager Dave Clark and Shop Supervisor James Kroh keep meticulous records on each tractor's maintenance and fuel economy. After reading an article in Movin' Out about another fleet's success using Bully Dog Tuners to enhance performance and fuel economy, Dave and James gave Kevin Campbell, The Fuel Mileage Doctor a call.

After an initial consultation with Kevin, Dave and James outfitted a couple of their trucks with Bully Dog Tuners as a test. Using the fuel economy tune, fuel economy results were immediate. On the low end, an increase of .2 mpg was achieved, however most units saw gains of .5 to over 1 mpg. Dutch Valley drivers were coming to Dave and James with a big smile on their face as they reported their fuel economy. Saving fuel puts money in everyone's pocket as Dutch Valley has a profit sharing program for all of their employees.

As Dave and James added additional Bully Dog units to the fleet and the miles grew for the test group, they also had some other pleasant surprises in their maintenance data. James Kroh

explained, "Bully Dog has been a big benefit for us, the tune provides a cleaner, more efficient fuel burn. Along with increased fuel economy, we have seen less carbon packing in our turbos, which has substantially extended their service life. Other benefits of reducing carbon emissions has been a reduction of carbon packing in the piston rings and liners, also extending their service life. Our EGR valves are also lasting longer and regen frequencies have been reduced. We usually clean our DPF filters at 200,000 to 300,000 miles but we have one truck equipped with a Bully Dog unit that is currently at 400,000 miles without needing the DPF filter cleaned yet."

Now heading into their 3<sup>rd</sup> year of using and testing Bully Dog tuners, Dutch Valley currently has 15 trucks equipped with Bully Dog units and is adding additional Bully dog units each month to the fleet. Eventually the company plans to have all of their trucks Bully Dog equipped. Dave Clark stated, "We started with our 2010 engines and are working our way up through the fleet. Using the economy tune, we have gained 50-70 horsepower and 1 mpg with most drivers averaging around 6.5 mpg and a couple seeing increases up to 7.5-8 mpg. Even our Series 60 Detroit increased by .5 mpg. Our records also show that the tuned trucks are extending fuel pump and injector life as well. Our drivers love the fact that they oftentimes eliminate having to grab another gear when going uphill while pulling a load."

The ability to monitor fuel economy and maintenance so closely at Dutch Valley Foods is due to the great relationships the continued on page 11

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## Dutch Valley Food Distributors Sees MPG Gains And Reduced Maintenance Costs With Bully Dog



continued from page 10

company enjoys between management, drivers and mechanics. Dave and James also work closely with their Cummins representative as well. James points out, "In order for the Bully Dog Tune to work effectively, the carbon deposits must be cleaned out of the engine and turbo first for the tune to perform properly. Good maintenance will keep your Cummins engine running like it should."

Bully Dog's Kevin Campbell reiterates, "The key to new trucks is to do ongoing comprehensive preventative maintenance on the emissions system, otherwise you will be heading for expensive problems later on."

As with all trucking operations, the application, area of operation and individual driver combine to have an impact on the results of a performance tune. Bully Dog offers an economy tune, power and economy tune as well as a power performance tune. Bully Dog Tunes are EPA compliant with Cummins and Detroit and are pending compliance with PACCAR. Bully Dog has 2 models available - their ECM Tuner, which is engine specific and

the GT model, which is compatible with 4 engines: CAT, Cummins, Detroit and PACCAR. The GT also includes a driving coach, which helps drivers to keep their engine operating in the optimum RPM range for best fuel economy and performance.

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## Driverless Trucks: New Report Maps Out Global Action On Driver Jobs And Legal Issues

Governments must consider ways to manage the transition to driverless trucks in order to avoid potential social disruption from job losses, says a new report published by the International Transport Forum (ITF) with three partner organisations.

Self-driving trucks will help save costs, lower emissions and make roads safer. They could also address the shortage of professional drivers faced by road transport industry, the study says.

But automated trucks could reduce the demand for drivers by 50-70% in the US and Europe by 2030, with up to 4.4 million of the projected 6.4 million professional trucking jobs becoming redundant, according to one scenario.

Even if the rise of driverless trucks dissuades newcomers from

trucking, over 2 million drivers in the US and Europe could be directly displaced, according to scenarios examined for the report.

The report makes four recommendations to help manage the transition to driverless road freight:

- **Establish a transition advisory board to advise on labour issues.**
- **Consider a temporary permit system to manage the speed of adoption.**
- **Set international standards, road rules and vehicle regulations for self-driving trucks.**
- **Continue pilot projects with driverless trucks to test vehicles, network technology and communications protocols.**

These recommendations were agreed jointly by organisations representing truck manufacturers, truck operators and trans-

port workers' unions, under the auspices of an intergovernmental organisation. This broad coalition of stakeholders lends the call to action particular weight.

The report was prepared jointly by the European Automobile Manufacturers' Association (ACEA), the International Transport Workers' Federation and the International Road Transport Union (IRU), the road transport's industry's global body, in a project led by the International Transport Forum, a Paris-based intergovernmental organisation linked to the OECD.

- Download the report (from 31 May, 09:00 a.m. CET): <https://www.itf-oecd.org/managing-transition-driverless-road-freight-transport>
- Download a high resolution image of the report's cover: <https://www.flickr.com/photos/international-transportforum/34718859792>

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# The Circuit Rider



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.

## Devote Energies To God

So often in this life we talk about what we are against. Then we wonder whatever happens and why, what we are for never comes to a successful conclusion.

I have a suggestion that I am inclined to apply to my own life that I believe will be of help to many of us. Instead of burning up all our energy on what we are against, why not use the energy we have to build up what we are for.

Seems to me like that's good advice for a life that is being constructed for better living.

Jesus Christ once said, "If you are not for me, you are against me." So many preach what they are against, so few build up what they stand for.

I suppose the devil has a heyday when we are burning out our energies on what we're against, rather than proclaiming what we are for.

It's another way of saying to be positive as we live for Christ in the everyday life, spending our time and energy upon that which is good and upright.

We are gaining ground with God, making a witness in the world for Him and improving our own life.

Certainly we should be against evil, but don't honor the devil by giving him all your energy.

Turn your energy from what you are against and use it to glorify God in word, deed and thought. You'll be surprised what an impact it will make and how God will be honored and how the community will be helped - and how you'll be lifted and blessed.

## International Truck Announces New Axle Offering

LISLE, IL... International Truck recently announced the availability of the heavy duty Fabco FSD-20K axle option on the International® WorkStar® models. The International WorkStar 7400 and 7500 models will feature the Fabco FSD-20K right-hand offset axle as a new option.

"As we focus on growing our market share in the vocational segment and catering to the needs of our customers, we're excited to offer this new axle in partnership with Fabco Automotive," said Mark Stasell, vice president, Vocational Truck Business, International Trucks. "This is just one example of our plans to continue to invest in our vocational truck line this year. Listening to TEMs and providing the specific features they need for their applications is a key part of our strategy to be the 'chassis of choice' in this market."

The new offset bowl axle offering gives TEMs the flexibility to increase load capacity to 20,000 pounds without sacrificing ground clearance or cab height. The Fabco front driving axle reduces ride height compared to center bowl drive axles by greater than four inches.

Fabco Automotive Corporation is a designer, manufacturer, and distributor of drivetrain systems, power transmission gearboxes, and related components serving commercial, industrial, agricultural, and military vehicle markets worldwide.

For more information, go to: [www.InternationalTrucks.com](http://www.InternationalTrucks.com).



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# 35th Annual Shell ROTELLA SuperRigs®



Bill Rethwisch of Tomah, Wis. captured Best of Show honors with his 2016 Peterbilt 389.



Winners at the 35th Annual Shell ROTELLA SuperRigs® pose for a group photo following the awards ceremony.

Bill Rethwisch of Tomah, Wis. captured Best of Show honors with his 2016, Peterbilt 389 at the 35th Annual Shell ROTELLA SuperRigs® competition held May 18-20 at Exchange Center at Expo Square in Tulsa, Okla. He was awarded \$10,000 from Shell ROTELLA and \$5,000 from MAC Trailer. Rethwisch also won for Best Interior and Best Engine.

"My heart was coming out of my chest; I didn't think we had it," said Bill Rethwisch who also took Best of Show in 2014 and 2015. "This is

the third time in four years and four times in the (SuperRigs) calendar out of four tries. I'm ecstatic right now. I'm so proud; I don't even know which way to think."

J.R. Schleuger of Britt, Iowa won Best of Show first runner-up, \$4,000 from Shell ROTELLA and \$3,000 from MAC Trailer for his 1980 Kenworth W900. He also won for Best Chrome. Kenneth Fisher of Muscoda, Wis. was awarded Best of Show second runner-up, \$2,000 from Shell ROTELLA and \$2,000 from MAC Trailer for his 1997

Peterbilt 379.

Weekend highlights included a Thursday concert by trucker and country music artist Tony Justice and the lights show which went on despite inclement weather on Friday night. There was also a concert on Friday night as well as entertainment and events throughout the three day event.

First place winners also included Brad Garetson from Lake Mills, Wis. in the Tractor/Trailer Division for his 2016 Peterbilt 389 and 2017 MAC flatbed conestoga trailer;

Ray & Suzie Rodriquez of Salinas, Calif. in the Tractor Division with a 1999 Peterbilt 379 extended hood; Jayme and Whitney Snow from Berryville, Ark. won in the Classic Division with their 1999 Classic XL Freightliner. The Most Hard Working Trucker award was presented to Hills Construction of Hempstead, Texas for their 2007 Freightliner Coronado.

Sam's Club donated free one-year memberships to the Best of Show winners, the first and second place Tractor/Trailer, Tractor

and Classic winners, the People's Choice winner and Most Hard Working Trucker.

The Shell ROTELLA SuperRigs® competition is the premier truck beauty contest for actively working trucks. Owner/operator truckers from across the United States and Canada compete for cash and prizes valued at approximately \$25,000. Twelve drivers were also selected to have their truck featured in the 2018 Shell ROTELLA SuperRigs® calendar.

## 2017 Shell ROTELLA SuperRigs® Winners List

**Best of Show:** \$10,000 from Shell ROTELLA and \$5,000 from MAC Trailer; Place in the 2018 Rotella SuperRigs® Calendar: Bill Rethwisch, Tomah, Wis.; 2016 Peterbilt 389

**Best of Show 1st Runner Up:** \$4,000 from Shell ROTELLA and \$3,000 from MAC Trailer, J.R. Schleuger, Britt, Iowa, 1980 Kenworth W900A

**Best of Show 2nd Runner Up:** \$2,000 from Shell ROTELLA and \$2,000 from MAC Trailer, Kenneth Fisher, Muscoda, Wis., 1997 Peterbilt 379; 2015 Reitnour

**Working Truck - Limited Mileage:** \$250 Brandon Avant, Hampton, Ark., 2010 Peterbilt 379

\$25, Brady Quade, Pocahontas, Ill., 2016 Kenworth W900L

\$250, Sid Calangelo, Carthage, Mo., 2008 Kenworth W900; 2017 Great Dane Dry Van

**Most Hard Working Trucker:** \$500, Hills Construction, Hempstead, Texas, 2007 Freightliner Coronado

**People's Choice:** \$250, Grant Alderman, Union Grove, Wis., 2008 Peterbilt 389

**Show Truck:** \$250, Jake Lindamood, Irving, Texas, 2017 Peterbilt 389

\$250, Dave Van Haitsma, Zeeland, Mich., 1995 Kenworth W900L; 2016 Utility Dry Van 53

\$250, Grant Alderman, Union Grove, Wis., 2008 Peterbilt 389

**Best Engine:** Bill Rethwisch, Tomah, Wis., 2016 Peterbilt 389

**Best Lights:** Justin Nodorft/Brian Pete, Mineral Point, Wis., 2015 Peterbilt 389 Glider; 2017 MAC Tank

**Best Chrome:** JR Schleuger, Britt, Iowa, 1980 Kenworth W900A

**Best Theme:** Jake Robak, Rice, Minn., 2006 Peterbilt 379 Cottrel Car Carrier

**Best Interior:** Bill Rethwisch, Tomah, Wis., 2016 Peterbilt 389

**1st Place Tractor/Trailer Division:** \$1,500, Brad Garetson, Lake Mills, Wis., 2016 Peterbilt 389; 2017 MAC Flatbed Conestoga

**2nd Place Tractor/Trailer Division:** \$1,000, Kiegan Nelson, Onalaska, Wis., 2013 Peterbilt 389; 2016 Reitnour Big Bubba Curtain Side Flat Bed

**3rd Place Tractor/Trailer Division:** \$750, Robbie Basse, Hinton, Okla., 2016 Kenworth W900 Icon; 2016 Fortune Infinity

**4th Place Tractor/Trailer Division:** \$500, Brian Dreher, Campbellsport, Wis., 2016 Peterbilt 389; 2016 Great Dane Reefer

**5th Place Tractor/Trailer Division:** \$250, Colton Chase, Kismet, Kan., 2002 Peterbilt 379; 2018 Timpte Super Hopper

**1st Place Tractor Division:** \$1,500, Ray and Suzie Rodriquez, Salinas, Calif., 1999 Peterbilt 379 EXD

**2nd Place Tractor Division:** \$1,000, Robby Robinson, Lake City, Fla., 20154 Kenworth T660

**3rd Place Tractor Division:** \$750, Jake Robak, Rice, Minn., 2006 Peterbilt 379 Cottrel Car Carrier

**4th Place Tractor Division:** \$500, Jason Krause, Sutton, Neb., 2017 Peterbilt 389

**5th Place Tractor Division:** \$250, Kenny Graber, Patridge, Kan., 1998 Kenworth W900L

**1st Place Classic Division:** \$1,500, Jayme and Whitney Snow Berryville, Ark., 1999 Classic XL Freightliner; 2015 Great Dane Stainless Steel Dry Van

**2nd Place Classic Division:** \$1,000, Terry Aslinger, Marquand, Mo., 1996 Peterbilt 379 EXD; 2013 Shipshewana trailer

**3rd Place Classic Division:** \$750, Daniel and Phyllis Snow, Harrison, Ark., 1996 Freightliner Classic XL

**4th Place Classic Division:** \$500, Scott Graham, Wagoner, Okla., 1999 Kenworth W900

**5th Place Classic Division:** \$250, Joe Dean Davenport, Siloam Spring, Ark., 1998 Kenworth W900L



  
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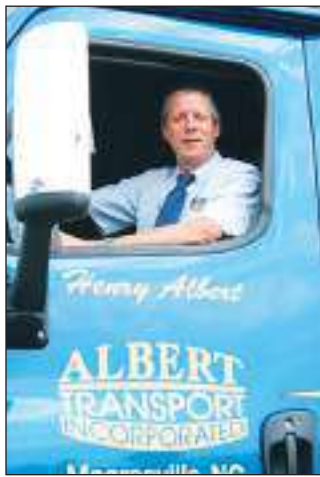
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by Henry Albert

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My weekend trip to Lancaster, PA was filled with excitement and joy of visiting my Trucker Buddy class in Manheim, PA, celebrating Mother's Day with my family and participating in the 28<sup>th</sup> Make a Wish Mother's Day Convoy.

The weather in Pennsylvania was cold and rainy upon our initial arrival. My wife and I made our way to Manheim to visit this year's Trucker Buddy class. We pulled into the parking lot just in front of the school. We were greeted with a very warm welcome as the entire class was outside waiting for us. They were clapping and waving as we pulled onto the school parking lot. It was a cool and cloudy morning however the rain held off for just awhile and we were able to welcome 20 children and their teachers to take a tour inside of the new Freightliner Cascadia. I have been corresponding all year with this class of students. We have written letters, sent postcards and emails. It was a true pleasure to meet them

in person and a highlight each year for me to visit. After their tour, we gathered around the truck and the students asked many good questions about the equipment and life on the road as a truck driver. We took pictures and returned to their classroom inside. The students had just completed writing about their favorite animals and each child gave a brief presentation of facts related to their chosen animal. I was then presented with a large gift bag of healthy snacks to take along with me on the road. We had a great visit and I look forward to returning again next year.

The days spent in Pennsylvania were cold, cloudy and rainy and therefore it was a bit of concern heading into Sunday for the Mother's Day Make a Wish Convoy. I washed the truck on Friday in hopes to dodge the rain. I experienced a small shower on Sunday morning on the way to the event. Luckily, as we pulled into the Burle Industrial Park for our staging

spot, the weather began to clear. We had sunny skies and warm temperatures. I am thrilled to share that there were 595 trucks of all shapes and sizes who participated this year. The Northern Delaware and Susquehanna Valley Chapter of Make a Wish holds this event each year in support of children with life threatening illnesses. This year's goal was to raise \$450,000 which would grant approximately 45 wishes. The wishes granted can be to Disneyworld, shopping trips or room makeovers for required special needs. This year there were 125 children signed up to ride in the convoy. ROAD PRO was again the presenting sponsor. Thank you ROAD PRO for your support of this incredible event!!!

My ride along child was Cassandra (Cassie) and her mother, Cathy. Cassie sat in the passenger seat of my Cascadia with the window down. I blew the horn and she waved and smiled to all the people throughout the community who came out to

watch the event from the roadside, hillsides and bridges along the route. People cheered, clapped and waved flags as the trucks rolled by. The event included games, food, music, clowns and dressed characters. This year's Make a Wish event was dedicated to J.C. Hale who was a local construction company owner who originally brought the convoy event to Lancaster, PA. He died on April 17 at the age of 69. Brandon Getz of Manheim was our leading truck with fundraising efforts coming in at \$19, 124.00. Congratulations Mr. Getz!!!

These two annual events are really highlights for me in regards to my participation annually. It is my pleasure to give back but it seems as always that I am the one who gains so much more in return from the experience.

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# Swapping DDECs And Making Assumptions



Last month I listed four different Series 60 430hp programs commonly equipped from the factory for 12.7 Series 60 engines originally built from 1995 to 2002. We saw a 430hp 1650ftlbs can make almost 50 more horsepower at 1200 rpm than a 430hp 1350ftlbs can. Based on that information alone you'd think swapping a 1995 430hp 1450ftlbs DDEC III for a DDEC IV off of a 2001 BK60 430hp/500hp 1650 ftlbs would give you more horsepower. Here's the catch... Those two programs go on two very different 12.7s. The 1650ftlbs programs (including the 500s) are calibrated for larger capacity injectors, different camshafts, and a ton of other differences. Making this swap without correcting for these differences will not only cause timing issues but in most cases, cause a loss of power compared to a lower torque program that's properly calibrated for the parts you have. Most of programming related problems I see are because of someone miss identified a 12.7 or assumed two 12.7s were the same. So far I've re-

corded 19 different factory fueling and timing combinations among the 12.7 Series 60s. When you look at how many different camshafts, injectors, and pistons are available for Series 60 engines it becomes clear as to why this must be considered and corrected for. Many experienced and big name Detroit programmers make this mistake. I've even had a few cases when the dealer unknowingly did this and assumed a low NOx update was to blame for the poor performance.

Just last week I got a job in from an owner-operator in Arizona running a 1999 12.7 BK60 with a 500hp 1650ft program. He was having trouble with a DDEC he recently purchased from one of the larger Texas based ECM rebuilders. He went to them when his original DDEC IV was giving him trouble. They took his DDEC IV as a core and sold him a replacement. He noticed a significant loss of power as well as other issues. After a few attempts to work out the problem with them got him nowhere he gave me a call. The first thing I noticed when I got

his DDEC on my test bench was that it was a DDEC III. The latest program available for the DDEC III was the 1998 500hp 1650ftlbs GK60 program and sure enough that's what was programmed in. To someone who sits in an electronics repair shop and doesn't have much if any engine or mechanical experience this might seem like a good idea. The 500hp 1650ftlbs 1998 12.7 GK60 and the 500hp 1650ftlbs 1999 12.7 BK60 have different camshafts, different capacity injectors and many other differences. When I told the owner-operator that these guys took his DDEC IV and had sold him a DDEC III he was understandably upset. The DDEC he was sold had the label removed so unless it was internally inspected or plugged into it was impossible to tell. In the used/core DDEC market the value of a DDEC IV is higher than that of a DDEC III. It'll run but it won't be right. DDEC IIIs and DDEC IVs calculate their timing and fueling differently and DDEC IV programs are too large and complex to run in a DDEC III. The owner told me

he was done with the rebuilder in Texas and after talking things out with him I had an idea. At DCS I have two fully functional Detroit test benches. On one I ran a DDEC IV with a factory 500hp 1650ftlbs 1999 12.7 BK60 program and on the other his DDEC III. After about two days of injection duration and timing corrections the DDEC III was running within 1.2 percent of the DDEC IV.

Written by Fernando DeMoura, Diesel Control Service LLC. Website: [www.dieselcontrolservice.com](http://www.dieselcontrolservice.com) Phone 412-327-9400

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# Bridgestone Issues Tire Safety Tips For Summer Driving Season

NASHVILLE, TN... With the busy summer driving season in full swing, Bridgestone Americas, Inc. (Bridgestone) is leading a nationwide safety campaign to encourage drivers to properly maintain their tires. Bridgestone recommends drivers of cars, pickup trucks, crossovers and SUVs remember these three easy tips to help maintain their tires:

•**Inflate:** Drivers should use a tire pressure gauge to check tire pressure at least once per month, as well as before long trips or when carrying heavier loads. Tires can lose one psi (pounds per square inch) per month under normal conditions. To determine proper inflation pressure, drivers should refer to their vehicle owner's manual or the information posted on the placard located in the driver's side doorjamb of their vehicle.

•**Rotate:** Tires should be balanced and rotated according to the vehicle manufacturer's recommendations, or every 5,000 miles, in order to help prevent irregular wear.

•**Evaluate:** Drivers should get into the practice of regularly checking their tires for damage or signs of tread wear that could impact traction. The penny test is a simple way for drivers to check tread depth. By placing a penny upside down into the tread, drivers can easily determine if it's time to replace their tires. If Lincoln's head is visible, it is time to consider purchasing a new set of tires.

Drivers who would like to have their tire pressure checked are invited to visit any Bridgestone Retail Operations store – Firestone Complete Auto Care, Tires Plus, Hibdon Tires Plus and WheelWorks – for a free tire pressure check and tread assessment. Tire assessments and pressure checks are provided courtesy of all Bridgestone retail store teammates every day of operation, year-round.

In addition to its focus on daily drivers and summer travelers, Bridgestone urges commercial truck drivers and fleet managers to prepare for peak hauling season by being proactive in their tire management and maintenance to keep trucks running productively and safely during the busiest months. Bridgestone encourages fleet customers to:

•**Set and maintain proper cold inflation pressures.** Cold inflation pressure is the inflation pressure of tires before they are driven.

•**Abide by the tire's maximum recommended speed,** which may be lower than posted speed limits.

•**Select the right tire for the job,** considering the proper tire size, load-carrying capacity, speed capability and service type.

•**Inspect tires frequently** for damage such as cuts, cracks, bulges and penetrations.

Commercial drivers are encouraged to visit one of the company's commercial retail store locations to receive a free tire assessment. Bridgestone owns and operates two commercial retail store networks — **GCR Tires & Service**, which has more than 200 locations across the U.S. and Canada; and **Speedco**, which includes 51 U.S. retail locations nationwide.

For more information about Bridgestone and its commitment to tire safety, visit [BridgestoneAmericas.com](http://BridgestoneAmericas.com).



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# PACIFICO REFLECTIONS - Leading Or Performing



by: Mike McGough

Just like the folks in River City, Iowa, as featured in the Meredith Willson musical *Music Man* (Warner Bros. Pictures, 1962), folks in a similar small town decided that a town band was what they needed. It didn't have to be a large band to fit their needs. They just wanted a band.

There were enough musicians in the town to build a band, but they lacked a leader. They needed someone who could bring their local musicians together and create a band. They advertised for such a person, and after numerous interviews they felt that they had found their man. He was musically talented, and he was appealingly enthusiastic and exuberant. They were pleased with their choice for a bandleader.

As with any organization, the band needed guidance, direction, and someone willing to focus the

group on working together. After all they're a band, and to be successful a band must play together. There were also managerial issues such as equipment purchase and maintenance, creating the musical programs, copyright issues, building and adapting practice and performance schedules, and a host of other administrative tasks. In short order, their leader organized the band, and in no time at all they were ready to perform. He too was now ready to perform.

Powered by his musical talents, his desire to perform, and his apparent need to have his musical skills recognized, he did quickly become a leader. He became the lead player. When they performed, his trumpet could be heard above all other instruments. In a parade, he marched in the very front clearly showcasing his musical prowess. When they were on stage, the microphone nearest him was tuned the loudest, and at all times he played at the very top of his energy level making it obvious that every decibel he could muster was being used. He had the lead in every song, and even to a casual onlooker, he proverbially played second-fiddle to no one in that band. He had indeed assumed a leadership role. That role was as the band's lead player.

Stroked by the praise that the band received, he continued on as such week in and week out. He assumed that he had found and was

fulfilling his leadership role, and he was going to play it for all it was worth. What he failed to realize was that the band he thought he was leading was shrinking. New members were not coming out, and those who were still there were less and less enthusiastic. He, on the other hand, was perfectly content with the lead role he had carved out for himself. That was until Mrs. Preston asked to speak to him after one of their Sunday concerts.

Mrs. Elizabeth Preston had been giving music lessons in the town for decades. Even after she retired as a music teacher she continued offering private lessons, often at no charge. She loved music!

In addition to teaching her students how to play their individual instruments, she always tried to instill in them a sense of what it means to play together and an appreciation for being part of a performing group. She was always quick to remind them that solos do indeed have a place in the realm of musical performances. She also made it clear that when a member of a band, orchestra, or other musical group constantly tries to solo to the chagrin of the others in the group, they are engaging in an acceptable performance style.

Assuming that he was going to get some more praise for the band's performance that evening, he was shocked when she asked him how he felt about solo performances. A

bit taken aback, he said he thought they were fine, but that he preferred playing in a band. She replied, "Well, you don't show that. Your dominating style is weakening your band a little more every time you perform. You may feel that you are currently leading and playing in a band, but it appears to me that you're performing and only allowing the others to accompany you in your weekly recitals. If you don't start sharing the stage with the other players, you better resolve yourself to the reality that your solos are about all you're going to have left."

Dumbfounded he didn't know what to say. Sensing that she had his attention, she ended the conversation with a simple piece of advice. "Leading a musical group, or leading any group for that matter, requires that you be a part of the group. It also demands that you respect the other players and their individual roles, and allow them to be part of the group as well."

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Mawson and Mawson driver Ray Richardson (middle) receives his Five-Year Safety award from Safety Director Joe Maguire (left) and Fleet Mgr. Steve Ebersole (right).

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by Roger Clark

Truckers learn early in their careers to read every sign they can. Road signs, weather signs, billboards signs, and hand signs that use more than one finger. In the days before GPS, it was many of those signs that pointed us in the correct direction.

One of those times was in Albuquerque, New Mexico, and I was delivering a load of 50-pound mail sacks to the local Bulk Mail Center. Normally unloaded onto portable conveyors by post office personnel, I received a double-whammy from the dock supervisor when he told me there was no help, and worse, no conveyor. Dismayed by the prospect of hand-unloading 360 bags by myself, I received permission to swing by the local truck stop, where there were local guys looking for temporary work.

There were a few guys there, but they were all suddenly unavailable. Like the gaggle of people often seen hanging out near the large orange-and-white national home store, they really

want the money without the inconvenience of having to work for it.

Some days you just have to do what you have to do. Heading back to the Bulk Mail Center, I passed a homeless guy hitch-hiking on a freeway entrance ramp, holding a crumpled cardboard sign. Scrawled in barely visible English were the words "WILL WORK FOR FOOD". While I normally don't feel sorry for those folks, I was feeling sorry for myself that day, and wondered if I could improve the lots for both of us.

"I have some work for you, if you're interested", I said, pulling up alongside him. I noticed his shabby clothes, of course, and the five-o'clock shadow that shaded his sunburned face, but was captivated by the grin.

Learning his name, and sharing mine, I said, "Here's the deal, Larry. I need your help to unload 360 bags of mail, it'll take about three hours, and I'll pay you \$65. Fair enough?"

"Okay", he said firmly, and proceeded to climb up into the cab of my truck.

Grabbing gears and thanking my lucky stars, I drove us right to the mail center without further delay. Returning to the same dock door, I was backing in when I spied the dock supervisor making a beeline for my truck.

"Driver, I have good news", he said with a disarming smile, "the conveyor is working, and there's people available to unload your

truck!" "Well, Larry," I said apologetically, "there's been a change of plans, but a promise is a promise. If you'll help these guys, we'll be done in an hour, and I'll still pay you sixty five bucks. Deal?"

"Okay," he said eagerly. Sure enough, we were done in an hour, and rolling back towards the truck stop. As we pulled up to the freeway ramp where he wanted to be dropped off, a look of alarm suddenly spread across Larry's face.

"What's wrong?" I said with genuine concern.

With a quivering, uncertain smile, my new friend stammered, "I can't find my sign!"

We found his sign. He found his way. I found a purpose. It's a reminder that even angels sometimes have shabby clothes, a 5 o'clock shadow, sunburned faces, and a cardboard compass!

*Roger Clark hauls oversize ag & construction equipment for Valley Transportation, a first class Minnesota carrier, where Rogers says, "I have a very responsible job - every time something goes wrong, I'm held responsible!"*

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# Fyda Freightliner Western Star Northern Kentucky Opens this July in Walton, Kentucky



Fyda Freightliner is pleased to announce that construction is nearing completion on the company's newest full-service commercial truck dealership. Fyda Freightliner Western Star Northern Kentucky will be an authorized Freightliner and Western Star dealer located on I-71/I-75 and Dixie Highway US-25 at Richwood (Route 338) Exit 175 in Walton (Boone County) Kentucky. The dealership will be Fyda's seventh - and the first in the Fyda network to be located in Kentucky. The dealership planned opening is July 31, 2017 at 7:00 am for parts and service, 8:00 am for truck sales.

"We've been working towards being able to directly service our Kentucky customers from a location within the state for several

years, and now that we're almost there it's really exciting," says Dan Ruhe, general manager for both the current Cincinnati and new Walton dealerships. "We have great opening specials at the ready for when we open including a Dyno Health Check, computerized all-axle alignments using our state-of-the-art Hunter WinAlign system, DPF cleaning, and much more." Customers interested in these services can make appointments now by calling the Fyda Cincinnati location at (513) 772-7171 and asking for Danny Witt or Harry Schulte, who will be managing service and parts for Fyda Northern Kentucky.

Fyda Freightliner Western Star Northern Kentucky will stock a large inventory of both new Freightliner and Western Star and

all-makes pre-owned medium- and heavy-duty commercial trucks. The parts department will carry over \$1 million in inventory, and the service department will be a certified warranty repair center for all major engine manufacturers. The company will operate extended hours in all departments with the goal of running two service department shifts with the first year.

For more information prior to opening, contact Fyda Freightliner Cincinnati, Inc. at (513) 772-7171 or visit online at [www.fydafreightliner.com](http://www.fydafreightliner.com) <<http://www.fydafreightliner.com>> where staff can be reached via email.

Since 1954, Fyda Freightliner has been committed to partnering with customers in the commercial vehicle industry to help them

succeed. Today, the company is an award-winning and nationally-recognized dealer of Freightliner and Western Star trucks and Sprinter commercial vans, with dealerships located in Ohio and Pennsylvania. Through our unwavering commitment to excellence and our Unifying Principles, we work hand in hand with our customers to provide the best service possible. The Customer is First at Fyda Freightliner.

Fyda Freightliner operates dealerships in Columbus, Zanesville, Cincinnati and Youngstown, Ohio; and Pittsburgh (Canonsburg) and Barkeyville (Harrisville), Pennsylvania. A new dealership is slated to open in Walton, Kentucky in 2017. For more information, visit us online at [www.fydafreightliner.com](http://www.fydafreightliner.com) <<http://www.fydafreightliner.com>>.

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## Plasma Igniter Chief Visionary says President Trump Made Right Decision-Free-Market Solutions are Answer

MORGANTOWN, WV... Plasma Igniter, LLC announced that world-renowned presenter and chief visionary for the revolutionary Plasma Igniter Ignition System, Dr. James Smith, in reaction to President Trump's announcement on the Paris Climate Agreement, stated, "I believe the energy and transportation sectors are on course to dramatically change (lower) fuel consumption and emissions over the next decade. These dramatic changes will achieve hoped-for results of the Paris Climate Agreement without that agreement's no-value punitive components. Everyone in civil society wants a clean environment, and free-market solutions that have advanced the life of humankind (more than anything else) will deliver here as well. But we must balance that desire with the need to advance civilization. They are not mutually exclusive. By fostering an environment in which business can grow, real solutions will appear as they are every day in sectors that matter."

Recently Dr. Smith was the keynote speaker and presented

five authored papers at a leading international conference in Vienna, Italy to the group of esteemed participants representing 58 countries. In addition to Dr. Smith's keynote address "Mankind and Energy - That's Why," he has co-authored five papers entitled, "The Future of Solar Energy," "Hard to Beat a Gallon of Gasoline," "Is Coal Dying a Slow Death," "Is Current Wind Power Sustainable," and "The Future Role of Natural Gas in the Global Energy Economy."

Dr. Smith is also Professor and Director of the Center for Industrial Research Applications in the Mechanical and Aerospace Engineering Department at West Virginia University. In 2009, Dr. Smith served as President of SAE international (Society of Automotive Engineers); he is a sought-after speaker, the 2016 Recipient of National Association of Entrepreneurship's prestigious Eagle Award for Innovation and Science, and the recent inductee in the National Academy of Inventors.

"President Trump has made the right decision. The Paris Climate Agreement damages American

ingenuity at a time when we are leading the very change the Paris Agreement wants," said Dr. Smith., of Plasma Igniter, LLC. "Free-market unsubsidized solutions will carry the day, because by nature they have to be the best. And they really are if we just look. We are seeing advances that nobody dreamed of even a few years ago. Many in the scientific community recognize these solutions are happening today, but too little focus is on these solutions (our discourse focuses instead only on nonsensical whims of the day). With new nearly zero-emission vehicles around the corner, cleaner more efficient power generation of all types underway, and countless other potential advances, we are poised to see growth in prosperity, jobs and lifestyle advancements (including environment) like we have only seen in limited sectors. Innovators combined with entrepreneurs are leading this charge."

Plasma Igniter LLC, is the exclusive technology development team and licensor for the Plasma Igniter Ignition System. This is the new suite of technologies significantly reducing fuel consumption and emissions in combustion engines. In April 2017 PI began its international licensing program and has recently entered into agreement for the United States car, light-truck, and fleet-vehicle aftermarkets, and Military applications, and is in early discussions with nearly a dozen other potential licensee candidates.

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## Cummins Announces Compatibility With Select Renewable Diesel Fuels For B6.7 And L9 Engines



remained stable and consistent while using the paraffinic fuel, and customers should not expect to see any differences. Depending on the application and the engine duty cycle, a fuel economy detriment of 0 percent to 6 percent is expected due to the lower density of paraffinic fuels compared with regular diesel fuel.

A thorough analysis of the after-treatment system showed that each subsystem - the Diesel Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) - remained stable throughout the test with performance similar to that of regular diesel fuel. The materials in the fuel system equipment (O-rings, injectors and pumps) are all compatible with EN 15940 diesel fuels.

COLUMBUS, IN... Cummins Inc. announced that the B4.5, B6.7 and L9 engine platforms are compatible with paraffinic renewable diesel fuels meeting the EN 15940 specification. Both On-Highway and Off-Highway versions of the B6.7 and L9 platforms and all vintages are approved to use paraffinic diesel fuels in North America.

As with our announcement in September on our Euro VI platforms, this helps further reduce the carbon footprint of Cummins-powered bus, truck, agricultural and construction fleets operating around the world. Compared with conventional fossil-based diesel, paraffinic diesel fuels offer the potential to reduce greenhouse gas (GHG) emissions by 40 percent to 90 percent over the total life cycle of the vehicle.

Paraffinic diesel fuels can be used as a 100 percent substitute for standard EN 590 or ASTM D975 Ultra-Low Sulfur Diesel (ULSD) without requiring any change to the Cummins engine. No additional engine maintenance is required when using paraffinic fuels meeting the EN 15940 specification, and the same fuel filters are retained. Paraffinic diesel can easily be blended with standard diesel at varying percentages, including winter-grade fuels, and has the same stability and cold properties as conventional diesel, which means it can be used and stored in the same ways.

Cummins led an 18-month field trial running 100 percent paraffinic diesel fuel in order to understand changes in engine performance, after-treatment effects and fuel system durability. Engine performance

Cummins approval for the use of renewable diesel with B6.7 and L9 engines aligns with the recent introduction of EN 15940, a final European CEN specification for paraffinic diesel fuels, including hydrotreated vegetable oil (HVO), gas-to-liquids (GTL) and biomass-to-liquids (BTL). Operators of Cummins-powered trucks and buses are required to source all paraffinic fuels from high-purity suppliers meeting EN 15940, as this ensures that the fuel contains the necessary lubricity additive for use in a diesel engine.

Other light-duty, heavy-duty and high-horsepower platforms are currently undergoing a similar validation plan on 100 percent paraffinic fuels, and Cummins will be announcing the results of the studies throughout 2017.

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# Volvo Truck's 2017 Ride For Freedom Truck



Volvo Trucks' New River Valley assembly plant in Dublin, Virginia recently unveiled its 2017 Ride for Freedom truck featuring custom-designed graphics that honor the U.S. military.



Volvo Trucks' New River Valley (NRV) assembly plant in Dublin, Virginia unveiled the design of its 2017 Ride for Freedom truck featuring the all new VNR model, which accompanied a motorcade of

Freedom honors the brave men and women who have served – and continue to serve – to protect America.

For 26 years, NRV employees and the UAW Local 2069 Veteran Committee have supported the Ride for Freedom event, creating special graphics to salute America's military heroes. The truck, Volvo's new Volvo VNR 640 model, features custom-designed graphics that honor America, all branches of the U.S. military, and those who served with the slogan, "We stand for the flag and kneel for the fallen."



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# CTA Call to Action: Let Government Know You Want Fix to Recurrent Border Blackouts

Since January 1, 2017, there have been about 30 outages of CBSA's EDI/portal systems due to an antiquated computer system. Despite CBSA's best efforts to mitigate these incidents, the system crashes keep happening with no easily-attainable solution in sight. Meanwhile, trucking companies, their drivers, as well as customers are being significantly impacted by these outages.

CTA has created a messaging campaign that will allow carriers to send a form email each time the system goes down, reminding the ministers from

Public Safety and Emergency Preparedness, International Trade, Finance and the Treasury Board how system outages are hurting our industry and weakening cross-border commerce. The email urges the ministries responsible for the border to increase support to CBSA and fix these recurrent problems.

"The EDI/Portal outages are a significant threat to the financial health of our members and their customers," said CTA President Stephen Laskowski. "The membership needs to remind these ministers their efforts in ensuring efficient

trade, including upcoming negotiations with Washington on the future of NAFTA, will be greatly undermined if we don't first deal with our internal border problems in our own backyard."

The CTA letter campaign also reminds the ministers that CBSA staffing shortages at various commercial ports – a historic (and growing) problem – needs to be dealt with along with EDI/Portal Outages.

CTA is currently requesting that officials respond to the Alliance with short and long-term plans to fix these systems

outages. Starting today – and to be repeated each time CBSA's system shuts down – please click here to send an automatic email to the ministries responsible for CBSA and border policies. (Click here for French).

Carriers can also fill out CTA's System Outages survey, which will provide CBSA information on operational challenges and extra costs carriers face when system issues occur. To take the survey click on this link: <http://survey.ontruck.org/t/ALNnrZYuXA>



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## NATSO Issues Statement on Trump Administration's Proposal Calling for Tolls and Commercial Rest Areas

NATSO President and CEO Lisa Mullings issued the following statement on the Trump Administration's budget proposal that would like to "liberalize tolling policy and allow private investment in rest areas":

"The proposals to toll Interstates and commercialize Interstate rest areas threaten the businesses that serve interstate highway travelers, such as travel plazas, convenience stores and restaurants. Oftentimes, these businesses are the economic backbone of off-highway communi-

ties; these proposals therefore not only harm private companies but also thousands of local tax bases throughout the country.

Nearly 80,000 gas stations, truck service businesses and restaurants operate within a quarter mile of the Interstate Highway System employing 2 million Americans and contributing billions in state and local taxes.

'Public-private partnership' sounds innovative; proponents talk about attracting 'new money' for construction. What we need to

understand is that public-private partnerships in the context of surface transportation are nothing more than toll roads. It would be great if we had a magic pot of money to pay for construction and maintenance of our roads. We don't. Under this proposal, the same people who have been paying fuel taxes to build and maintain these roads will have to pay tolls, too.

NATSO has long supported increased infrastructure investments, and the Trump Administration's plans will likely include many

concepts and policies that the travel plaza industry would consider positive. However, taken as a whole, the transportation policies outlined in the Trump Administration budget proposal would do more harm than good and represent a missed opportunity.

The truckstop and travel plaza community stands ready to work with the Administration to resolve our nation's infrastructure funding needs, and we are hopeful that President Trump and his staff will engage with us on policy discussions in the coming months."

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# MOVING OUT

## Calendar of Events

**July 9 – Spencer's Chrome Truck Show** – Spencer's Chrome Parts & Service, 12975 State Rt. 405, Watsonstown, PA. For more info email: kevinspencerchrome@gmail.com

**July 13-15 – 38th 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 14-15 – Expedite Expo** – Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to [www.expediteexpo.com](http://www.expediteexpo.com)

**July 15 – 18th Annual ATHS Steel Valley Chapter Antique Truck Show** – Kenworth of Pennsylvania, 530 North enter Ave., New Stanton, PA 15672. Free registration, food, DJ, Dash Plaques, Door Prizes. ALL Trucks Welcome! For more info contact Dale Campaiong 412-670-7492

**July 16 – 14th Annual Uncle Sam Chapter Antique Truck Show** – Washington County Fair, Rt. 29, Greenwich, NY. Rain or shine, no registration fee, \$2.00 entry fee. Vendors welcome. For more info contact Clarence Fitchie at 518-642-9437 or Andy Hill at 518-753-2169.

**July 22 – Made in the Shade Truck Show & Shine** – Butler County Fairgrounds, David City, Nebraska. For more info contact Big Benny Schultz @ 402-641-3991 or Randy Schultz 402-367-8266 or email [bigbennyschultz@hotmail.com](mailto:bigbennyschultz@hotmail.com)

**July 22 – Class 8 On The Lake** – Indian Creek Campground, 4710 Lake Rd., East Geneva-On-The-Lake, Ohio. All trucks and show vehicles welcome! Parade of Lights down the Geneva-On-The-Lake Strip. Proceeds benefit the Ashtabula Co. Special Olympics. For more info contact Brian Sabo at 440-339-1871.

**July 28-30 – 10th Annual Top Gun Largecar Shootout** – Rantoul National Aviator Center, Rantoul, IL – Live music, beer garden, good. For more info call Tom at 217-202-1473 Email: [topgunshootout@yahoo.com](mailto:topgunshootout@yahoo.com) or visit [www.topgunlargecarshootout.com](http://www.topgunlargecarshootout.com)

**August 4-6 – Carlisle Truck Nationals** – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

**August 5 – 13th Annual Iowa-Nebraska Classic Truck Show** – SAPP BROS. Truck Stop, I-80 Exit 440 (northwest parking lot), Omaha, Nebraska. Food, Fun, Vendors, Trucking memorabilia, music. For more info call Jim Ernst 402-895-8040 or Russell Spaw, Jr. 402-680-6121

**August 9-11 – Truckworld Driver Appreciation and Boogaloo** – Truckworld, I-80 Exl 234, Hubbard, Ohio. Food & Prizes. For more info call 330-534-2210.

**August 11-12 – The 28th Annual Waupun Truck N Show** – Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit [www.waupuntrucknshow.com](http://www.waupuntrucknshow.com). Phone: 920-324-9985 · Fax: 920-324-0353

**August 12 – Penn-Ohio ATCA Truck, Car & Motorcycle Show** – Cemi Motors, 5751 Cemi Pkce, Youngstown, OH. 8 am to 4 pm. Benefits the Second Harvest Food Bank of the Mahoning Valley - in lieu of registration or entry fees, please make a monetary or non-persishable food donation.. donations will be collected at the gate.

**August 18-20 – 8th Annual Eau Claire Big Rig Truck Show** – Northern Wisconsin State Fair Ground, Chippewa Falls, WI. Park and Pride Truck Show with NO scoring, Monster Truck Throwdown, Truck Parade, Barbeque competition, Live music. For more info phone 715-832-6666. Email: [info@ECTruckShow.com](mailto:info@ECTruckShow.com) or visit [www.ECTruckShow.com](http://www.ECTruckShow.com)

**August 19-20 – Chi-Town Large Cars "Lucky 13" Truck Show & Benefit** – Porter Country Fairgrounds, Valparaiso, IN. Raising awareness to Veteran Suicide. All proceeds will go to a Military Officer/Family in need. Chrome vendors, food, beer garden, live entertainment, jump house for the kids, fun for the whole family! For more info visit [www.Chi-TownLargeCars.org](http://www.Chi-TownLargeCars.org)

**August 25-16 – 25th Anniversary Brooks Truck Show** – Pacific NW Truck Museum, Brooks, OR. Truck Lightup Night Glow on Friday. All Antique and Working Trucks Welcome! Dinner, operating steam powered sawmill, antique trolleys, mniature railroad, other exhibits, swap meet, food concessions. For more info call 503-930-7296 Mon-Sta. 8 am-5 pm PST. Email: [office@pacificnwtruckmuseum.org](mailto:office@pacificnwtruckmuseum.org) Visit [www.pacificnwtruckmuseum.org](http://www.pacificnwtruckmuseum.org)

**August 26th - Kenworth of PA. and /Susquehanna Valley Chapter of ATHS Antique Truck Show** - Route 11, 198 Kost Road (near Carlisle) Rain or Shine from 10 A.M. to 3:00 P.M./For details write Ken George, 75 S. 36th Street, Camp Hill, PA 17011 or call 717 737-8897.

**September 9 – 2nd Annual Cable Truck Show** – CTI Shop, 2876 Route 286, Saltsburg, PA. Featuring Trucks, Hot Rods, Bikes and Anything you're proud of! DJ, Food Vendors, Various Sponsors, American Legion Post 18 will be selling beer. For info call 724-639-9073 and ask for JJ or Jeff.

**September 16 – 2nd Annual Country Roads Truck Show** – Jane Lew Truck Stop, directly off Interstate 79, exit 105, Jane Lew, WV. Truck Show - Over \$1,000 in cash and prizes. Trophies for Top 3 in Classes. Music & Food, Vendors, Games, Raffles Awards Ceremony – FUN FOR ALL! Free Admission. For more info call 304-884-7219. Email: [Contact@wvtruckshow.com](mailto:Contact@wvtruckshow.com) or visit [www.jltruckstop.com](http://www.jltruckstop.com)

**September 16 – 41st Annual TBG / ETC / XDP sponsored U.S. DIESEL TRUCKIN' NATIONALS & MOTORSPORTS SPECTACULAR** - RACEWAY PARK, ENGLISH-TOWN NJ. The largest single day all diesel truck show & race in the USA. Over 2,000 participants, 200 exhibitors & vendors and the biggest evening diesel thrill show. Fast family fun for all. Now in it's 41st year. For more info go to: [www.usdieselnationals.com](http://www.usdieselnationals.com) or [www.racewaypark.com](http://www.racewaypark.com). Phone: (732)-446-7800. For further e-mail: [info@raceway-park.com](mailto:info@raceway-park.com)

**September 23-24 - Guilty by Association Truck Show & Customer Expo** - 4 State Trucks, Joplin, MO. Family Friendly fun-filled weekend with the crew at 4 State Trucks and Chrome Shop Mafia for the Guilty By Association Truck Show (GBATS) in Joplin, MO. For more info phone 888-875-7787 Ext 161 or email: [gbatsinfo@4statetrucks.com](mailto:gbatsinfo@4statetrucks.com)

**September 25-29 – North American Commercial Vehicle Show (NACVS)** – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

**September 30 - Special Olympics Convoy and Truck Show** - South Carolina Farmers Market West Columbia SC. Come Join us for the convoy around the Capitol of SC and truck show hosted by the Palmetto Classic Iron Chapter of the ATCA. Fun for all, please contact Phil Hrynenko@ 843-925-1173 or Michael Still at 803-530-1791.

**October 7-8 – Truckers 4 Hope Jamboree** – Clinton County Fairgrounds, 98 Race Track Rd., Mill Hill, PA 17750. Benefits Cystic Fibrosis #Hope4Hayze. Adults \$7, 12 and Under – Free. Non-Judged Semi Truck Show, Semi Truck Pulling on Sunday/Vendors, Camping, 4x4 Truck/Tractor Pulls, Kids Pedal Pull, Farm Tractor Display, Awards,

If you would like to list an upcoming show or event, send all the details including a telephone contact number to Movin' Out, P.O. Box 97, Slippery Rock, PA 16057 or fax us at 724-794-1314, email: [movinout@zoominternet.net](mailto:movinout@zoominternet.net). Visit us on the web at [www.movinout.com](http://www.movinout.com)

# Working Show Truck Of The Month - Matt Riggle/Paul Riggle & Sons



saw one. Matt pays tribute to his grandfather and his legacy with the custom dash plaque in the truck that says, "Custom Built For Paul Riggle - Snook." Matt Riggle is carrying on the Riggle Trucking legacy that began back in 1976. The Riggle fleet grew to over 100 trucks in the mid 2000's, but when times got tough, they downsized to their current fleet of approximately 50 trucks. Matt has certainly come a long way in just 5 years and he credits his father for helping him and standing behind him every step of the way. He wanted to thank his father, first and foremost, saying that without him he wouldn't be driving this awesome Peterbilt 389.

"high school" deliveries when he was 18. In just 5 short years Matt has stepped into the seat of his current ride, which is beyond cool! The truck is a 2015 Peterbilt 389 glider that Matt and his uncle, Mark Riggle built together. They took an Acert MSX and deleted the twin turbos, replacing them with a single turbo and a 615-rebuild kit. The motor is painted medium grey to match the base color on the truck and it runs as good as it looks! The truck was ordered with a 309" wheelbase from the factory and the medium grey is accented with Redfire metallic stripes. Mark Boyer, from Boyer Graphics, put the finishing touches on the truck by hand painting all of the pin striping and Von Dutch around the truck.

Matt wanted to mention Chase Shiver from RLK who did all of the custom stainless work on the truck including the cab & bunk panels, front & back air cleaner blanks, and the rear center panel. Matt's Peterbilt has also been fitted with a Midwest sheet metal visor. He said the truck was built in honor of his grandfather, and even though he was a die-hard KW guy, he appreciated a cool ride when he

by Robert Conrad

This month we find ourselves in the midst of another summer season and this is the time of the year to make sure your truck is looking its best before hitting the highway. The PA -based company of our featured Working Show Truck this month has been doing just that for over 40 years and their trucks are some of the finest on the road. Matt Riggle started driving trucks when he was just 18 and still in senior high school. His passion for trucks and trucking comes

from his grandfather, Paul Riggle (Snook) and his father, Patrick Riggle. Matt would go to school during the day, then attend his wrestling practices & matches, and then haul steel coils locally around the Apollo, PA area for Paul Riggle & Sons Trucking.

He soon realized a trucking career was what he wanted. Matt's father, Patrick Riggle is the President and owner of Paul Riggle & Sons Trucking and P&B

Transportation. He got Matt into the drivers seat making those local

leaves the company yard shining in his 389. Moving Out salutes the Riggle Trucking family and Matt Riggle on their incredible history, service in the trucking industry, and their fleet of one sharp truck after another! Matt Riggle's 389 is a prime example of how Paul Riggle & Sons Trucking rolls!



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