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Vol. 41 No. 5
May 2016

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“THE JOURNAL OF THE TRUCKING INDUSTRY”

2016 PKY Memorial Truck Show - Stellar Rigs At MATS



It's officially spring and the Big Rigs were magnificent at the 2016 PKY Memorial Truck Show in Louisville, Kentucky! Pictured above is Alexei Garcia's beautiful 2015 Peterbilt 379. - Photo by Dan Pollock - Turn to pages 16 & 17 for photo coverage of the show.

Speedco – “The Next 25 Years”



By Steve Pollock

NASHVILLE, TN... 2016 marks the 25th Anniversary for Speedco, the nation's only chain of Quick Lube Centers for commercial vehicles. Mark Clark, Jeff Clark and Jim Dudley started the company in September of 1991 in a one bay facility in Effingham, Illinois. It was initially named Speedy Truck Lube. The concept was simple – provide a Quick Lube Service exclusively for commercial vehicles that would get drivers in and out as quickly as possible while performing oil changes and truck and trailer lube done by trained technicians. The concept was well

received by professional drivers and before long the partners opened a second location in Troy, Illinois.

A partnership was developed with Shell Lubricants and the name was changed to Speedco, with the company growing to 32 locations across the USA. Speedco was purchased by Bandag Retreads and began offering another critical service required by commercial vehicles, tires. At the same time Speedco remained focused on their core business – truck lube. Over the ensuing decade Speedco grew to 51 locations. Approximately 5 years ago Speedco serviced their 5 millionth customer, who ironically

came to the Effingham, Illinois facility.

With Bandag's purchase by Bridgestone Tires, Speedco is now positioned to continue growing and expanding their network of locations as well as expanding their product offerings.

Over the years Speedco has remained progressive in their thinking, embracing technology to enhance their services. The company uses state-of-the-art equipment for their lube and tire services and locations themselves are built around providing efficiency to get customers in and continued on page 12

Goodyear Names 33rd Highway Hero



Julian Kaczor, 2nd from the left was recently honored as the 33rd Goodyear Highway Hero. Pictured also are Highway Hero finalists Mark Cavanagh, Dorian Ciole and his son, and Gary Medalis, Marketing Director of Goodyear. - photo by Steve Pollock -

AKRON, OH... A truck driver who pulled an injured motorist from a burning car has been named the 33rd Goodyear Highway Hero.

Chosen from three finalists, Julian Kaczor of Utica, N.Y., accepted the 33rd Goodyear Highway Award during the Mid-America

Trucking Show.

Kaczor was driving through Jacksonville, Fla., when a car drove past him at a high rate of speed, nearly clipping his truck. The car crashed into a construction barrier and began to emit smoke. Kaczor ran to the car as it became engulfed in flames, which he tried to extin-

guish. As the fire intensified, he forced the car's driver side door open, pulled the injured motorist out of the vehicle, and dragged him to safety.

“Julian acted instantly to help another person who was in need, without regard for his own well-being.” continued on page 9

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TravelCenters Of America Unveils More With New Truck Service Brand



Homer Hogg, TA Manager of Technical Development

WESTLAKE, OH... TravelCenters of America LLC (TravelCenters) operator of the TA® and Petro Stopping Centers® travel center brands made a big announcement at the Mid-America Trucking Show. TA Truck Service, Petro:Lube, RoadSquad™, RoadSquad Connect®, RoadSquad OnSite® and eShop® have continued to grow and offer a deeper range of technical expertise and services over the last few years and they are now coming together under the single brand umbrella of "TA TRUCK SERVICE", a name that customers have known for years and have associated with the best truck service on America's highways.

TA Truck Service will be found at both TA and Petro locations and offers professional drivers and fleets MORE than ever before. MORE service bays, MORE technical expertise and MORE maintenance

solutions.

"TA Truck Service is MORE than just a new brand name. Our goal is to keep our drivers rolling. The brand incorporated the best practices of the top truck repair brands in the industry including state-of-the-art technical training, quality control programs utilizing Six Sigma processes, an expanding scope of services, Freightliner and Western Star warranty determinations, nationwide parts and service warranty plus MORE efficient work order queuing for less complex repairs, we call Rapid Repair. TA Truck Service is the one coast-to-coast provider drivers can trust where ever and whenever they need service," shared Tom O'Brien, President and CEO of TravelCenters.

TA Truck Service is staffed with the most highly-trained and certified technicians anywhere. State-of-the-art classroom training,

extensive ASE training and TIA certification plus Mentor Technicians and an ASE Master Technician hotline provide support 24/7/365 for hard-to-diagnose service issues so no repair is too tough for their team. MORE solutions mean MORE productivity for drivers. Fast response when a road side breakdown occurs, quality control with the right technician with the right tools are assigned to drivers repair. Less complex repairs are staged to be performed quickly with Rapid Repair while a MORE extensive repair can be made diverting a second stop at another facility.

Look for MORE as TA Truck Service continues to grow their bays, their expertise and solutions for all drivers repair needs.

For more information on TravelCenters, TA, and Petro Stopping Centers, please visit www.ta-petro.com. For more information on Minit Mart, please visit www.minitmart.com.

Western Pennsylvania Pride and Shine 2ND ANNUAL TRUCK SHOW

June 10th, 11th, and 12th at the Stoneboro Pa. Fairgrounds



June 10th Gate Opens at 2 pm

- Semi's and pickups test your drag racing skills from 2-7 pm against your friends. Final shoot out Saturday night
- 7 pm Tiny Tykes Power Wheels Race - Vehicles provided (Top 6 in each class come back Saturday Night)
- 8 pm Live music from Haymaker
- Dr. Diesels' Dyno for pickups all weekends

June 11th Gate Opens at Noon

- Predator Sled Test and Tune Truck Pulls from 2 pm- 6 pm
- Convoy for Kids 3 pm
- Tiny Tyke Mini Pull all day (vehicle provided)
- Light Up For best Chicken Lights
- 7 pm Tiny Tykes Shoot Out
- 8 pm Drag Racing Shoot Out - Semi's and pickups



June 12th Gate Opens at Noon

- Awards 1:30 pm
- Truck Pulls 2 pm

General Admission \$10
Kids Under 12 Free
All Truck Registrations \$25

Semi Classes - Best Bobtail • Best Combo • Best Straight Truck/Triaxle • Best Antique

Pickup Truck Classes - Best pre 1980 • Best 1981-2000 • Best 2001-Present • Best 2WD

Peoples Choice Semi's - Best of Show / Best Chicken Lights

Peoples Choice Pickups - Best of Show / Ugliest Truck



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Off The Beaten Path

by Pam Pollock



- photos by Pam Pollock -

I Want To Fly Like An Eagle...

A spirit animal or totem is meant to be a representation of the traits and skills that you are supposed to learn or have. Online, saying something or someone is your spirit animal is a statement that said person or thing is a representation of you or what you want to be.

I can connect or relate on an emotional level to many animals and birds. I love polar bears and flamingos and grizzly bears. I love birds and feed them year round at my home. I have always appreciated and admired the Bald Eagle. Last year my oldest granddaughter and I were heading out for weekly breakfast date, we always take the long way to the restaurant, via back roads. A sudden "swope" on the right hand side of the road captured my attention and to my immense surprise and delight, there was a Bald Eagle on the ground, very close to the road. He immediately began to ascend, his massive wings, cranked up to warp speed and flew to the safety of a nearby tree. Mackenna and I sat, enthralled for several minutes as we stared at the Eagle and he stared back at us.

This past week we were boating and saw not one, but two Bald Eagles flying in the sky. I have always wondered how grand it must feel, to be an Eagle

or bird and be able to soar high above the ground and have the wind beneath your wings. Oh, to be able to dart and dive and twist and turn and be one with the sky.



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 PHONE: 724-794-6831 • FAX 724-794-1314
 ISSN 1524-2684 www.movinout.com
 E-Mail: movinout@zoominternet.net
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<p>PUBLISHER Steven M. Pollock</p> <p>EDITOR Pam Pollock</p> <p>NATIONAL SALES Autumn Kellogg George Miller (717) 767-1523</p> <p>FEATURES WRITERS Heather Hogeland Roger Hogeland Robert Conrad Laura Hubka Ken Hubka Chad Violet</p> <p>CONTRIBUTING WRITERS Rev. Robert E. Harris Dr. Michael McGough Bruce Mallinson Linda Caffee</p>	<p>FOUNDED IN 1975 BY Strickler W. Pollock</p> <p>CIRCULATION AUDITED BY </p> <p>LISTED </p> <p></p> <p> </p> <p></p> <p></p>
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I think the Steve Miller Band said it best:
Time keeps on slippin', slippin', slippin'
Into the future
I want to fly like an eagle
To the sea
Fly like an eagle
Let my spirit carry me
I want to fly like an eagle
'Till I'm free
Oh, Lord, through the revolution
Feed the babies
Who don't have enough to eat
Shoe the children
With no shoes on their feet
House the people
Livin' in the street
Oh, oh, there's a solution

New CDL Medical Exam Forms Took Effect April 20

As of April 20, 2016, only the new Medical Examiner's Certificate (Form MCSA-5876) issued by certified medical providers will be accepted as proof of physical qualification for exams performed on or after April 20.

The Oregon DMV will continue to accept other medical certificate forms after April 20 only if the examination was performed before April 20, 2016. The new medical certificate form is available only to medical professionals approved for the National Registry, so Oregon DMV will no longer provide blank forms to professionals who provide CDL-related medical examinations.

For details, visit the FMCSA medical certification website at: <https://www.fmcsa.dot.gov>. Before visiting an Oregon DMV office in person, DMV suggests that you visit OregonDMV.com to check on office wait times and make sure you have everything you need.



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High Performance Diesels

with Bruce Mallinson

The Louisville Truck Show is now over for another year and it was wonderful to meet all of our owner operator friends. I must say this show is like a family reunion, being we have been working the show for the past 25 years. The attendance was down slightly from 81,000 last year to 74,000 this year, and that might have been because the truck manufacturer and engine manufacturers decided to not participate this year. We stayed very busy and did NOT miss the OEM's, besides, why would you purchase

a new OEM built truck with all of the related problems. You can build a brand new truck with a 2002 trouble free engine with 650 to 700 horsepower that will run one million miles and get great fuel mileage properly driven. To me a glider kit is the most intelligent purchase you can make today.

After the Louisville show we were invited to tour the PACCAR Engine Plant in Columbus, Mississippi. Two of our engineers, Debbie and myself were impressed with what we saw, a spotlessly clean well

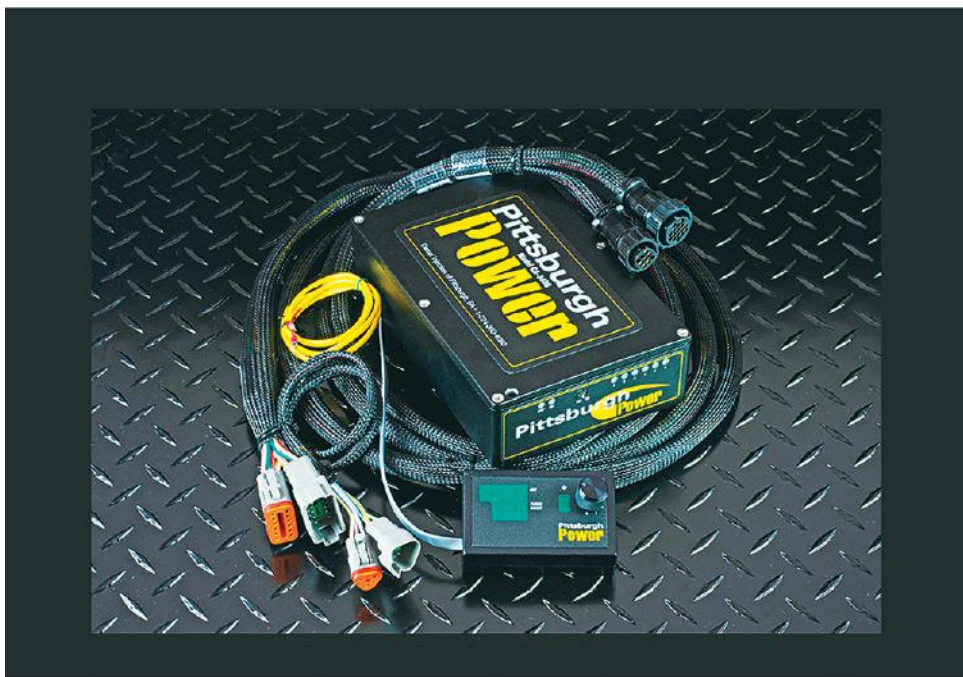
organized facility with American workers who cared about what they built. It's always nice to see people with a good work ethic, after all isn't that what built America? The 13-liter engine is what we focused on and we like the piston, connecting rod combination along with the configuration of the head. The intake and exhaust valves are offset so the exhaust doesn't have to push past the valve in front of it and both intake valves will receive the same amount of fresh air. The block and head casting are made of



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compact graphite iron which is lighter and stronger than cast iron so the engine is several hundred pounds lighter. Another beautiful item on the PACCAR engine is a Holset Turbocharger. Over the years I have had the privilege of working with several Holset engineers, and have the utmost respect for them and the fine product they produce. It was a brilliant decision for the PACCAR engineers to work with Holset and stay away from the turbocharger group in California. Who knows, we may be working on PACCAR Engines in the very near future.

60 Series Detroit Diesel Engines, 12.7 liter DD4 smoking problems. If you own a DD4 and the engine is a PK or GK, it will have 15.0 to 1 compression ratio pistons and if you rebuild it and stay with the OEM parts for that series of engine you are guaranteed to have horrendous white smoke upon start up until the coolant temperature reaches about 140 degrees. This has happened twice to us and a client of ours just had a Detroit Reman Engine installed in his new glider kit and he has the same problem. We have spent many thousands of dollars trying to fix this smoke problem and the only cure is to build the engine to a BK serial number. The compression ratio of the BK piston is 16.5 to 1 which requires a different camshaft, injectors and Jake Brake. Let's go back to the 1980's, the Big Cam 400 Cummins ran a 14.0 to 1 compression ratio piston, and yes we had some white smoke until 140 degrees, however it was just that, white smoke. The PK and GK Detroit's have a raw fuel smell along with the white smoke.

The raw fuel smell is bad, it will permeate your clothes and you'll smell like an old diesel engine from back in the 1960's. We love the DD3 and DD4 Detroit's, however there is a problem with the OEM parts for PK and GK engine, so we WILL NOT build one, we will convert it to the BK series. Because of this problem, we have invested in the equipment to CC the combustion chamber and the head, and that took place today at our shop. The reason for this process is to find the effective compression ratio, which is the CC's of the combustion chamber and the head. Keep in mind the valves in the 60 Series head are recessed and on a 4 valve head, that is most of the area of the circumference of the combustion chamber. So even though the piston is a 16.5 to 1 compression ratio, the effective compression ratio is much less. We know what it is and unfortunately I can't tell you, there are too many other shops reading my articles and learning from us. We will figure out the smoke problem, we have purchased degree wheels and they arrived today, so at the CMC in Council Bluffs, Iowa or in next month's article I will have more information for you about these two engines. Next week we will have a 15.0 to 1 piston from a PK or GK engine in a block and will CC that combustion chamber.

Balancing connecting rods and pistons, CCing the combustion chamber and head, degreasing the camshaft, and measuring the crankshaft and rod bearings in the connecting rod with a micrometer is called Blue Printing an engine, and that is how we have to build engines.

Please keep in mind that with an overhead cam engine there is a minimal amount of material that

can be machined off the block, so we had .012" thicker head gaskets made for the 60 Series Detroit just in case you need to machine .010 or more metal off the block.

There is another reason to mic the crankshaft and bearing in the connecting rod. An owner-operator from Minnesota brought rod and main bearings for us to examine at the Louisville show, out of another DD4 Detroit and they were beat out in 120,000 miles. He had new bearings installed at a Detroit dealership, and now under a pull has a hammering sound coming from the oil pan. The bearings are going to fail again. We think his crankshaft is undersized for the standard bearings. As these engines get older, we have to go back to race car engine building techniques. Whenever we do an out of chassis rebuild on any engine the crankshaft is magnafluxed, straightened, and polished, and the block is lined bored. Both are measured with the micrometer so we do not have this problem with rod and main bearings.

We have had great success with the BK 60 Series, so please be careful if your rebuilding your 60 Series and make sure it's a BK engine. You will have to call your Freightliner dealership or a Detroit Diesel engine dealership with your engine serial number to find out which 60 Series you have.

We will see many of you at the CMC. We will be building a BK 60 Series at the seminar and will show you how to CC the combustion chamber and the head, along with completely rebuilding the engine from the crankshaft up.

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



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SLC Lighting: The Lighting Basics: Is It Brighter?

By Warren Lantz

When purchasing a light, the question that always comes home to roost is: "Is this light brighter than what I have?" Sometimes the answer to that question is hard to determine because there are so many different variables that come into play when figuring out how much light is produced. Here are five details to observe the next time you purchase a light.

Is the light incandescent or LED?

In previous articles, I have discussed the benefits and issues of each. On average, LED products are brighter than incandescent options.

Is the LED a standard diode or a super diode?

A single super diode produces more light than a single standard diode. The standard diode count was becoming ridiculous, some companies offering 54 diodes in a light. Since the LED technology has advanced, super diodes are a great way to slim down the points of failure, provide more light, and keep the truck looking sharp.

How much power does the light draw?

Traditionally, a higher wattage incandescent bulb will produce more light output. The same is true with LEDs, on average. When examining wattage in a light, it is best to look at lights in the same category. For example, comparing a 35 watt LED and a 55 watt halogen is not accurate.

Does the light have a reflector in it?

A reflector simply amplifies the light. While an LED is typically brighter than an incandescent, an incandescent with a reflector has the potential to produce as much or more than an LED without a reflector.

What kind of lens does it have?

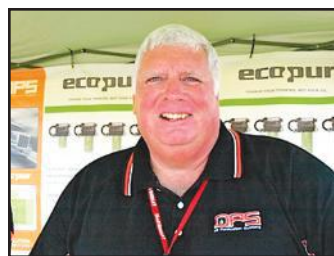
What the lens is made of will have an impact on the light output over its lifespan. For example, a plastic lens will yellow and fade over time while a glass lens will not. The lens transparency matters as well. The more transparent the lens, the more light can be projected.

I hope these facts will help you in purchasing your next light. If this article raised more questions about what is brighter, we are more than

happy to answer your questions. Visit our website www.slclighting.com or you can give us a call at 800-938-0120 to see what we have to offer. Online, use the code MOV-INOUT2016 or call in and mention that you saw our ad in Movin' Out for a 10% discount.

Next month, I will answer some commonly asked questions about headlights. If you have any questions that you would like to see answered, contact me via our website.

Understanding Oil Contaminants



By Tom Bock

I always find it interesting how people respond to the question; do you take oil samples periodically or when you change your oil? At the Mid-America Truck Show this year I heard the following responses:

Why? I know when there is something wrong with my engine. To which I replied how do you know if you have fuel or antifreeze contamination? "I just know" was the response.

"NO! I tried it a few times but I would get a report that I couldn't understand, there are a bunch of numbers on a page that didn't mean a thing to me."

My least favorite response was: "Yes, as a matter of fact, I take them all the time, the problem is I didn't send them in and it costs me \$30,000 in repairs due to serious antifreeze intrusion that destroyed my bearings. If I sent them in I could have repaired the coolant issue and saved my engine."

The truth is oil sampling is a cheap and effective way to cut maintenance costs. It identifies contamination or wear issues and allows you to be proactive instead of reactive after an engine failure.

If you work with an oil sampling company that provides customer support and training you will quickly learn how to read the

reports and gain an understanding of the internal health of your engine.

A \$25-\$30 sample will be comprehensive and provide all the data you need to properly protect your investment.

Oil sample results will identify both liquid and solid contaminants:

Liquid contaminants; water, diesel fuel and glycol contaminate oil causing the formation of acid, increasing oxidation, sludge and deterioration of additive chemicals. The water reacts with the sulfur and nitrogen in oil to form sulfuric and nitric acids as well as adding oxides to oil that corrode and rust engine parts. Diesel fuel will decrease the viscosity of the oil and affect the film strength of the oil to properly bond with metal parts. It is this oil film that protects engines from metal to metal wear. Once the film is compromised, the wear levels increase rapidly. Glycol does not enter the oil during normal operation but by some defect in the coolant system causing intrusion. Unfortunately, since the advent of EGR and Oil Coolers, there is an increase in glycol intrusion in engines. The glycol

coagulates soot creating oil balls that cause blockage to oil filters that will react with the anti-wear additive zinc that bonds to metals to prevent metal to metal wear. The removal of zinc and the oil balls will cause bearings and moving parts to deteriorate and lead to engine failures if not discovered and corrected as soon as possible.

Solid contaminants, soot, dirt, and wear metals will eventually accumulate in quantities that will affect the oil's ability to properly flow and dissipate heat. Soot, dirt, oil and water will create sludge that blocks galley ways and filter operation. Wear metals will become trapped between tolerances and cause additional wear. Using a good quality full flow filter with a secondary by pass filter will help decrease the accumulation and allow for longer useful life of the oil.

Keeping oil free of liquid and solid contaminants will extend the life of your oil and engine, reduce oil maintenance expenses and put more \$\$\$ to your bottom line.

Any questions or suggestions for topics for this column please email me at: tbock@ops-1.com

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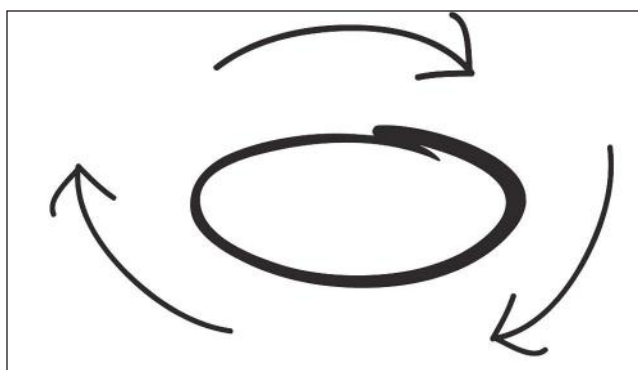
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Mercer Turnover Significantly Below National Average



Most of us think that being below average is a bad thing. Usually that is the case, but not when you are talking about driver turnover. The ATA's data from the third quarter of 2015 showed that truck driver turnover rose 13 points to reach an average of 100% for large carriers. How does Mercer Transportation consistently post turnover numbers that are less than 1/3 of the

national average? The Mercer Driver Coordinators are the first line of defense in combatting driver turnover. "Successfully managing driver turnover starts with our people that work with our Contractors daily," says Jason Schaftlein, Director of Recruiting and Retention at Mercer. "We can teach someone our systems and processes but we can't

teach them to care about people. They either have that ability or they don't. We want to hire the ones that do."

Managing a group of four Contractor Relations Advocates, Jason and his team work daily ensuring that Mercer Owner Operators are receiving the support that keeps them running and profitable. "We communicate to Operations

driver concerns and problems and work to find solutions to systemic problems," Schaftlein said. "When considering changes in operations or policy we have to ask ourselves, how does this change effect our Contractors?" Throughout the company there is an open door policy that allows Contractors to meet with anyone to voice suggestions or solve problems they may have. "Unless there is a meeting going on, our Managers' doors are always open to our Owner Operators," said Schaftlein.

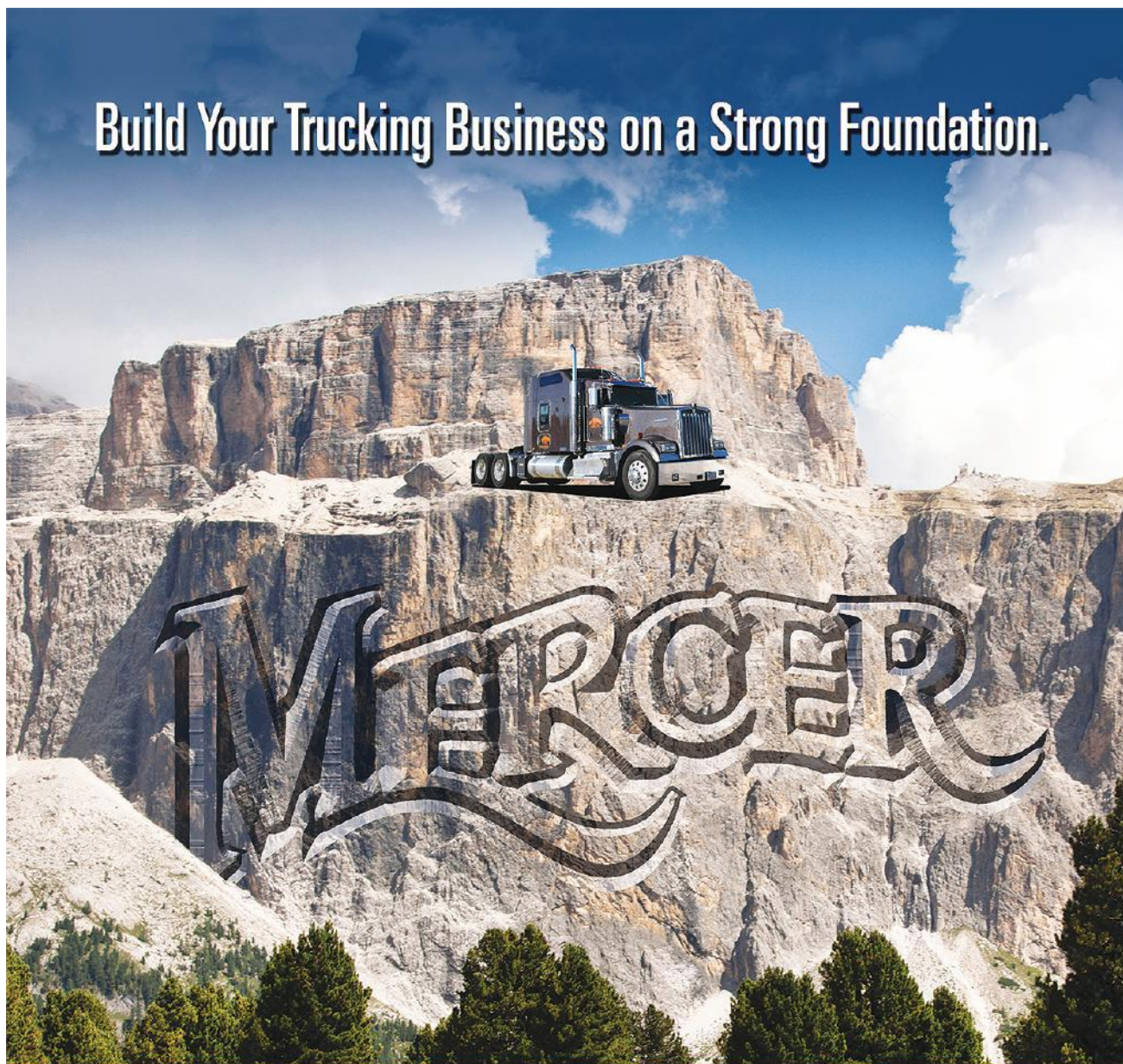
Another key component to keeping turnover in check is managing driver expectations during the recruiting process. "We want our recruiters painting a realistic picture of what an Owner Opera-

tor can expect when they lease on with Mercer," said Mike Ernst, Mercer Recruiting Manager. "We are not going to make promises we can't keep just to get a driver in the door."

In an effort to assist their Owner Operators, in 2015 Mercer Transportation introduced the Mercer Mentor Program. Through this program, Mercer Contractors have 24/7 access to long term Mercer Owner Operators who have volunteered to become a Mercer Mentor. "The Mercer Mentor program has been received very well and is producing great results," said Gerald Garrison, Mercer Contractor Relations Team Leader. "The program was created after receiving feedback from our drivers about the Mercer experience and what we could do to make driving for Mercer even better." Mercer Mentor, Miles Johnson, a Mercer Owner Operator since 1992 agrees. "Giving an Owner Operator the ability to reach

out to another Owner Operator for advice or to vent frustrations is important," said Johnson. "I have had a lot of help during my trucking career and this gives me an opportunity to be able to pay that forward by helping other truckers."

Driver communication and engagement is a priority at Mercer. "We are always looking for ways to improve communication with our drivers," said Brian Helton, Mercer Marketing Director. To that end, Mercer will be launching a monthly newsletter that will feature information of interest to drivers. The first issue of the newsletter, The Mercer Minute, will be coming out during the first quarter of 2016. The newsletter will be informative and feature tips for Owner Operators, relevant industry news, interviews with drivers, employees and agents and an update on upcoming company events. "It is our hope that the newsletter will provide our drivers with valuable information and will be something they look forward to reading." Ideally the only driver turnover a company would have would be turnover that occurs when a driver retires after a long and successful career. Mercer is not there quite yet, but as long as the company continues working on "being below average" they are certainly on their way.



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Goodyear Names 33rd Highway Hero

continued from page 9

ing," said Gary Medalis, marketing director, Goodyear. "His decision to get involved exemplifies the courage and decisiveness of professional truck drivers."

As the 33rd Goodyear Highway Hero Award winner, Kaczor receives a special Highway Hero ring, a \$5,000 prize and other items. Kaczor and two other truck drivers were selected as finalists for the 33rd Goodyear Highway Hero Award. The other finalists were:

Mark Cavanagh, a driver from Hillsville, Va. Cavanagh was driving his truck through Pennsylvania when he saw another tractor-trailer drive off the road and roll down a hill. The truck's driver was thrown from the rig and was hanging from its mirror bracket by a belt. Cava-

nagh stopped his truck, descended down the hill, cut the injured driver's belt, and pulled him away from the damaged truck. He then stayed with the driver until help arrived.

Dorian Cole, a driver from Los Angeles, Calif. Cole was driving through the Sylmar section of Los Angeles when he saw a Los Angeles Police Department motorcycle officer collide with another motorcyclist. The impact from the collision caused the officer to hit a concrete divider. To protect the injured officer from oncoming traffic, Cole positioned his tanker truck across several highway lanes. This also gave paramedics unimpeded access to the officer.

The Goodyear Highway Hero

Award winner was selected by an independent panel of trucking industry judges.

"Goodyear is proud to be the company that honors truck drivers for their heroism," said Medalis. "Each of our Highway Hero Award finalists is a hero in his own right and is truly worthy of recognition."

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Three times a year (in May, August and October) we dedicate a full week to show how much we

appreciate our drivers! **DRIVERS APPRECIATION WEEK!!!** On Monday, May 9th through Friday, May 13th, drivers are invited to visit our Langhorne, PA, Pittsburgh, PA and Birmingham, AL offices. There they'll be able to sit down, relax and enjoy a prepared meal by the office staff.

It's our way of saying "thank you for all you do!"

Drivers that arrive at any of these three Mawson and Mawson locations during Drivers Week can enter their name in a drawing for lots of cool prizes. This is a great opportunity for our office staff and drivers to really get to know one another and makes being a part of a working family that much more meaningful.

We've asked some of our drivers what they liked most about working for Mawson and Mawson. Here's a small sample of what they had to say...

Chris Lindsey "I've been with Mawson for the past three years. I like the people. Great equipment and good home time."

Scott Miller "Hey, I've been with Mawson for over 11 years. It's a family atmosphere and an easy place to work."

Bill Lawhorne "They treat you like family."

Esau Lewis "You can't find a better place to work."

Gary Sumner "It's the best place I've ever worked in my life. I really like the people."

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Shell Lubricants Launches Education Programs About New Diesel Engine Oil Specifications

Houston, TX... Shell Lubricants has been a leader in developing new CK-4 and FA-4 heavy duty engine oils and has conducted more than 30 million on-highway miles of testing the new products. With the new engine oils slated to be available by December 1, 2016, Shell Lubricants will continue to provide information both on the road and online about the new engine oils with a new Shell Rotella Road Show rig that is on tour, as well as an updated website and other communications tools.

"Shell Lubricants has been leading the conversation with the trucking, construction and agriculture industries since 2012 about anticipated changes expected as PC-11 diesel engine oils were being developed," said Chris Guerrero, Global Marketing Manager, Shell Rotella. "Now that the new CK-4 and FA-4 specifications have been completed, the Shell Rotella brand will continue to lead the conversation about the new engine oil specifications. Later this year we will introduce the most advanced Shell Rotella products ever developed."

Shell Rotella will be working hard to provide on- and off-highway customers with information about CK-4 and FA-4 engine oils through a number of different tools.

Hard Working Tour: The Shell Rotella Road Show has been completely redesigned and has just launched the Hard Working Tour across the U.S. and Canada to help educate truckers, fleets, retailers and others about the new diesel engine oils. The 53-foot, double bump-out Kentucky Air Ride Trailer has 3,000 square feet of exhibit space and uses a 2014 Freightliner Coronado tractor.

The interactive design includes a number of interesting areas starting with how engine oil protects your engine. A demonstration area shows how engine oils may affect

fuel efficiency, wear protection, engine cleanliness and acid corrosion prevention. Engine parts show examples of how low viscosity CK-4 and FA-4 test engine oils have protected against engine wear.

There are two areas dedicated to CK-4 and FA-4 with access to the WhatIsPC-11.com website. The display provides information for fleets and owner operators, as well as for off-highway/construction vehicles and diesel pickup trucks.

The Shell Rotella Road Show also highlights the Koester Racing and Corzine Motorsports National Tractor Pullers Association (NTPA) teams and the Rotella Cup. Visitors can test their diesel oil knowledge to win prizes, and learn about the MyMilesMatters rewards program.

New Oil Specifications Website: WhatIsPC11.com, which launched in February 2015, has been updated to provide the latest information about the next generation of engine oils. The site can now be found at WhatIsCK4.com and WhatIsFA4.com, as well as at the original domain. The site is a resource for topics such as the fundamentals of CK-4 and FA-4, approaching changes, testing updates, and how the new category is expected to affect new, current and older engines when it replaces API CJ-4 engine oils.

Preparing for API CK-4 and FA-4 Brochure: Shell Lubricants has created a comprehensive brochure which explains what the new engine oil specifications will mean for on- and off-highway vehicles and equipment. It covers the development of these new oils and the benefits they will provide. The brochure can be downloaded at the Fleet Info Center.

New Oil Specifications Infographic: Shell Lubricants has created an infographic that helps to educate and inform consumers about the ins and outs of the new

diesel engine oil categories. The infographic explains how CK-4 and FA-4 oils will deliver improvements in fuel economy, aeration control, wear protection and other benefits that will come with switching to CK-4 and FA-4 oils. The infographic can be seen on Shell's newly rebranded WhatIsCK4.com and WhatIsFA4.com site and the Shell Rotella Road Show.


Shell Rotella Social Media: Social media will also play a role in communicating about the new engine oil specifications. Videos, interviews and story links will be posted on Facebook at ShellRotella, on Twitter at @ShellRotella and Instagram at ShellRotellaT. In addition, Rotella.com will contain information as well.

CK-4 and FA-4 Background
The new API CK-4 and FA-4 categories are driven by changes in engine technology to meet emissions, renewable fuel and fuel economy standards for reduced CO2 and other greenhouse gas emissions. In addition, the new specification refreshes test limits in response to changes in engine hardware and operating condition. The last heavy-duty engine oil category, CJ-4, was introduced in 2006 and since that time, several engine tests need upgrading and older test hardware has become unavailable.


•CK-4 oils will replace today's lubricants and will be completely backwards compatible with all current engines. They will be designed with improved oxidation resistance, shear stability and aeration control.


•FA-4 oils include lower viscosity grades designed for next-generation diesel engines to help maximize fuel economy without sacrificing engine protection. These oils will have limited backwards compatibility because some older engines were not designed to operate with lower viscosity grades.

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Speedco – “The Next 25 Years”

continued from page 1

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Presidential Notes - How Old Are You, Mr. President?



by: Mike McGough

The constitutional provisions to serve as the President of the United States require that a person must be at least 35 years old. No legislation or court decision has altered this requirement since the Constitution was adopted, and Washington was inaugurated in 1789. The average age of the men who have served as President of the United States, is slightly under 55. George Washington was 57 when he was inaugurated.

The youngest person ever to serve as president was Theodore Roosevelt. He was 42 when he was sworn into office following the assassination of President McKinley in September of 1901. When John Kennedy was inaugurated in January of 1961, he was 43, making him the youngest person ever elected to the office. Kennedy was also the president with the shortest lifetime. He was 46 when he was assassinated on November 22, 1963.

Ronald Reagan became the oldest president to assume the office, when he was inaugurated in January of 1981. He was just shy of his 70th birthday. When he left office eight years later in January of 1989, he was the oldest person ever to have served as president. He turned 78 the next month. The president who lived the longest was Gerald Ford. When he died in December of 2006, he was 93. Reagan also lived to be 93, but when he passed he was a month and a half younger than Ford was at the time of his death. James Knox Polk had the shortest post-presidential life span. After leaving the White House he only lived three months. Polk died from cholera.

The Constitution makes no statement regarding a maximum presidential age--an age beyond which a person cannot serve as president. If our founding fathers had any concerns regarding a maximum age for the president, they made no provisions to address their concern. It is highly doubtful that age discrimination was a critical issue of the day with which they had to contend. Nonetheless, thoughtful deliberations and careful considerations put them well ahead of their times on so many issues and questions. As a result, the single age requirement that they established for the president has stood the test of time.

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Shell Rotella Coolant Alert



gallon drums of Shell ROTELLA Ultra ELC Antifreeze/Coolant Concentrate currently in the marketplace because these products were undertreated with bitterant, an additive used to render the product unpalatable.

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gallon drums of Shell ROTELLA Ultra ELC Antifreeze/Coolant Concentrate currently in the marketplace because these products were undertreated with bitterant, an additive used to render the product unpalatable. If any of these products are already installed in a cooling system, they do not need to be drained or replaced; it is important to note that the lack of bitterant has **no impact** on product performance. The Shell ROTELLA Ultra ELC 50/50 Pre-diluted Antifreeze/Cool-

ant does have warnings on the label and child-resistant closures.

We request that distributors, customers and retailers remove these specific products from their inventory, segregate them from saleable products and return or recycle it. Consumers who have product in their possession should visit www.ROTELLA.com/product-return to begin a claim process. Open product should then be taken to their local recycling facility or auto parts store to be recycled. Additional instructions around recycling can be found at www.earth911.com/recycling-guide/how-to-recycle-automotive-fluids/.

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Manac Legend SD - Delivering Value



By Steve Pollock

A platform trailer must deliver many things beyond just freight. It must first deliver durability and value to the owner. Manac's new LegendSD Combo platform trailers do just that.

Each trailer balances durability with light weight, starting with the center beams. By using high strength steel flanges and a variable thickness plasma cut web that is carefully configured to nose

depth, center depth and rear depth, the Legend SD is provided with maximum capacity with minimum weight.

The Legend's floating upper steel coupler improves strength and longevity. The coupler plate assembly is plug welded to the main beam web stiffening the beam while still allowing the main beams to articulate independently.

The full-length w-shaped braces between the beams add strength

while providing efficient load distribution. The heavy-duty extruded aluminum sill caps on the floorboards provide a better fit and improved strength. The beveled corners protect marker lights.

The 13" deep 9 gauge galvanized rear light bar offers enhanced protection for the rear lights. The galvanized bumper assembly is bolted on for easy replacement. Cross members are made from 4" high strength light weight

galvanized steel or the customer can spec aluminum for even more weight savings.

Each Legend SD comes with a strong, durable heavy-duty aluminum floor using inverted "T" extrusions for extra strength and four nailer strips for added versatility. Each trailer features rugged two-speed supports with a 50,000 lb. lift capacity and 160,000 lb. static load capacity. Each support features a self-leveling foot.

Manac's side rails are made from heavy-duty extruded aluminum rated tubing. The side rails are bolted for easier replacement and feature rated anchor point solid spool spacers. The finish on Manac's Legend SD is second to none and uses a full automatic shot blast process and high quality epoxy primer with acrylic urethane top coat. The wheels are white powder coated. The Manac Legend SD comes

in stepdeck or flatbed configurations with many available options, including: bulkheads, full wooden floors, toolboxes, extra lights, LL track winches and chain ties, aluminum cross members, 100% galvanized structure and a variety of suspensions.

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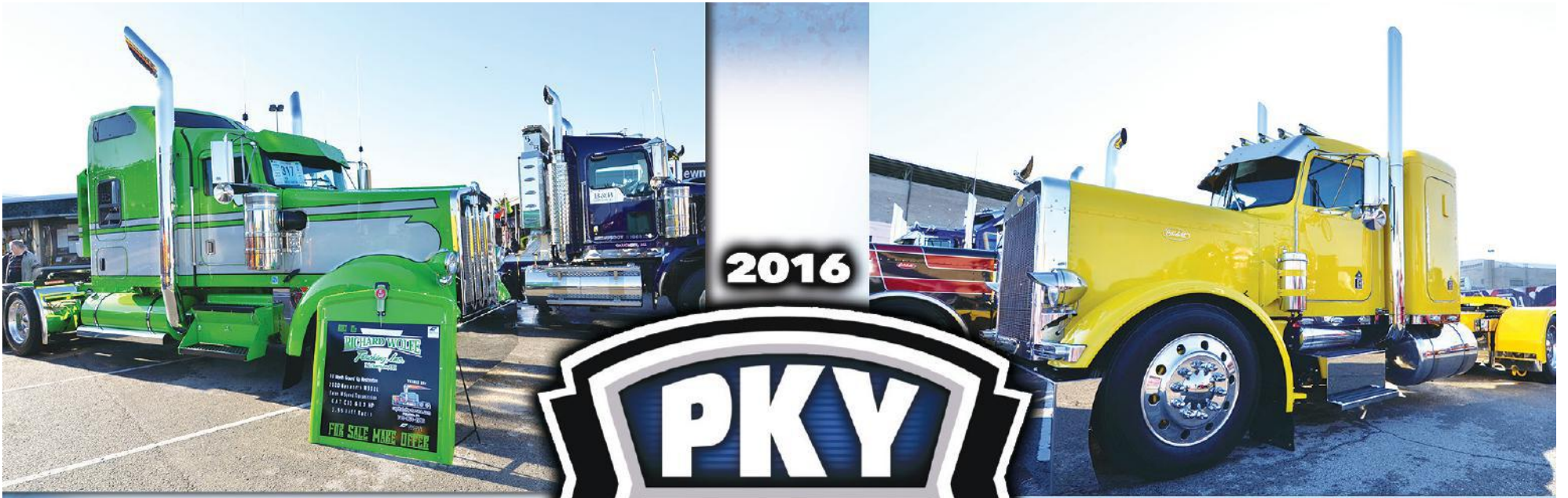
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Power Cover Becomes Trailstar Dealer

By Steve Pollock

WATERBURY, CT... Power Cover, a manufacturer of hydraulic tarping systems, became a dealer for Trailstar International, Inc. trailers in October of 2015.

Power Cover, founded in the late 1990s, builds their own proprietary

hydraulic tarping systems for all types of dump operations. Power Cover's hydraulic systems are built for heavy-duty components (1/2" thick brackets and arms made with steel tubing) for added strength and durability. The systems are so strong; they can pull a 22 oz.

tarp with no problem. The Power Cover design has the tarp rolled up between the arms instead of the headboard. The hydraulic cylinder also locks the tarp down in the rear so it won't flap in the wind, creating a truly automatic tarping system. The arms are so durable that Power

Cover installs steps on the arms on many models, providing easier access to the loaded trailer for drivers. The company's primary customers are material haulers, plow trucks, and municipalities.

Last October, Power Cover became a dealer for Trailstar In-



ternational, Inc. trailers, a product that has been well received by their customers. Power Cover's Erik Noeding states, "We have sold several Trailstar trailers already and have trouble keeping them in stock as they sell very quickly. We like the fact that there is usually only 6-8 weeks production time on Trailstar International trailers and that Trailstar will build the trailers with custom options that our customers require. We are excited to be a Trailstar International, Inc. trailer dealer." Power Cover, a family owned and operated business, is located in Waterbury, Connecticut, just minutes from I-84. The company also buys and sells used trucks and trailers. They can be reached at 203-755-2687 or log onto www.powercover.com.

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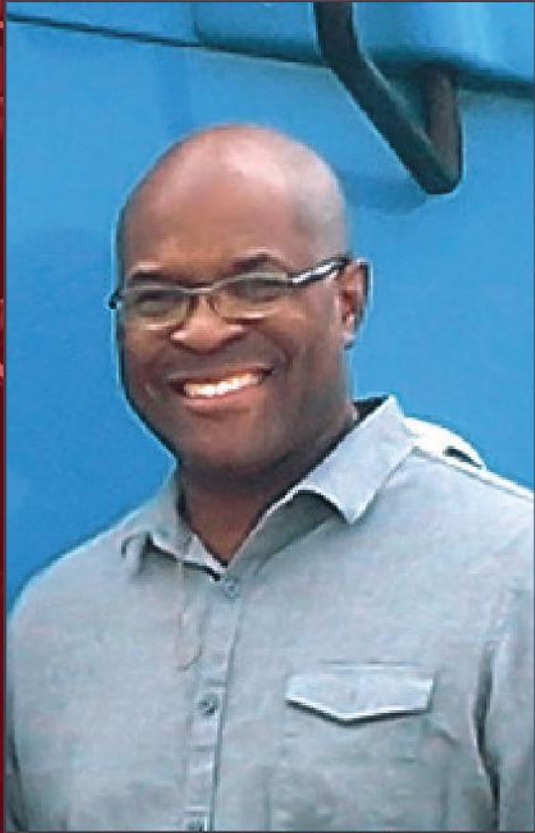
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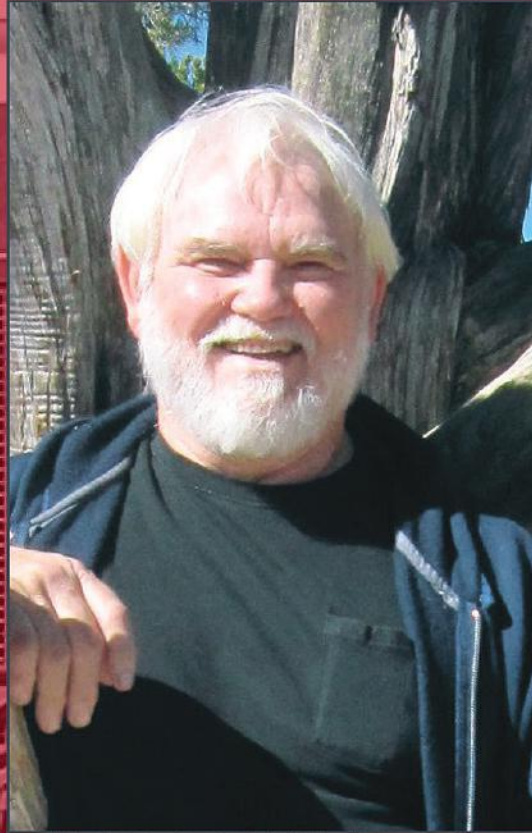
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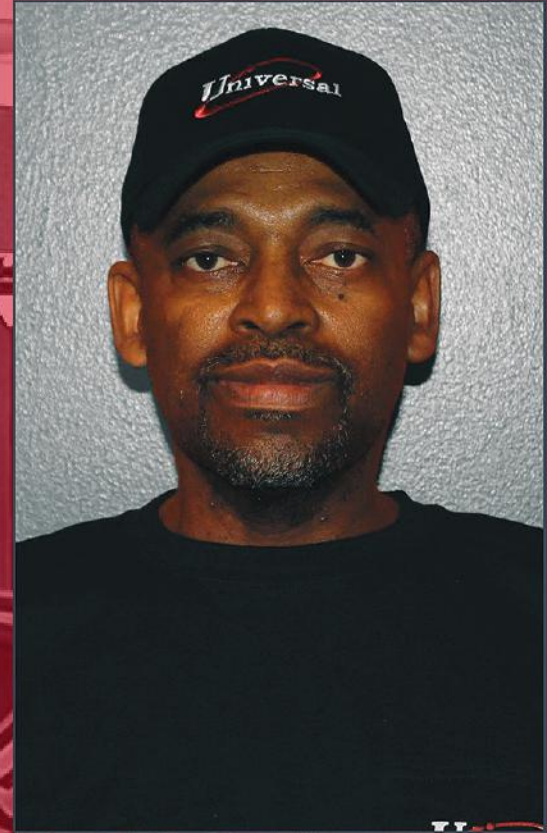
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Truckers Say Monitoring Device Mandate Won't Improve Safety And Violates Constitutional Rights

Grain Valley, MO... A national association representing small-business truckers said today in its appeal of a government mandate that requiring electronic monitoring devices on commercial vehicles does not advance safety, is arbitrary and capricious and violates 4th amendment rights against unreasonable searches and seizures.

The Owner-Operator Independent Drivers Association (OOIDA) stated these and other arguments in a legal brief filed with the U.S. Court of Appeals for the 7th Circuit.

OOIDA filed the appeal to challenge a new regulation from the Federal Motor Carrier Safety Administration which requires interstate truckers to install electronic logging devices, or ELDs, in their vehicles.

"The agency provided no proof of their claims that this mandate would improve highway safety. They didn't even attempt to compare the safety records of trucking companies that use ELDs and those that do not," said Jim Johnston, OOIDA President and CEO. "There is simply no proof that the costs, burdens and privacy infringements

associated with this mandate are justified."

"For most truckers, a truck is not just a vehicle but is also an office and a home away from home," continued Johnston. "This mandate means monitoring the movement and activities of real people for law enforcement purposes and is an outrageous intrusion of the privacy of professional truckers."

Under federal hours-of-service regulations, commercial truck drivers are limited in the number of hours they can work and drive daily as well as on a weekly basis. 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. The FMCSA finalized the rule last year for all interstate commercial motor vehicles model year 2000 and newer.

OOIDA also listed other arguments in the legal brief requesting the court to vacate the rule.

The Association pointed out that the mandate fails to comply with a congressional statute requiring ELDs to accurately and automati-

cally record changes in drivers' duty status. ELDs can only track vehicle movement and must rely on drivers to manually input changes in duty status. Therefore, OOIDA contends the mandated devices are no more reliable than paper logbooks for recording hours of service compliance.

On the issue of searches and seizures, OOIDA said the Supreme Court has previously found that prolonged use of a warrantless GPS tracking device on a vehicle is clearly a search within the meaning of the 4th amendment.

OOIDA said that FMCSA's attempt to compel installation of ELD devices without a warrant is an unconstitutional seizure.

The Association also said the current mandate fails to ensure that ELDs will not be used to harass drivers.

OOIDA has previously challenged a similar mandate in the courts. In August 2011, the U.S. Court of Appeals for the 7th Circuit vacated a proposed electronic logbook rule citing FMCSA's failure to ensure the devices would not be used to harass drivers.

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State DOTs Using Drones to Improve Safety, Collect Data and Cut Costs

WASHINGTON.... A growing number of state departments of transportation are leveraging innovative drone technology to creatively improve safety, reduce traffic congestion and save money.

According to a March 2016 survey by the American Association of State Highway and Transportation Officials, 33 state departments of transportation have or are exploring, researching, testing or using unmanned aerial vehicles, commonly referred to as drones, to inspect bridges and assist with clearing vehicle crashes, among other innovative applications.

A new report by AASHTO's Transportation TV (www.TransportationTV.org) explores the many ways that state DOTs are using drones. AASHTO has also prepared an on-line fact sheet that highlights the benefits of UAVs.

The AASHTO March 2016 survey found that 17 state DOTs, Alabama, Connecticut, Delaware, Idaho, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Michigan, New York, Ohio, Oregon, South Carolina, Tennessee, Vermont and Washington had studied or used drones while 16 state DOTs -- Alaska, Colorado, California, Florida, Georgia, Hawaii, Iowa, Illinois, Kansas, Mississippi, New Hampshire, New Mexico, Nevada, North Dakota, Pennsylvania and West Virginia -- were either exploring drone usage, assisting in the development of drone policies or supporting drone research.

All drone testing must be approved by the Federal Aviation Administration. Several state DOTs reported that the application process to research UAVs can take months to complete. FAA officials say new regulations for commercial drone testing and usage may be ready by July.

4 Things To Know Before Getting A Dyno Test

Dynamometer runs are a great way to find problems and see how your truck's performance measures up but the way the dynamometer operator runs the test can influence the results.

Before getting a dyno run done keep these 4 things in mind.

1. Start bringing on the load when the engine is at maximum rpm: For example a 500hp 12.7 Series 60 "BK" engine has a peak horsepower output of 500 horsepower. Anyone who's used Detroit Diesel's ECM program can see that this program is listed as 500hp@2110rpm. If the operator starts the test below the 2110 rpm limit peak horsepower will never be seen. So in order to get an accurate reading the test needs to be started when the engine is on the governor.

2. The testing duration can affect results: You can never get enough air though the charge air cooler and radiator during a power pull. Some dyno operators force the fan to run but when they do this horsepower is lost and any time the fan is engaged during the test your horsepower reading gets less accurate. On the other hand if a power pull is done too fast your engine won't have time to build boost and the engine never gets a chance to make peak horsepower. Ideally a power pull should be as slow as possible without overheating and without engaging the fan.

3. Dynamometers need calibrated regularly and honestly: If a dyno isn't calibrated regularly the torque reading gets less and less accurate. During calibration weights are hung on a dyno's cali-

bration arm to ensure the dyno is reading accurately. If this isn't done honestly the dyno will report that you are making more torque and more horsepower than you actually are depending on how far off the measurement is.

4. Roller torque vs. flywheel torque. Besides horsepower everyone wants to know what flywheel torque is but the reality of it is that a chassis dynamometer is the wrong tool for the job. People try and estimate a drivetrain loss of 10 to 15 percent but the big problem here is the dyno doesn't know what gear you're in, what size tires you're running, what your rear end ratio is, and what the torque loss is between the tires and the flywheel. Your transmission is a torque multiplier so any flywheel torque calculation can be easily cheated if the truck is in any gear other than direct during the test. Many ecms have a number they broadcast in the data link as a calculated flywheel torque number. As long as the ECM isn't being cheated by a program or aftermarket device this number is more accurate than a calculated flywheel torque number from a chassis dynamometer. When you talk to your dynamometer operator about what you want listed in your dyno report ask for the wheel torque and roll speed numbers as well as the data link broadcasted torque number. This information will give you a more accurate flywheel torque number.

Written by Fernando DeMoura, Dieselcontrolservice.com. Phone 412-327-9400



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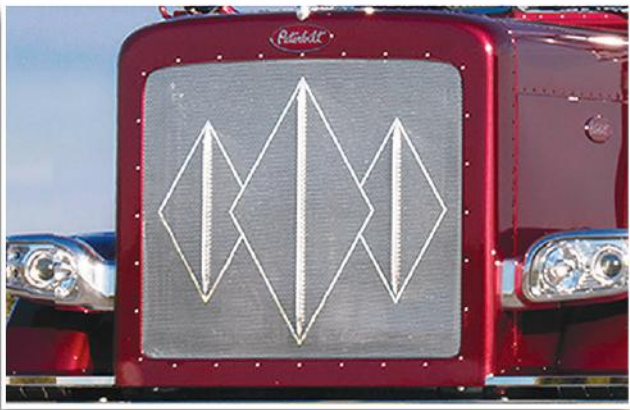
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For more information on PMTA (Pennsylvania Motor Truck Association), go to www.pmta.org

ATA Truck Tonnage Index Jumps 7.2% in February - Index Up 8.6% from February 2015

Arlington, VA... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index jumped 7.2% in February, following a revised 0.3% reduction during January. In February, the index equaled 144 (2000=100), up from 134.3 in January. February's level is an all-time high.

Compared with February 2015, the SA index was up 8.6%, which was up from January's 1.1% year-over-year gain. Year-to-date, compared with the same period in 2015, tonnage was up 4.8%.

The not seasonally adjusted index, which represents the change

in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 129 in February, which was 0.4% above the previous month (128.5).

"While it is nice to see a strong February, I caution everyone not read too much into it," said ATA Chief Economist Bob Costello. "The strength was mainly due to a weaker than average January, including bad winter storms, thus there was some catch-up going on in February. Normally, fleets report large declines to ATA in February tonnage, in the range of 5.4% to 6.7% over the last three years. So, the small increase this year yielded a big seasonally adjusted gain. If March is strong, then I'll get more excited.

"I'm still concerned about the elevated inventories throughout the supply chain. Recently the Census Bureau reported that relative to sales, inventories rose again in January, which is troubling," he said. "We need those inventories reduced before trucking can count on more consistent, better freight volumes."

The increase is the largest monthly move for the index since January 2013 (11.4%) and the largest year-over-year increase since December 2013 (10.4%).

ODOT Announces Formation Of Task Force To Reduce Distracted Driving In Oregon

SALEM, OR... ODOT Director Matt Garrett kicked off National Distracted Driving Awareness month in Oregon by announcing that ODOT, OSP, AAA Oregon/Idaho and other partners are forming a task force to reduce distracted driving.

ODOT crash data reveals that on average, over the five-year period from 2010 to 2014, a distracted driver crash occurred every 2.5 hours. In Oregon on average, more than 11 people die in distracted driving crashes each year, and more than 2,800 are injured.

In a recent ODOT-commissioned survey conducted by Southern Oregon University, three-quarters of respondents admitted to driving while distracted. 84 percent of respondents said they feel uncomfortable riding as a passenger with a distracted driver who is distracted. But 44 percent admitted to driving distracted with passengers in their vehicle, and 75 percent admitted they drove distracted when they drove alone.

Oregon State Police are now using a fleet of 40 new unmarked vehicles to observe and document distracted driving. OSP Troopers have already documented a 37 percent increase in enforcement actions.

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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.

Why The Righteous Suffer

"Why do the righteous suffer?" It's a question that has been asked since the earliest of time. The greatest sufferer in the world, apart from Jesus Christ, was Job and he questioned "why do the righteous suffer?"

Volumes of books have been written on the subject. The philosopher has talked about it. The preacher has preached about it. The agnostic has used it as a flare against God. "Why do the righteous suffer?"

I suppose the bottom line as to why the righteous suffer is for the teaching purpose of the coming into the position of obedience. Here's a man, driving his car down the street, who ignores the stop sign. An officer sounds the siren and gives him a ticket and he goes off suffering, mad and with less money in his pocket. But the next stop sign that he comes to, he respects it and observes it. "Though he were a son yet learned, he obedience by the things he suffered."

How much obedience did you learn when you suffered? You didn't understand it at the time and you rebelled against it, but the text is a powerful text. "Though he were a son yet learned, he obedience by the things he suffered."

Kirk Trucking Service's Management Team Welcomes New Member



At the turn of the year, Kirk made an addition to its management team. Dustin was brought on as a Logistics and Brokerage Coordinator to oversee the Van and Specialized Division of the Company. He is a Marine combat veteran and Naval

Achievement Medal recipient with a background in logistics operations and maintenance management. Since his arrival, Kirk has joined forces with the Show Your Stripes program in efforts to strengthen

their team with aggressive and motivated veterans who have received extensive training through their service. Prior service members of the motor transport fields are highly encouraged to apply.



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Dustin Davis, Sergeant U.S. Marine Corps.

Dustin Davis served in the U.S. Marine Corps from 2005-2014. During that time he was attached to the 37 Lima Company where he was company maintenance chief in a motor transport pool.

Dustin was deployed to Iraq from 2008-2009 where he did a combat tour in support of Operation Iraqi Freedom. He was stationed in the Al Anbar Province where he participated in logistics operations, route clearance, tactical raids and was a component of the Quick Reaction Force team.

When Dustin was rotated back to the States, he was attached to MWSS 471 Detachment A in Johnstown, PA where he was a member of the Instructor/Inspector Staff.

In January 2016 Dustin joined Kirk Trucking, located near Pittsburgh, PA, as a Brokerage Coordinator for vans and specialized equipment. Kirk Trucking is a participant in the Show Your Stripes Program and welcomes veterans to the company.

Originally from Punxsutawney, PA, Dustin now resides in Murrysville, PA with his girlfriend of 4 years, Megan. Dustin is an active supporter of the Wounded Warriors Program.



Our gratitude to **Dustin Davis** and all veterans who have served our country.

"If you love your Freedom, Thank a Vet."

Send nominations and photos to movinout@zoominternet.net

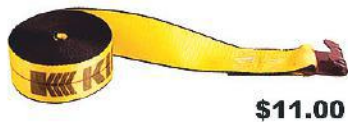


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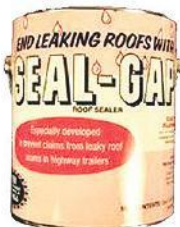


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2015 MA Diesel Truck Show A Big Success



by Robert Conrad

The 2015 MA Diesel Truck Show was held on June 14, 2015 at the Brockton Fairgrounds in Brockton, MA. What began as some idle conversation between a couple of Massachusetts truck drivers has blossomed into one of the fastest growing truck shows in the country.

2015 marked the 4th anniversary for the show, which is all about fun and families and helping a deserving charity each year. As in years past, admission for spectators and truckers continued to be free but donations were encouraged. All show proceeds went to the Cystic Fibrosis Foundation, whose slogan is "Adding Tomorrows" as they research a cure for people stricken with this deadly disease.

Everyone who came out to the show had plenty to see as close to 300 big rigs and 200 diesel pickups filled the fairgrounds to capacity. The show's name may be the MA Diesel Truck Show, but 2015 saw

quite a few long distance truckers come out to help support the cause from states such as New York, Pennsylvania, and New Jersey.

Brockton is nicknamed the "City of Champions" for its sports and boxing history and it's the hometown of former heavyweight boxing champion Rocky Marciano. On June 14, 2015, all of the truckers, companies, and spectators who came out and donated to help fight CF were the real champions, as the 2015 MA Diesel Truck Show raised over \$15,000.00 to give to the Cystic Fibrosis Foundation!

The spectators saw a steady line of bobtails and combos rolling into the Brockton Fairgrounds all morning including a number of multi-truck convoys that stopped traffic. Truckers got to spend a relaxing day with their families and fellow drivers without the pressure and politics of trophies and judging. Every truck in attendance deserved applause and the spectators gave it. The MA Diesel Show

staff would like to send a big thanks out to all of those companies who donated prizes including East Coast Truck & Trailer, NH Peterbilt, and Berube's Truck Accessories.

Show organizers Graham Rogers, Josh Spiegel, and Lisa Deleconio Crowley, and the entire MA Diesel Truck show staff, would like to send a big thank you out to everyone who helped make the 2015 MA Diesel Truck Show such a big success! A special thanks goes out to Carney Properties for donating the fairgrounds once again for the show.

Plans are being made for the 2016 show and there's sure to be some surprises in store. Check out the Movin' Out Calendar of Events for details or find their official show page on Facebook. If a fun, family day of diesel-powered excitement is what you're looking for, the 2016 MA Diesel Truck Show is the place to go! For complete photo coverage of the show, visit www.movinout.com

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IMAGES & INTERESTS

by Heather Hogeland



'Dark Angel' is the name my dear friend Kim Grimm has given to her showpiece 2007 Peterbilt 379. The reason for the name is partially because this truck is black (hence the dark) but mostly because it stands in memorial for some very special people who have preceded us to heaven, hence, the angel. First of all was our wonderful friend and mentor Bette Garber, trucking photojournalist and author of 4 books on the industry, trucks and drivers she loved so vehemently. She loved it so much; in fact, she even went to truck driving school and earned her CDL!

Kim also honored her friend Linwood Hunt who was leased to the same carrier as her, D & G Transportation out of Germantown, Wisconsin for many years. She, Linwood and Bette spent many hours trucking together, so it was only natural to add his name as well.

There are so many others who are remembered throughout this gorgeous truck, in fact, when Kim turned it over to the identical twin brothers Dave & Dan Brown at DB Kustom Trucks from Antioch, IL. (who I wrote about last year) to redo her interior, they kept her theme in the forefront the entire build. The brothers had their crew strip the entire cab and sleeper down to the skeleton and started from the ground up.

What they ended up with is a finished product any driver (including this one!) would be VERY proud to own and drive! There are hand scraped wood floors, then EVERYTHING inside has been painted, either Iridium Metallic or Legendary red. The seats were removed and replaced with new Legacy Silver ones that were customized with Dark Angel as well as DB Kustom's name in red, silver and black. The same treatment on the doors with the name Dark Angel stitched into the upholstery, it all blends together into a stunning look.

The only thing they had removed that was put back is a shelf Kim and her friend Tamie had made for the back wall of the sleeper, which holds her angel collection. It has some truly beautiful pieces on it, including one angel that plays a flute, which represents my sister Wendy, who passed in 1997. Kim didn't know she had played a flute, just that she had to add that angel. I told her why she had to have that particular angel and we both cried. There is a fabric behind the collection that has a glittery surface on it which looks like stars in the night sky, it is truly beautiful and awe inspiring.

The angels on it and in it represent many people, there's one for little baby Emma Jean Higbee who we lost recently before her 2nd birthday. There's one for my mom who we lost November 23, 2005 after retiring from driving only a few months. There's one for

Debbie Brown, who we lost a year ago in January, another for Karen Zander who we lost last November, and another for Jerry Jeffries who recently passed. As hard as it is to add these angels, this is, unfortunately, a part of life. This truck will continue to roll along and honor those we have loved and lost, they will NOT be forgotten!

Kim had her truck entered in

the PKY competition at Louisville last week and, even though she didn't place, considers herself and her truck to be winners. I have to agree. I watched as she allowed anyone who wanted to get up inside of her truck do so, and the smiles she received as payment? PRICELESS! But, in all the years I have known Kim, this is something she has always done, even if we were

stopped in a rest area or a truck stop. Especially for a child, if a child wants to get in her truck, she has one rule; you have to give her a big smile when you do! THOSE are memories that will last a lifetime! And talk about passing out goodwill for our industry?!? It just doesn't get better than that! Kim and her spectacular truck make fantastic ambassadors for us all.

Til next month, y'all stay safe out there and God Bless!



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Manage Cargo Problems With The SS Pallet Hook



By Steve Pollock

REEDSBURG, WI... The patented SS Pallet Hook is a very simple but yet very effective product. It is a hook that is designed to fit on the end of an E rail logistics strap that secures to the bottom of a pallet. The other end secures to the trailer wall, holding the pallet to the wall, effectively eliminating shifting cargo.

Michael Stromberg, a former driver, invented the SS Pallet Hook. Mike did LTL work and remembered all too well the challenges of shifting cargo. A number of

years ago Mike went to work at Skinner Transfer in Reedsburg, Wisconsin, where he is now Vice President of Operations.

Skinner Transfer served a customer with a palletized product that was problematic about staying secured, costing Skinner Transfer thousands of dollars every year in freight claims. Mike Stromberg, with Skinner Transfer's help, developed the SS Pallet Hook.

The SS Pallet Hook has been used with great success in the Skinner Transfer fleet as well as at other trucking

companies. In fact, Skinner has had no cargo claims with their customer for the past 6 years.

Mike Stromberg states, "The SS Pallet Hook is an additional securement product for cargo control that takes cargo securement to the next level."

The SS Pallet Hook is inexpensive and available in two packs at over 2,500 truckstops across the country. The product can also be purchased from www.cargostrategies.com or by calling 608-963-8330.

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Bestpass Expands Coverage to Include All U.S. Toll Roads on One Device

ALBANY, NY... Bestpass, Inc., a company that provides single-source payment and streamlined toll management services to commercial fleets, today announced several new services, including Bestpass Complete, giving customers a single device for all their toll, and the Freedom Service, effectively expanding toll coverage to include all U.S. toll roads.

Bestpass Complete, available now, gives customers a single solution for national toll coverage in one device, with optional weigh station bypass compatibility and comprehensive reporting for all major U.S. toll roads. Fleet managers will benefit from a single shipment, single installation and single report for each truck, as opposed to simultaneously navigating dozens of different accounts without the Bestpass service.

The Freedom Service expands

the company's single solution by offering coast-to-coast violation, video and out-of-Bestpass network toll statement processing, facilitating seamless travel beyond the major toll roads in the United States and Canada, wherever there is toll. Bestpass will process violations and submit corrections on behalf of its customers, saving them the time of tracking and processing violations, as well as the money spent on incurring additional violations. Customers can submit toll bills from outside of the Bestpass network to be paid and included in their single monthly invoice and comprehensive toll data reporting.

Bestpass also announced that it is in an active technical testing phase to provide its customers with full tolling coverage in Oklahoma, with the expectation of going live for all customers by the end of April. The

addition of Oklahoma expands the company's toll coverage network to include 100 percent of all major U.S. toll roads.

In addition to Bestpass Complete, the Freedom Service and coverage in Oklahoma, Bestpass is simultaneously launching other new services while also reorganizing existing services in response to market demands and rapidly expanding toll coverage.

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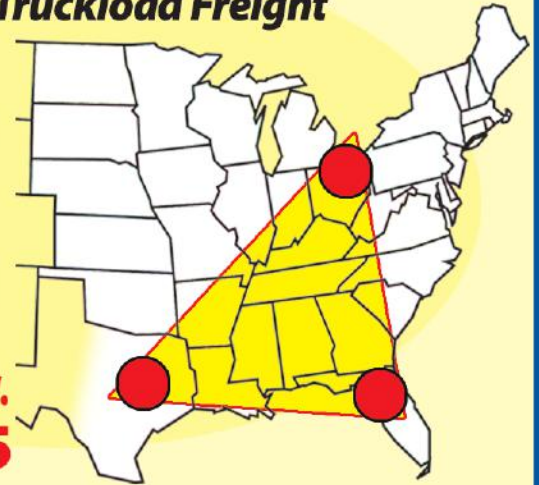
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BERM NOTES



by Henry Albert

I am pleased to report that camaraderie is alive and well in the trucking industry. This was my experience this week as an incident occurred in the small town of Riviera, Texas.

While traveling across state route 285 and upon arriving at the intersection of US 77, I noticed a tanker truck had stopped across the railroad tracks. The truck was pointed in the opposite direction in which I was traveling. There was a truck backing up in front of him and I began to wonder what was going on. Just then, a woman walked around the truck and began

to tie a logistics strap around the ICC bumper of her trailer and the tanker truck, which was sitting on the railroad tracks. As my light turned green, I pulled off to the right side of the road in order to lend any assistance. I grabbed a Tow Chain which was stored under the bunk of my truck in case the tiny logistics strap wouldn't be enough to pull the broken down tanker truck. As it turned out, by the time I had my equipment in hand, the truck had already been pulled off the tracks.

As I stood by the road to take this all in for a moment, I noticed a couple of people were running away from the scene in order to warn a potential train should one be coming down the tracks. Luckily, there were no trains at this moment in sight. This is usually a heavy freight train lane so we were all fortunate. I'm not sure if anyone actually called the railroad, as this should have been part of the process. This

entire situation began and finished in just a few minutes. Everything happened so quickly and people were at their best to assist however they could. Those involved did what was necessary to help this tanker driver in his difficult and potentially dangerous circumstances. People jumped into action and before you knew it...all was taken care of and everyone exited the scene.

What I witnessed really impressed me on this day. The situation reinforced what I already believe and that is to say that camaradery is alive and well today. We just don't require as much personal contact due to technology and all the devices we use today for communication. A broken down truck today is not alone as we are all well connected and can quickly take care of the many circumstances as they arise. A simple call can have help on the way in mere moments. It's refreshing to know that we still care and have each other's backs should we need a helping hand.

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May 8 – 27th Annual Mother's Day Convoy – Burle Industries, 1000- New Holland Ave. (Rt. 23), Lancaster, PA. 8:30 am-5 pm. Benefits Make-A-Wish Philadelphia, Northern Delaware & Susquehanna Valley. More info call 717-283-4878 or visit <http://philasv.wish.org/ways-to-help/convoy>.

May 12-14 – 2016 Kenly 95 Petro East Coast Jamboree - Kenly 95 Truckstop I-95, Exit 106 Kenly, NC 27542. Motorcycle, Car Street Truck & Truck Show, Live Music, Exhibits. For more info call 919-284-5121 or visit <http://kenly95.com/east-coast-truckers-jamboree/>

May 21 - The Greater Cincinnati Chapter of ATHS's 16th Annual Truck Show - Howard Trucking Company, 10955 Haddix Rd, Fairborn, Ohio, 45324. Rain or Shine! All old trucks welcome. Slow truck drag race with a trophy awarded to the winning truck. Door prizes will be given all day, and a 50/50 raffle. D.J. Jacob will be there with all the great trucking music. NO ENTRY FEES. A full lunch menu and breakfast available, with plenty of shaded area to sit, eat, and relax. Come early and stay late. For more information check out our web site www.jahowardtrucking.com, e-mail us at howardtrk@yahoo.com, or call (937) 878-6154.

May 26-28 – ATHS National Convention & Antique Truck Show – Oregon State Fair & Expo Center, 2330 17th St NE, Salem, OR 97301. For more info go to www.aths.org

June 3-5 – Wheel Jam Truck Show – South Dakota State Fairgrounds, Huron, SD. For more info go to www.wheeljamtruckshow.com

June 4 – Paul Riggle & Sons Annual Show & Shine Truckshow - Apollo, PA. Trucks invited to come on Friday evening, June 3rd. Contact Pat at 724-448-7809 or Chris at 412-418-2091.

June 9-11 – 34th Annual Shell Rotella SuperRigs® Competition Truck Show – Joplin Convention and Trade Center, Joplin, MO. 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 each year for cash and prizes. Additionally, 12 lucky drivers will be selected to have their trucks featured in the Shell Rotella SuperRigs® calendar. Trucks are judged by industry professionals who score the rigs on exterior appearance, design, detail/finish, originality, and workmanship. In total, 18 working trucks receive awards for categories such as Best of Show, Tractor, Tractor/Trailer Combination and Classic categories.

June 10-11 – Oak Grove Truckers Jamboree – Oak Grove Petro, I-70 Exit 28, Oak Grove, MO. Oak Grove 70 Petro, I-70 Exit 28, Oak Grove, MO. To enter your truck in the Viewers Choice Awards, please contact Kaitlyn Yount at 816-625-5162 or kaitlyn.yount@iowa80group.com. For more info visit <http://oakgrovepetro.com/trucker-jamboree/>

June 10-11 – Western PA Pride and Shine Truck Show and Drag Race – Stoneboro Fairgrounds, Stoneboro, PA. For information contact Jason at 724-944-6468 or visit www.paprideandshine.com

June 12 – 5th Annual Mass Diesel Truck Show – Brockton Fairgrounds, Brockton, MA. Family-friendly event, non-judged, vendor midway, big rigs & pickups. Free admission for trucks & spectators – donations collected and proceeds given to charity. For more info call Graham Rogers 774-406-0260 or see their Facebook Page.

June 17-18 – 37th Annual ATCA National Meet and Flea Market – Macungie Memorial Park, 50 N. Poplar St., Macungie, PA 18062. Over 600 Antique Trucks, Participation Plaques, Food Vendors, Truck Corral, Flea Market and Crafters, Shaded Playground Area. For more info visit: www.antiquetruckclub.org or www.antiquetruckclubofamerica.org

June 18 – Down Home Truck Show – Humboldt, Nebraska. Truck Show for working trucks, antique farm tractors. Vendors, Kiddie Pedal Pull, Food. Free admission. For more info call Susie at 402-414-7021 or email jimshupp@hotmail.com

June 18 – Jane Harting Cancer Benefit Truckshow- Elite Service, Inc. 905 Stone Hill Road Denver, PA, 17517. 10 am-2 pm. Sponsored by Elite Services. Proceeds benefit Jane Harting's Family and the Help The Fight Cancer Organization. For more info contact Ron Yoder at 717-475-4630.

June 18-19 – 5th Annual Ohio Vintage Truck Jamboree – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. 9 am to 5 pm both days. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Light Show, Jake-Off, Slow Race, Hook & Drop, Country Convoy and Truck Pull. In lieu of registration and admission fees – donations to Ashland Food Bank and Shriner's Transportation Fund are appreciated. Contact Bill Peters at 330-682-1717 or email: wep55@gmail.com

June 25-26 – Transport For Christ's 35th Annual Truck Rally – Lebanon Expo Center, Lebanon, PA. Lebanon Expo Center, Lebanon, PA. Truckers and Non-Truckers Welcome. No charge, no preregistration, no judging. Vendors and Food Stands, Parade of Trucks, Children's Activities, Benefit Auction, Door Prizes, Music Concert. For more info phone 717-665-6347, email: tfcner@dejazzd.com or visit www.transportforchrist.org

July 9 – ATHS Steel Valley Chapter's 17th Annual Truck Show – Kenworth of Pennsylvania 530 N Center Ave, New Stanton, PA 15672. 9 am-4 pm. Free Registration, Food, DJ, Dash Plaques, 50/50, Door Prizes. Contact Dale Camplong at 412-670-7492 or email: athssteelalley@gmail.com

July 10 – Spencer's Chrome Truck Show – 12975 State Route 405, Watsonstown, PA 17777. 9 am to 3 pm. All are welcome. For more info contact 570-538-1828. www.spencerschrome.com

July 14-16 – 37th 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 15-16 – Expedite Expo – Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry will be at the Lexington Center for 2016 on July 15 & 16. 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

July 17- 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 information contact Clarence Ritchie at 518-642-9437 or Andy Hill at 518-753-2169.

July 23 – Keystone Diesel Nationals – Maple Grove Raceway, 30 Stauffer Park Lane, Mohnton, PA 19540. For more info call 610-856-9200 or visit www.maplegroveraceway.com

July 29-31 – 9th Annual Top Gun Largecar Shootout – Working Class Truck Show, Rantoul National Aviation Center, Rantoul, IL. Live music, Beer Garden, Vendors, Food. For more info call 217-202-1473. Email: topgunshootout@yahoo.com Web: topgunlargecarshootout.com

August 5-7 – Carlisle Truck Nationals - Carlisle Fairgrounds, Carlisle, PA. Big Rig Show & Shine, Truck Corral, Swap Meet, Regional Carriers, Manufacturers Midway & Vendors. For more info call 717-243-7855 or go to www.CarlisleEvents.com

August 6 – 12th Annual Iowa-Nebraska Classic Truck Show plus the Nebraska Trucking Association Working Truck Show – Sapp Bros. Truck Show – I-80 Exit 440, Omaha, Nebraska (Northwest Parking Lot). Food, Fun, Vendors, Trucking Memorabilia and Music. Contact Russell Spawn, Jr. at 402-680-6121.

August 12-13 - The 27th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntrucknshow.com. Phone: 920-324-9985 · Fax: 920-324-0353

August 12-13 – Joplin 44 Petro Truckers Jamboree – Joplin 44 Petro, I-44 Exit 4, Joplin, MO. For more info phone 417-624-3400 or go to <http://joplin44.com/truckers-jamboree>

August 12 - Great Salt Lake Kidney Kamp Truck Show - Thanksgiving Point Lehi, UT For more info: Jeff England 800-877-1320

August 13 - 2016 Cerni Motor Sales and Penn Ohio ATCA Truck, Car and Motorcycle Show – 5751 Cerni Place, Youngstown, Ohio 44515. 8 am to 4 pm. Everyone is welcome to attend/participate. Monetary and/or non-perishable food item donations for the Second Harvest Food Bank of the Mahoning Valley, a member of Feeding America, will be accepted in lieu of registration and admission fees. For more info contact Martin Palich at 330-978-8216 or email PennOhioATCA@gmail.com

August 19-21 – 7th Annual Eau Claire Big Rig Truck Show – CVTC Parking Lot, 617 W Clairemont Ave., Eau Claire, WI 54701. For more info visit <http://www.eauclairbigrigtruckshow.com/>

August 19-21 – National Toy Truck 'N Construction Show - Indianapolis Marriott East, 7202 East 21st St., Indianapolis, IN. For more info call 800-533-8293 or visit www.toytrucker.com

August 20 – Truckers Day At The Buck – Buck Motorsports Park, Lancaster, PA. For more info visit www.buckmotorsports.com

August 25-27 – Great American Trucking Show – Dallas, TX. www.truckshow.com

August 27 – Kenworth of PA and Susquehanna Valley Chapter of ATHS Antique Truck Show – Rt. 11, 198 Kost Rd. (near Carlisle, PA). Rain or Shine. 10 am -3 pm. For details call 717-737-8897.

September 9-10 – Big Iron Classic - Dodge County Fairgrounds Kasson, MN . For more info: www.bigironclassic.com or Jim and Brenda Finn 507-208-0222

September 10-11 - 5th Annual Eastern Shore Large Cars - Caroline County 4-H Grounds, Detour Rd. Denton, Maryland 21629 (2 Miles off Rt. 404/16 intersection). Proceeds raised from show are presented to Caroline County 4-H Division State of Maryland. For more info please contact: eslc@comcast.net or www.facebook.com/ESLargeCars

September 16-18 – 20th Annual Richard Crane Memorial Truck Show – St. Ignace, MI. For more info call 800-338-6660 or visit www.stignacecarshow.com

September 17 – 40th Annual US Diesel Truckin' Nationals & Motorsports Spectacular – Raceway Park, 230 Pension Rd., Englishtown, NJ. For more info visit www.usdieselnationals.com or www.racewaypark.com

September 17-18 – Smicksburg Antique Tractor and Truck Show – Dayton Fairgrounds, Dayton, PA. For more info call Kevin Bash at 814-257-9880 or Kevin McIntire at 724-525-4855.

September 23-24- Guilty By Association Truck Show (GBATS) – 4 State Trucks/Chrome Shop Mafia, Joplin, MO. Family Friendly fun-filled weekend with the crew! Make sure to participate in this year's 1st annual SWAP MEET for truckers to buy, sell & trade big rig parts for great deals! Weekend is jam-packed with storewide discounts, big rig burn outs, shop tours, a LUCAS OIL truck & tractor pull and a record holding 400+ truck convoy benefiting Special Olympics, followed by a Street Party & Concert in downtown Joplin! No Entry Fee-Everyone Welcome! Call 888-875-7787 Ext 161 or email: gbatsinfo@4statetrucks.com

October 15 – LCM Southern Classic 2016 Truck Show - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: www.largecarmag.com or 717-806-8907.

October 21-23 – American Truck Fest – Westworld of Scottsdale, 16601 North Pima Road, Scottsdale, AZ 85260. Trucking Expo, Truck Show, Awards Gala, Truck Auction, Industry Job Fair. For more info contact The Knight Agency at 480-447-9996 or visit www.americantruckfest.com

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. Visit us on the web at www.movinout.com

Working Show Truck Of The Month – David Tompkins



December of 2004. Our featured Working Show Truck this month just happens to be a Peterbilt 379X that's owned by David Tompkins. David was so impressed with the 379X, that he bought one and planned on keeping it all original, thinking that someday this important piece of Peterbilt history would become a collector's item.

emyfeel right at home while attending the various truck shows

The interior of David's Peterbilt features a brushed aluminum dash, custom 4-spoke X-style steering wheel, and a set of leather UltraRide sides. There's also a chrome shifter and custom base plate complete with 379X logos.

David said he plans on attending more shows in the coming years with his limited edition Peterbilt and he wanted to thank everyone he's met at the shows for all of their positive comments about the truck. His grandson Jeremy is all smiles when it's trophy time and David's number gets called!

Movin' Out would like to salute David Tompkins and his grandson Jeremy Jones for preserving this important piece of Peterbilt history and displaying it for everyone to see.

Congratulations on being our May 2016 Working Show Truck of the Month, we'll see you at the shows this summer!

By Robert Conrad

In the trucking industry, owning and driving your own Peterbilt is somewhat of a status symbol. Peterbilt has long been considered the "Cadillac" of all of the trucks out on the interstates and owner operators swear by them for their quality, performance, and rugged, good looks.

Peterbilt introduced a limited edition version of their most popular model at the Mid-America Truck Show back in 2003. The 379X was specifically designed for the owner operators who wanted a truck with a show truck look. The 379X model was show ready right from the factory and was produced until

David's truck has been tucked away for many years and only has 3,960 original miles on it. He enjoys showing it off at various local truck shows in PA and his grandson, Jeremy Jones, is usually his co-pilot!

The truck is equipped with a CAT C-15 engine that's paired with an 18-speed transmission and a set of 3:36 rears. Custom features include 7" straight pipes, a chrome Texas style bumper, a stainless drop visor, and polished aluminum full fenders over the rear wheels. The truck also has the signature 379X custom grille and polished front fenders. A polished turbo wing sits on top of the 70" Unibilt UltraCab sleeper that makes David and Jer-



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