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“THE JOURNAL OF THE TRUCKING INDUSTRY”

## Snow? Rain? No Stopping The 2018 Mid-America Trucking Show!



Tim & Cessille Blair's stunning 1987 Peterbilt 359 Classic and 2017 Tremcar Vacuum. - photo by Dan Pollock - Turn to pages 14 & 15 for photo coverage of the 2018 Paul K. Young Memorial Truck Show.

### Texas Truck Tuning – A Full Line Of ECM Solutions



CLEBURNE, TX... Every electronically controlled engine can be tuned. How it is tuned depends on what you are going to use the vehicle for. If you are an over-the-road trucker you will want a different tune for running mountainous terrain versus running in the flat mid-west. Heavy-duty construction equipment requires a different tune than farm equipment.

Whether you own a small Isuzu engine or an 18-litre CAT engine, Texas Truck Tuning can do a custom tune for your diesel engine.

ECM tuning is the process of fine-tuning the diesel truck's computer software, controlling the engine's fuel management system. How you tune each vehicle depends on what the owner intends to use it for. The benefits include: more

power, greater throttle response, and, on average, a 5-20% gain in fuel economy. When Texas Truck Tuning does your tune however, you also have the peace of mind of a lifetime warranty that includes adjusting the tune or completely redoing the tune if it is reflashed after a visit to your local dealer. They will do this for as long as you own your truck.

Texas Truck Tuning's goal is to keep your truck's engine in optimum performance range. Each tune done by Texas Truck Tuning starts with talking with one of their technicians to establish your tuning goals. Each tune is unique and they never use a template to do a tune. The average fuel saving per year per truck that they have tuned is \$15,000.

Texas Truck Tuning offers both on-highway and off-road tuning. They also offer complete engine service and engine rebuilding. continued on page 16

### Forward Freight Systems – A Name, Not A Number



In their formative years, Anthony and Tom would have to buy used trucks for the fleet, but now they own late model Volvo, Kenworth, Peterbilt and Freightliner tractors. All units are 3 years old or newer. When they started their company, one partner would drive and the other worked in the office and then they would switch duties. Today, Forward Freight Systems employs a full support staff to help Forward Freight drivers succeed.

You can join Forward Freight Systems as a company driver or an Owner-Operator and pull a dryvan or a flatbed. Owner-Operators are welcome with or without a trailer. Company drivers can earn \$72,000 or more per year and contractors can earn \$260,000 or more – a few have grossed over \$300,000 last year. There is a \$2,000 sign-on bonus and a \$1,000 referral bonus.

Forward Freight Systems has continued on page 2

by Steve Pollock

Burr Ridge, IL... Two Professional Truck Drivers in the Chicago Suburb of Burr Ridge, Illinois founded forward Freight Systems in March of 2014. Anthony Dubinsky and Tom Dirlevski had both been Owner-Operators for

years. They used their savings to start Forward Freight Systems; purchasing one used truck and leasing one Owner-Operator. The company has since grown to 54 power units, a combination of about 60% Owner-Operator and 40% company trucks.



# Forward Freight Systems – A Name, Not A Number



are willing to work, you can make a very nice living. 2017 was a great year for Forward Freight Systems, with substantial growth in freight and revenues and we expect 2018 to be even better. In order to keep growing, however, we need to lease or hire additional drivers. With freight capacity high and truck capacity remaining low, we believe that freight rates will continue to climb in the next year.”

For information about Forward Freight Systems, phone 630-590-0085 or 312-999-8330 or visit their website at [www.forwardfreightsystems.com](http://www.forwardfreightsystems.com). Reliability – Accountability – Professionalism – this is Forward Freight Systems. Central dispatch is located at the junction of I-55 and Rt. 83, exit 275, about 20 miles north of I-80 on I-55/

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Anthony Dubinsky, owner of Forward Freight Systems.

continued from page 1

freight originating in the Midwest, East and Southeast and running lanes east of I-35. There is flatbed freight to all 48 states. Consistent lanes are available as well as irregularly routed freight. Because of this, Forward Freight Systems can hire or lease drivers in most points East of the Mississippi.

Owner Anthony Dubinsky states, “We have a very low driver turnover because we take good care of our drivers and help them to succeed. That is why our pay is above the industry average for Professional Truck Drivers. If your goal is to own your own truck, we can help you. At Forward Freight Systems, if you

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# Off The Beaten Path



by Pam Pollock

## You're Killin' Me, Smalls... (AKA The Column Where I Get To Complain About EVERYTHING)

My daughter recently informed me (and a roomful of family members) that I have no filter. I actually do have a filter – but sometimes I choose to turn it off. It's true, I do have a tendency to speak my mind and sometimes I just can't sugarcoat my true feelings and emotions. More often than not, I will address the elephant in the room. And I am known as "Inappropriate Grandma". What can I say, "I yam what I yam", to paraphrase Popeye.

So, with that being said, I guess it's time for a column about what drives me nuts. Grab some popcorn, sit back and enjoy the ride, it will be a bumpy one.

One of my biggest pet peeves is photographs – no surprise there, eh? People, people, people – put those camera settings on BEST RESOLUTION! Whether it's a big mama, high tech digital camera, a point and shoot or your cellphone, ALWAYS choose the highest resolution in your settings. Trust me, you will love your results. Every single day I receive images in my email, and sometimes these photos are being sent from ad and public relation agencies, and the photos are incredibly low resolution, we're talking kilobytes here – not even one megabyte and these photos are going to look HORRIBLE in newsprint. When I am talking about a high-resolution image, I expect that image size to be in my inbox at a minimum of 4 MB. You will be amazed at how beautiful your photos will be if you just take a minute or so of your time to adjust your camera settings to HIGH. Bonus points for me not sitting at my computer, pounding the keys and screaming obscenities for 10 minutes.

On the subject of photos, you can never take too many photos – and I should know, because I snap thousands and thousands of images every year. Take the extra time to frame your photo and for the love of all that is holy, stop taking the candid of people eating. That's

gross and never flattering. Instead, look through your camera lens and wait for that special moment that you want to capture for eternity. Take family generation photos whenever you have the chance, because that's a pretty big deal to have 3 or 4 or even 5 generations together. Take detail shots at parties or just of your kids' favorite toys. And nature – pull out that camera and shoot that amazing sunrise or sunset. Take photos of birds, rocks, and sky-high trees.

Next subject – dear grocery store, I realize that we are kind of in the middle of BFE – but come on, stop taking away what little limited selections of items stocked on your shelves. Bring back that yummy stir-fry kit, and the squash bisque soup and the flavored water. And open up more than 2 checkout registers!

Bras... where do I even start? I can't, I just can't. Is it so wrong of a chunky middle-aged granny to want to have her girlfriends pulled up and looking perky without the torture of being poked by underwires all day long? And why can't we have pretty clothes patterns and shirts with sleeves that conceal our wobbly chicken fat arms?

Make the Kardashians go away – far, far away. Put all of the squabbling politicians in a gladiator ring and let them fight it out. Make it a law that television shows must start their new season on September 1<sup>st</sup> and cannot air any repeat episodes until May 31<sup>st</sup>.

If someone, cough Pamcough likes their very old version of Word Document and InDesign software, then stupid computer companies should stop making it so that our computers can't be updated until we lose the old and beloved ver-

sions from 2004. You're killin' me, Smalls! Killin' me!!

I could gripe and moan and complain all day, but it's deadline, so I will have to wind this up. My final whine is about truck shows. I LOVE seeing all of the spectacular trucks on the lots at the shows, but come on folks – please don't set up your awnings and chairs right beside or behind your truck, it kills my shot every single time! Put away your coolers, your cleaning products and wipe rags. And don't get me started on the spectators who clearly see that I am in the middle of framing a shot and they blatantly walk in front of me and then dilly dawdle for 5 minutes while pretending to be fascinated by the truck's door handles. Please – move out of the way and I promise that I will have my photo in less than 15 seconds.

I'm done, rant over, peace out. And to my daughter, see - I kept my filter turned on the entire time and did not make any crude references about sex or getting it on like two monkeys. I can behave...

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# ATA Truck Tonnage Index Decreased 2.6% in February - Tonnage Index 5.7% Higher than February 2017

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index declined 2.6% in February after rising 1.6% in January. In February, the index equaled 109.2 (2015=100), down from 112.1 in January.

ATA revised the January increase from the originally reported 2.0% to 1.6%.

Compared with February 2017, the SA index jumped 5.7%, which was below January's 8.4% year-over-year gain, but still well above 2017's annual increase. For all of 2017, the index increased 3.8% over 2016. Year-to-date, compared with the same two months in 2017, tonnage is up 7.1%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 99.7 in February, which was 6.7% below the previous month (106.8).

"Despite a softer February than January, freight remains robust as exhibited in the year-over-year increase," said ATA Chief Economist Bob Costello. "The drivers of truck freight - personal consumption, factory output and construction - are good, plus the inventory cycle is in favor of motor carriers, so I expect freight tonnage to grow at a decent pace in the months ahead."

Trucking serves as a barometer

of the U.S. economy, representing 70.6% 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 2016. Motor carriers collected \$676.2 billion, or 79.8% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

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# High Performance Diesels with Bruce Mallinson

The Louisville Truck Show is now behind us, the weather was terrible, snow, rain, cold - however that did not stop the owner-operators who were outside from putting on a great show. The show trucks were beautiful, every year they just get better. It makes me proud that I have spent my entire adult career in the trucking industry. During the early 1970's I was a judge for ISCA (International Show Car Association) out of St. Clair Shores, Michigan, and worked

the Rod and Custom Car Shows at Cobo Hall in Detroit, Cleveland, Erie and Pittsburgh, I must say the judges for the show trucks at Louisville and Dallas have a much more difficult job judging these trucks than I did judging Street Rods.

Our booth in the West Wing was packed with owner-operators, many of them interested in our "Dorothy", our newest invention that removes the soot from the EGR gasses before they enter the intake manifold. With a re-

duction of Diesel Exhaust Fluid consumption by 30% the "Dorothy" soot eater is a winner.

The Louisville Show is a reunion for us, we get to see many of the same people every year and hear about how happy they are with how their truck is running using our parts and programming. The comradely and friendship we share in this industry is second to none.

Engine rebuilding: Many times, each day we get the phone calls "How much to rebuild my

engine"? Our question is "What engine do you have"? There are many owner-operators that do not know the model of the engine they own and drive. With a Caterpillar we need to know if it's a 5EK, 1LW, 2WS, 6NZ, MXS, etc. If you have a Detroit 60 Series is it a DD3, DD4, DD5, DD6, DD15 Etc. If you have a Cummins, is it a Big Cam and if so what is the CPL such as 445, 625, 1280, 1844, 2025, etc., and if it's an ISX the CPL plus the engine serial number and the year of the truck. Please take the time to find out exactly what engine you have, and the engine serial number is a must when it comes to ordering parts. Write these numbers down and keep them in the truck, put a sticky note where you will see it often with the model of the engine. Telling us you have a 60 Series or a C-15 Cat is not enough information.

Now for pricing and why it costs so much to build the engine the PROPER way. A basic rebuild on a DD3 or DD4 Detroit can be as low as \$16,000. This doesn't get you very much, new liners and pistons, rod and main bearings, reman head, 6 reman injectors, new head bolts, a head gasket and pan gasket set, oil and filters, and new antifreeze. If the engine is a 430/470 or 500 horsepower, that is what is still is, a bone stock engine. To make this a great engine we have to cut the upper counter bores to set the liner protrusion-\$800, balance the connecting rods and pistons-\$850, ported and ceramic coated exhaust manifold to decrease the exhaust temperature by 125 degrees and gain ¼ mpg-\$1450, 15% larger turbocharger to gain another ¼ mpg or more, lower exhaust gas temperatures, allow the engine to run free and pull better-\$1150, new torsional damper and mercury filled engine balancer-\$625, performance program and cleaning the inside of the ECM and testing-\$1425, FASS Fuel System installed-\$1600, Bullgear-\$1200, by-pass oil filter-\$675, Fleet air filter-\$425 and the performance muffler-\$185. That my friends comes out to \$10,385 in extras to build a GREAT running engine that will outlive the

stock engine, gain at least 1 more mile per gallon, and be a whole lot more fun to drive. You will have a love affair with your truck with this style of engine. If you were diligent about maintaining the engine and changed the torsional damper at 500,000 miles, then installed the ported and ceramic coated exhaust manifold, 15% larger turbo, performance muffler, Fleet Air Filter, OPS by-pass oil filter, during the life of the engine, than these parts can be reused at the time of the rebuild, thus bringing the price way back down towards the basic price. That is one of the many reasons we encourage you to invest in the engine while it's still running, the additional fuel mileage savings will pay for the rebuild.

Now for the single turbo Caterpillar; the Platinum rebuild kit, which happens to be the best rebuild kit of all the engine manufacturers, is \$12,584, then add about \$6,000 in labor and you have \$18,584. Please realize this is almost impossible to do, there are hundreds of small parts that do not come with the rebuild kit. The reason I'm telling you this is because when you call a truck dealership or basic truck shop, this is what you will get quoted. Once the engine is disassembled and the engine block is cleaned, and the main bearings are checked to make sure the line bore is straight, know we then know the engine can stay in the chassis. The Caterpillar cylinder packs MUST be taken apart, this is the only way the mechanic can set the liners in the block, install the spacer plate and gasket, and install the specialty tool to hold the liners in place so the liner protrusion can be checked. If this most important step is not performed, how are you going to know the liner protrusion? If the mechanic installs the cylinder packs and then checks the liner protrusion and it's low, which it always is, now he has to un-torque the connecting rods from the crankshaft, the crush of the rod bearings where the two halves meet is now lost, remove the cylinder pack and try to find out why the protrusion is low. It's so much easier to work just

with the liner to check for liner protrusion. Does it take longer to do it the Pittsburgh Power way, yes Sir, about 12 hours of labor longer. Now is the time for these two old sayings, "Why is there never time to do it right the first time, but there is always time to do it over." The next saying, "The bitterness of poor quality remains long after the sweetness of a low price is forgotten." I recently had a phone call from a small trucking company in Mississippi that just had their Acert Cat rebuilt and the head gasket blows every trip. They have replaced the head gasket 8 times and wanted to know what the problem was. The answer is simple, the rebuilding mechanic DID NOT set the liner protrusion correctly.

The following is a list of the performance parts to build a great performing, long life, and good fuel mileage Caterpillar engine.

- Pittsburgh Power ported and ceramic coated manifold - \$1650.00
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  - ECM Performance tuning - \$1450.00
  - Balancing the connecting rods and pistons - \$ 850.00
  - Torsional Damper and Mercury filled balancer - \$765.00
  - FASS Fuel System installed with all the hoses and fittings - \$1600.00
  - OPS By-pass oil filtration system installed - \$1165.00 (without electrics; \$695.00)
  - 2 Fleet Air Filters - \$ 598.00
  - Cutting of upper counter bores - \$800.00
  - Total for all of the great parts that make the Caterpillar a great engine - \$11,328
- As you can see, it's much easier to add these parts to your existing engine and then you will have the money to do a rebuild when the time comes. Carl Kellner added \$12,000 to his 2WS Cat in a 1999 379 Pete, and in one year saved \$35,000 in fuel and the fuel mileage savings came from his accountant.
- Written by Bruce Mallinson, 3600 S. Noah Dr., Saxonburg, PA 16056 Phone 724-360-4080 Website: Pittsburghpower.com



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## U.S. Army Veteran Named Winner of Belmor's 2<sup>nd</sup> Annual "I Did My Duty... Now I Drive Heavy Duty" Contest



U.S. Army veteran Larry J. Berman and his wife Mary (3rd and 2nd from the right) with Belmar staff at the Mid-America Trucking Show in Louisville this past March.



"Truck driving allows Mary and me to work together as we see the USA. We chose trucking for emotional togetherness and the combined pay." U.S. Army veteran Larry J. Berman



U.S. Army veteran Larry J. Berman

**Howe, IN...** Belmor®, a leading designer, engineer and manufacturer of heavy duty truck accessories, has announced that U.S. Army veteran Larry J. Berman of Spring Hill, Florida has been selected as winner of its 2<sup>nd</sup> annual "I Did My Duty...Now I Drive Heavy Duty" contest. The award was presented in a special ceremony in March at

Belmor's booth at the Mid-America Trucking Show (MATS) in Louisville, Kentucky Open to all U.S. Armed Forces veterans 21 and older currently employed as commercial truck drivers, the contest invited participants to tell "their story" about their military service and career in the heavy duty trucking industry. Submissions included

information about time of service, duties in the military, factors that led to a transition into the trucking industry, what makes commercial truck driving enjoyable and why attending MATS was important.

Berman served in the U.S. Army from 1974-2000, completing a successful career as a medic EMT and a medical instructor for the U.S. Army Academy of Health Sciences. After achieving the rank of Sergeant First Class, Berman transitioned to the U.S. Coast Guard, where he served from 2002-2015 as an Independent Duty Corpsman.

After dedicating his life to serving his country, Berman retired with his wife, Mary, a fellow U.S. Army soldier. The Bermans then transitioned to the heavy duty trucking industry and now work as a team for US Xpress Enterprises.

Berman's submission was selected by a panel of judges led by Mitch Fogle, president and CEO of Belmor parent Lund International. Fellow judges included trucking industry representatives from AAA Cooper Transportation, OOIDA, Holland Freight, FASTPORT and 10-4 Magazine. In winning the contest, Berman received a trip for two to MATS.

"Belmor has been supplying major original equipment manufacturers and dealers with high quality medium and heavy duty truck accessories since 1921," Fogle explained. "All submissions were reviewed in a blind-judging process and rated on criteria such as emotional engagement, purpose and commitment to the field of truck driving."

Belmor products are American made, built to last and are backed by a limited lifetime warranty. For more information, visit [belmor.com](http://belmor.com), call 1-800-423-1855, or email [info@belmor.com](mailto:info@belmor.com).

# Understanding Oil Contaminants



By Tom Bock

At this year's Mid America Truck Show I was asked many questions about oil sampling and how it would help to lower costs. I was surprised how many people still are not doing any oil sampling. They just change oil every 10-15,000 miles and dump the oil missing a valuable opportunity to gain knowledge of the inner health of their engines.

This may be a good time to review some of the basics of oil sampling and why sampling should be an integral part of any preventive maintenance program.

While oil analysis is not required for a cyclical oil drain interval program as oil is drained at a predetermined mileage or hours of use, it will provide valuable information that will improve any preventive maintenance program. The sample results will:

- identify potential engine problems
- confirm the oil purchased is oil supplied by vendor
- provide documentation for warranty claims
- identify systematic issues for fleets
- Document driver abuse and/or negligence - low oil levels etc.

- Enable users to compare various oils etc.
- Provide a historical record of engine wear and/or persistent issues.

There are a variety of oil sampling programs from desktop testing to comprehensive oil analysis that included all the wear metals, contaminant metals, additive and physical properties. A desktop will be less expensive and provide basic wear metals, (iron, lead, copper) and some physical properties (viscosity, soot, fuel) but will not provide the necessary information to extend oil drains. Additionally desktop systems do not test of fuel dilution but base an evaluation on the oils viscosity. If the viscosity is within the specs the report would indicate fuel less than 2%. If viscosity lower then spec report would indicate fuel contamination issue. The problem with this occurs when a viscosity additive is used that is designed to raise viscosity the fuel contamination could be severe and causing internal damage, yet report would show normal fuel dilution.

A high quality comprehensive oil analysis is not only important it is essential for any extended oil drain program. The proper analysis of physical properties (viscosity, soot, fuel, total base number, oxidation, nitration) all wear metals (iron, chromium, nickel, aluminum, copper, lead, tin, cadmium, silver, and vanadium, as well as comparing additive package to oil specs, The fuel dilution is evaluated using gas chromatography and will provide the exact percentage of fuel in oil.

This type of report provides the information necessary to ensure the oil quality is properly maintained to extend drain interval. The analysis also provides documentation of oil quality and a historical record of wear metals and ensures there are no potential damage causing intrusions i.e., fuel or glycol, affecting oil and engine performance etc. The oil sample results enable user to drain oil only when required as dictated by the oils condition, maximizing the oil life. While the comprehensive oil analysis may cost a little more it is well worth the extra cost. The bottom line is an oil sample is an inexpensive way to ensure engine properly maintained and functioning as designed.

If you have any suggestions for topics for this column please email me at: [tbock@horizoncp.biz](mailto:tbock@horizoncp.biz) with subject line: Movin' Out Column.

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# Pacifco Reflections WIT Member Wins Volvo Truck From Women - Big Trees In Trucking And Arrow Truck Sales



by: Mike McGough

It happened during a late winter storm. The tree had been a sturdy pine that would have easily measured more than 100 feet. Now it was a mass of bent and broken branches that covered about a third of their backyard. They had just moved into this house in the fall. New to the community they were still at the just-wave-and-say-hi stage of getting to know their neighbors. Fortunately there was no damage to their house or any of the neighbors.

The young man went out to look at the fallen tree in his backyard. It was going to be a big job, and it had to be done immediately. He was concerned that it might kill his lawn, and that the neighbors would complain about the mess. He had no experience taking care of such a situation, and did not have a chainsaw or a truck, two things he quickly determined that he would need. Considering his situation, he was all but overwhelmed by the size and urgency of the task before him, and his limited resources to do much about it was most troubling.

His neighbor, an older retired guy, went out to look the situation over and chat with the younger man. The older man immediately sensed the frustration and urgency in the voice of his new neighbor. The younger man said, "If don't get it out of here, its going to kill my lawn, and besides you folks don't want to be looking at this mess either. I'm not sure it's safe for my kids to be playing around it, and I'll have to rent a chainsaw and some kind of truck. This is some bad timing; I don't even have the credit cards paid off from Christmas."

Sensing the younger man's frustration the older man said, "It's a bit of a mess, but it's doable. I'm retired and I have some free time. I also have a pickup, a chainsaw, and the tools needed to tackle a job like this. We can work at this a little each day, and in a week or so, we can have it cut up and hauled off. No big deal."

When the older man looked at the downed tree instead of a costly, overwhelming, mess that had to be immediately remedied, he saw an opportunity to do some honest work, get a little exercise, and help a family new to the neighborhood. There was no frustration or anxiety. He didn't see one large job that was overwhelming. Instead, he saw several small jobs that could easily be managed.

Whether it's a book to be written, a garden to be weeded, an attic to be cleaned, a new career to be pursued, or a flabby body in need of toning, it doesn't all have to be done today. Tasks, particularly those that are large and challenging, are made strikingly more cumbersome and daunting when they are fast tracked for completion. Certainly there are things that must be done in a short period of time, thus affording little or no flexibility. When faced with such situations, engaging in prompt and continuous action is both necessary and wise. Luckily, not every situation we face demands immediate and continuous attention. Most tend to be far less time sensitive. They lend themselves well to the older man's several-small-jobs approach.

In the end the result is the same; the task is done.

Applying this approach is relatively simple and the results can be dramatic. Think of something that you want to do, something that you know you should and can do, but have put off because it's just too much work. Consider the pros and cons of doing it, and look at your anticipated outcome. If this is something you really want or should do, examine it to determine if you can break it into smaller, more manageable tasks. See if it can be accomplished without a strenuous regard for time. If it can, go through the process of determining the individual tasks, then start with one of them. As you complete one, move on to the next. Accomplishing these smaller tasks one by one will provide a level of empowering motivation, while continually reducing the magnitude of the total task.

There are many old sayings and adages that offer time-honored reminders regarding the virtue of breaking large tasks into smaller more manageable pieces. Lao Tzu (aka Laozi), an ancient Chinese philosopher and writer, may have stated it best when he said, "A journey of a thousand miles begins with a single step."

As the older man knew and the younger man learned, a truck load of downed tree branches every other day is decidedly more manageable and significantly less daunting than ten truckloads in one day!



Louisville, KY... Tiffany Hanna, professional driver and trainer at Prime, Inc. is now an owner-operator thanks to the Women In Trucking Association (WIT) and Arrow Truck Sales. Hanna was selected from the applicants who submitted an essay on the importance of attracting more women into the trucking industry.

"Women need to know they can be successful in trucking and can do the job just as well, if not better, than a man," Hanna wrote. She has been an advocate for female drivers at Prime, Inc. and serves on the Prime Driver Advisory Board. She is also active with the Highway Diamonds celebration hosted by Prime, Inc. annually to honor their female drivers.

Hanna is a U.S. Navy Veteran, and the mother of 5 children. She resides in St. Peters, Missouri. She has been at Prime, Inc. since 2014 and a trainer for the past four years.

In addition to the 2014 Volvo VNL670 from Arrow Trucks Sales, she received an extensive list of products from WIT member companies:

- ATBS:** One year "RumbleStrip Essentials" financial services (\$700)
- Belmor:** Gift certificate: Bug Screen, Winterfront, Hood Shield, Side Window Deflector (\$560)
- Blue Beacon Truck Washes:** Blue Beacon tractor wash/Rain-x service each month (\$600+)
- Citadel Fleet Safety:** Citadel Kit and 24 Months service (\$600)
- Drivewyze:** Lifetime subscription to Drivewyze Pre Clear Weigh Station Bypass Service (Value: Unlimited)
- FlowBelow:** Tractor AeroKit™ wheel fairings and wheel covers (\$2,135)
- Michelin:** 10 BF Goodrich tires (\$4,500)
- National Truck Protection:** One year/120k mile engine warranty (\$2,950)
- One year After Treatment system warranty (\$995)**
- Rand McNally:** OverDryve 8 Pro (\$600) & One year Sirius/XM subscription (\$260)
- Roadworks:** Gift certificate: 3 sets of Roadworks Detail Products, Sun Visor, Trim (\$300)
- Sunrise Bedding/The Pillow Topper:** Mattress Topper (\$125)
- Travel Centers of America/Petro Stopping Centers:** First fuel tank fill and Platinum loyalty status for one year (\$1,000)
- Velvac:** Road IQ Connected Vehicle Vision Platform (\$3,500)
- Wired Truck:** Omnitrac IVG unit (\$1,900)
- Arrow Truck Sales:** 2014 Volvo VNL670 (\$55,000)

**TOTAL VALUE: \$75,125**

WIT President/CEO Ellen Voie announced the winner on March 24, 2018 during the 9th annual "Salute to Women Behind the Wheel," at the Mid-America Trucking Show at the Kentucky Exposition Center in Louisville, Kentucky.

"We are thrilled to hand over the keys to Tiffany, who has been an advocate for women in the trucking industry by mentoring and supporting the women and men at Prime, Inc.," said Voie. This is truly the chance of a lifetime, thanks to Arrow Truck Sales and their very generous donation," Voie added.

Jim Stevenson, Arrow Director of National Accounts, also serves on the Women In Trucking Board of Directors. "Arrow has long been supportive of equality and diversity efforts within the trucking industry," said Stevenson, "and we appreciate this opportunity to award Tiffany with this late model Volvo truck to support her success as an owner-operator."



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# OOIDA To Fight Excessive PA Turnpike Tolls In Court

Grain Valley, MO... The Owner-Operator Independent Drivers Association, has filed a class-action lawsuit against the Pennsylvania Turnpike Commission for excessive toll increases that place an undue burden on interstate commerce while improperly diverting toll revenue to other projects unrelated to the turnpike.

OOIDA and the National Motorists Association have requested an injunction to halt the turnpike from overcharging customers to pay for non-turn-

pike projects, stop the turnpike from borrowing money to help make PennDOT payments, prevent PennDOT from the spending the money it received from the turnpike, and to refund the money to turnpike users.

"The tolls charged far exceed the value of the use of turnpike and the costs to maintain it," said Todd Spencer, acting president and CEO of OOIDA. "Truckers have especially overpaid the price at as much as 70 cents per mile."

The lawsuit was filed in the

Middle District of Pennsylvania in Harrisburg and says that federal interstate commerce laws for the turnpike hold that tolls can only be used to maintain or expand the 359-mile highway for which the tolls are levied.

"Truckers and motorists are not ATMs to fund everything under the sun. The ongoing, economic drain on unsuspecting turnpike users is the epitome of highway robbery," said Spencer.

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# International Roadcheck 2018 To Be Held June 5-7

by Steve Pollock

An International Roadcheck will be held throughout the USA, Canada and Mexico on Tuesday, June 5<sup>th</sup> through Thursday, June 7<sup>th</sup>, 2018. The Roadcheck will consist primarily of Level 1, 37 step inspections with a focus on hours of service compliance. Drivers will be checked for: hours of service compliance, medical cards, and driver's license. The vehicle will be checked for: brakes, lights, tires and cargo securement as well as coupling devices, drivelines/drive-shaft components, exhaust system,

fuel systems, steering mechanisms, lighting devices, suspensions, and other items. During last year's Roadcheck 2017, 62,013 vehicles and drivers were inspected. 19.4% of the commercial vehicles inspected were placed out of service (OOS). 4.7% of drivers inspected were placed OOS.

The top three commercial vehicle OOS violations were: brake systems 29.9%; cargo securement 15.7%; and tires and wheels 15.1%.

The top three driver violations in 2017 were: hours of service 32.3%;

wrong class license 14.9%; false log book 11.3%.

Tire requirements are as follows:

- Steer Tires – minimum tread depth of 4/32 at any point in the tire groove, except the wear bars.

- Drive Tires and Trailer Tires – 2/32 minimum tread depth at any point in the tire groove except from the wear bars.

- A re-grooved tire with a load carrying capacity equal to or greater than 4,920 pounds cannot be used on the front wheels.

- Additionally, no tire can have

body ply or belt material exposed through the tread or sidewall. No tread or sidewall separation. No flat or audible leak. No cut to the extent of the ply or the belt material is exposed.

Gary Schroeder, Director of Cooper's Global Truck and Bus Tire Business, says drivers and fleets should make a conscious effort to focus on tire maintenance and replacement to ensure the performance and safety of tires. "We recommend having a comprehensive maintenance program that includes regular inspections that check for proper tire pressure, tread depth and irregular wear. Properly maintained, serviced and inflated tires will also last longer.

"Maintaining proper inflation pressure in tires is the single most important factor in extending tire life. Over and under inflation have negative effects on the tire by changing the tire's footprint, which is the area contacting the road. Under inflation causes excessive heat buildup and internal structural damage. Over inflation makes it more likely for tires to be cut, punctured or broken by sudden impact."

Brake requirements are as follows:

- Steering Axle – Single pads – 3/16" at the center of the pad

- Double pads – 1/4" at the center of the pad

- Air Disc pads – 1/8" at the center of the pad

- Hydraulic Disc, Drum, Electric Brakes – 1/16"

- Non-Steering Axles: Drum Brakes – 1/4" or to the wear indicator

- Disc Brakes – 1/8"

- Hydraulic Disc, Drum or Electric Brakes – 1/16"



Gary Schroeder, Director of Cooper's Global Truck and Bus Tire Business, says drivers and fleets should make a conscious effort to focus on tire maintenance and replacement to ensure the performance and safety of tires.

- No liquid contaminants on the brake pads.

- Brake components must be constructed, installed and maintained to prevent excessive fading and grabbing.

- The means of attachment and physical characteristics must provide for safe and reliable stopping of the commercial motor vehicle.

- Brake Chambers – the service brake chambers and spring brake

- chambers on each end of an axle must be the same size.

- Slack Adjusters – the effective length of the slack adjuster on each end of an axle must be the same.

- Enforcement Officers will be checking many other items as well so be prepared and compliant this June and save money, time and headaches.

- For further information, visit [www.govinfo.gov](http://www.govinfo.gov) or [www.cvsa.org](http://www.cvsa.org)

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# Smith Transport Honors Ronnie Filer As Driver of the Year



Left to right: Smith Transport President Todd Smith, Tommy Smith, Ronnie Filer and Smith Transport CEO Barry Smith. - photo by Steve Pollock -

by Steve Pollock

ROARING SPRING, PA... Smith Transport recently honored Ronnie Filer, a Professional Truck Driver from Cumberland, Maryland, as Smith Transport's 2017 Driver of the Year.

Ronnie started his driving career in 1990 and has worked at Smith for 20 years now and is very deserving of the award. In 2017 Ronnie drove 145,188 miles for Smith Transport, delivering 290 loads. He is a member of Smith's "Golden Eagle Million Miler Club" and had a perfect safety score in 2017 with 0 accidents and 0 service failures. His driver manager is Theresa Seidel. During the recognition ceremony

Ronnie received 2 jackets, a gift certificate to the company store and a beautiful Driver of the Year Eagle statue.

Ronnie was hired by Tommy Smith in 1998 and started driving a cabover tractor he called "The Batmobile", a far cry from the Peterbilt 389 he drives today.

In regards to Smith Transport, Ronnie Filer states, "We are all owners of Smith Transport now. If it weren't for all the things that Barry Smith and the Smith Transport staff do for all of employees, we wouldn't be here. I am thankful for everything that the folks at Smith Transport have done to help me succeed and thanks to all of

you. I am proud of what I do for a living and proud to work at Smith Transport."

When asked about E:Logs, Ronnie says, "You have to mix the old with the new. You must manage your time and think ahead. Use your sleeper berth time to maximize your driving time. You might be surprised at how many miles you can legally run when you budget your time properly." Smith Transport has been using ELDs for the past 3 years.

Congratulations to Ronnie Filer, Smith Transport's 2017 Driver of the Year!

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**Starship Initiative Launches May 18<sup>th</sup>**



by Steve Pollock

SAN DIEGO, CA... Shell and Air Flow Truck Company have designed and built a hyper fuel-efficient Class 8 Tractor-Trailer called the Starship. The Starship incorporates cutting edge aerodynamics, technologies and the latest in advanced lubricants, including: full synthetic Shell T6 Ultra 5W30 engine oil; Shell Rotella Extended Life Coolant; Full Synthetic Spirex and S5ADE 75W-80 Differential Oil; GXME 75W-80 Transmission Oil and Spirex S6 GME 40 Wheel Hub Oil. The Starship will also use high purity Shell Rotella Diesel Exhaust Fluid. The Starship project is pow-

ered by a 2017 400 hp Cummins X15 6-cylinder engine. The X15 Cummins features 1850 foot-pounds of torque and has been calibrated with the transmission to run at low speeds and down to 800 RPMs. The Starship will leave San Diego, California on May 18<sup>th</sup>. Drivers are invited to see the Starship at scheduled stops at Love's Travel Stops in Gila Bend, Arizona on May 18<sup>th</sup>, Comfort, Texas on May 20<sup>th</sup>; and Biloxi, Mississippi on May 23<sup>rd</sup>. The Starship will finish its tour in Jacksonville, Florida on May 24<sup>th</sup>. More details about Starship and the cross-country drive are available at Rotella.com/Star-

ship and by following Shell Rotella on Facebook, Twitter and Instagram. Fuel economy and freight ton efficiency announcements will be made by Shell after completion of the cross-country trip. Air Flow Truck Company President Bob Sliwa will be driving the Starship truck on her historic cross-country journey. The truck will be at White's Travel Center in Raphine, Virginia for the 36<sup>th</sup> Annual Shell Rotella SuperRigs Competition, which is June 14-16.

- Photo by Dan Pollock -

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they are often over looked, and not thanked enough for the tough work they do to keep our country moving. We have seen much in our 25 years in the industry, but one thing is constant, and that is the importance of quality drivers that take pride in the work they do. We at JK Hackl wanted to take a moment to thank not just our drivers, but all drivers. From all of us at JK Hackl.

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# The Marinized Series 60 Part 1: Unlike The Trucking Industry... ALL Of Our Engines Are High Performance



I work every day on engine computers designed in the 80s, 90s, and early 2000s. I was never a big fan of history but now it's starting to grow on me. A previous generation of engineers invested thousands of engineering hours into a small aluminum box that sits in front of me and when I look at Detroit's work I do so with great respect. I strive to understand their goals and the challenges they faced. I put myself in their shoes and try to understand why they made the decisions they made. Detroit's goals were defined by the application they were calibrating their engine for. Each application faced different challenges and as these engines went into production these engineers continued to learn and find better ways to improve their product. The software updates that have been released over the years tell a story. A story about what works, what didn't work, and what could

be done better another way. I ask myself how would I have built a Series 60 that would appeal to large fleet owners in 1995? Would I make mileage my first priority? Power? Longevity? Emissions? Lowest overall cost per mile? How much power were competing engines making in 1995? How about in 2003? I draw inspiration from Detroit's work, especially when I see it run on my test bench. I service DDECs from the trucking, industrial, and marine industries and the factory programs in these DDECs are something I study carefully. In contrast to a Series 60 truck program, a Series 60 marine program is much different. Imagine a factory Series 60 tailored for a vessel whose owner is competing in a timed sport-fishing tournament in the Florida Keys. These tournaments are competitions and the speed of a vessel can make the difference between win-

ning and losing. It could be said that these engines are designed from the factory to be competition engines. These boats almost always have two engines and if those engines are marinized Series 60s then they're burning upwards of 90 gallons of fuel an hour. A marine technician working out of Virginia Beach once told me "Unlike the trucking industry... All our engines are high performance".

So when I watch a factory 825hp 2250ftlbs Series 60 program run on my test bench I take lots of notes. The injection timing is very consistent and predictable but is set specifically to one of three different marine camshaft/injector combinations. Peak torque is still at 1200rpm just like a truck Series 60. What's different is that it's 2250ftlbs and the rate at which the torque number drops as rpm climbs is very slow. At 2100rpm torque only drops to 2065ftlbs. The high water temperature warning sets a check engine light at 180 degrees. Detroit keeps the operating temp so low that they could be compromising a little fuel efficiency for extra overheat protection from lower oil and water temperatures. Even though the DDEC system supports an exhaust gas temperature input it is not used in this application or any other application I know of. I'll have to get into my thoughts on that another day. Instead of a pyrometer Detroit's high performance marine program has a timer that activates a Torque Overload fault and cuts back the power when the engine is at full load for more than 3 minutes. I trust and respect the work Detroit did and this and a derate wouldn't

Fault Codes		
Fault Description	Flash	ECM
Torque overload	58	Mas

A torque overload fault code is set if the Marine Series 60 is held at full load for more than 3 minutes.

be there if it wasn't important. This is one more reason I like to play it safe with the torque numbers I do with Series 60 programming. Written by Fernando DeMoura, Diesel Control Service LLC. Web-site: [www.dieselcontrolservice.com](http://www.dieselcontrolservice.com) Phone 412-327-9400



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# Mid-America Moments



The Trux crew pose for a photo in their booth at MATS.  
- photo by Dan Pollock -

## Boy Scout Event at Mid-America Trucking Show a Big Success



**Pelham, AL...** Trucker Buddy and the Lincoln Heritage Scout Council partnered to bring over 70 Scouts, Scouting leaders and parents to the Mid-America Trucking Show, March 22-24, 2018, in Louisville, Ky. Each Scout earned his Truck Transportation and Traffic Safety Merit Badges with instruction by Scout Leader Pat Shananan and with help from industry professionals David Hollis, Kevin Tomlinson and Chuck Lobsiger. The Scouts then took a tour of the trucking industry by visiting selected show booths from East



Dom Falson's 2018 Peterbilt 389 and 2018 Cottrell CX09 - photo by Dan Pollock -

Manufacturing and Shell Rotella. Booth personnel gave them insight into and examples of new technology as well as general information about how the trucking industry affects their everyday lives.

Trucker Buddy International is very excited to host this annual Scouting event held at MATS. Anytime you show over 70 people how innovative and responsible our industry is, that goes a long way in changing perceptions. This program fits into our primary mission which is to encourage

young students to excel in life and school while improving the trucking image to the public," says Alan Welborn Executive Director Trucker Buddy International. "Being able to add the safe driving element for future drivers makes this event dynamic and extremely important. David, Kevin and Chuck did an excellent job of teaching the material and making the session fun. We look forward to hosting this to other shows this year like the Iowa 80 Jamboree and the Great American Truck Show. Thanks to

our sponsors and the Mid-America Truck Show who helped make this so successful." Brian Weigel Program and Advancement Director for the Lincoln Heritage Council, BSA, agrees that this is an important even for the Scouts. "The Lincoln Heritage Council appreciates the support of Trucker Buddy International to help educate our Boy Scouts regarding the trucking industry by offering sessions on truck transportation and traffic safety merit badges," Weigel says. "This

annual program will help foster a partnership that can help prepare these young people for potential careers in the trucking industry and to help make our highways safer. We look forward to continuing this program in the years to come." Trucker Buddy International, an independent, non-profit 501(c)(3) organization, often called the number one trucking image campaign in North America, has helped educate school children and introduce educators to the trucking industry.

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# 2018 PRIDE AND POLISH



All Photos by Dan Pollock

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Texas Truck Tuning was started by two oil field diesel mechanics to service their own fleet of trucks. As electronic engines emerged, they began tuning their own trucks and by 2008 were offering custom tunes to the public. Both partners still have their hands right in the oil every single day. Today, Texas Truck Tuning has thousands of satisfied customers; here is what a few of them have to say:

“After spending almost \$27,000 on my 2008 Peterbilt for emissions issues at the dealer in 2013, I really didn’t know where to turn anymore. After hearing about these people and giving them a shot, I haven’t been back in the shop for any Regen issues since, and all components are installed and operating!!! These guys can help you!” - Rene Corpus Christi, Texas

“If I would have heard about these guys a few years back, I wouldn’t have sent so many new trucks to the Auction because no one could simply keep them on the road.... These guys can help you keep your newer fleet trucks on the road and trucking!” - Justin Stephenville, Texas

“We operate a fleet of 32 Cummins powered Trucks, and several Caterpillar off-highway pieces of equipment. Texas Truck Tuning averages 1.5-2 MPG gains on our fleet trucks, and are there for any programming/emission issues on our Equipment. First class program, really gives us a huge advantage over our competitors.” - Terry Weatherford, Texas

Texas Truck Tuning also sells performance parts, including: ceramic chrome plated performance manifolds, with thicker exhaust flanges, non-VGT turbos, and updated fuel pumps. The tuning process for customers can be done remotely over the internet or call 888-787-1373 for dealer info. You can also visit them online at [www.texastrucktuning.com](http://www.texastrucktuning.com). Stop by their shop to experience some true Texas hospitality.

continued from page 1

Some of the brands they tune are: International, CAT, Hino, Isuzu, and other electronic diesel engines. Texas Truck Tuning’s main shop is in Cleburne, Texas, just south of Dallas and Fort Worth, but they have over 100 dealers in the USA and Canada to serve you.

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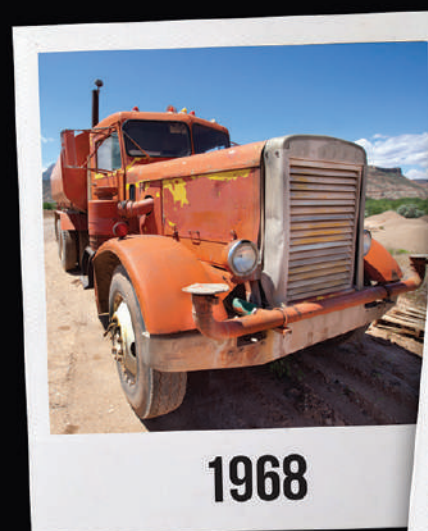


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# The Circuit Rider



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.

## Follow The Captain Of Your Salvation

Years ago, trains were known by initials rather than from city to city. One was the "S and N."

If you transfer that over into spiritual life and you are willing to travel on the "S and N" from the Scripture, we might say, "The Straight and Narrow Way."

Not too many people are willing to go through the straight gate and walk on the narrow way. Many of us want to bring excessive baggage along, habits of life that see harmless but rob the soul of spiritual treasures and the little things we say, like "if I don't do worse than this, I'll be alright."

When we go with God, we have to cut loose from everything else. We must let go and let God have His way. We are all travelers. The important thing is - which road are we traveling on? You can never go back, you can't travel back. The backtracking can do is in your mind. So far as your travel in concerned, it is forward. We are going on.

Life is a great parade. There are many attractions within it. There are some clowns. There are some worthwhile things in the parade of lie. The parade moves on. We follow the Captain of our salvation, Jesus Christ, our Lord. We are marching under His banner.

## CTA E-Letter Campaign: Let's Get ELDs on Trucks Across Canada Soon!

Toronto... With the U.S. already having applied its own ELD mandate and well over 50% of trucks in Canada now ELD compliant and ready to go, Canada should do everything possible not to delay implementation and enforcement of the rule across all provinces, says the Canadian Trucking Alliance.

To encourage fast implementation of the ELD rule, CTA has launched an e-letter campaign asking carriers and operators to remind their provincial transportation ministers to ensure the mandate is implemented and enforced in all provinces at least by the fourth quarter of 2019.

Sending a letter to a transport minister is simple and takes just a few seconds. Just go to <http://cantruck.ca/newsletter/eld-promo/> to be directed to the e-letter campaign landing page. There's separate letters for carrier or owner operator already running ELDs and would like to see them introduced as soon as possible or a carrier as well as those who are about to make the investment to ELDs and want governments to ensure the rest of the industry complies as well. Pick the letter that fits your fleet at the bottom of the landing page, give it a read and then type in some basic information about your company and hit send.

The letter - which dispels many myths about ELDs - lets each provincial transport minister know how expediting the end of archaic paper logbooks will reduce fatigue and distraction-related collisions and violations, improve fleet efficiencies and provide drivers a happier, safer working environment by restricting irresponsible supply chain demands to push the limits of hours of service compliance.

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## DIDJA KNOW - WHAT THE CAMERA SEES

by Roger Clark

My mother was a product and survivor of the Depression. Not the kind that has one feeling bad, but the kind of depression that left whole families real hungry and real destitute. The daughter of an alcoholic father and suicidal mother, it was a childhood tailor made for a lifetime of emotional trauma.

But that's not what happened. Moving from the hustle and bustle of Chicago to the sun-drenched streets of Phoenix, she met a dashing young soldier who owned a handlebar moustache and Model-T Ford. It's just a bit fuzzy, in the annals of family history, if she fell in love first with the sergeant, or with his car, but fall in love she certainly did.

When Dad went to war in the Pacific theater, Mom raised the family they'd started. She went where he said to go, from San Bernardino, to Muskogee, and finally, to Minneapolis. There were no non-stop flights, no overnight Pullman cars, and no interstate freeways in those days. All that Mom had, besides a growing family and shrinking budget, was a small group of friends scattered all over the country.

After the war, and perhaps because of it, my parents struggled with housing, transportation, medical care, and cupboards with plenty of elbowroom. Most everyone did back then. From 1948 till 1950 the family home was a thirty-foot houseboat, and it was aboard that rickety platform

of floating mahogany that two of us were born.

Mother's maternal influence could be seen in the success of her children. The oldest was a Command Sergeant Major. The youngest, a bona fide Valley Girl. In between there was an agnostic, a Quaker, a Jewish conversion, and a law degree. One was a nuclear submarine petty officer, while another was a petty thief, and yet another was an international business guru.

"It doesn't take all kinds to make the world go round", mother used to say, "We just have all kinds!" If that doesn't sum up her family, then I don't know what does.

There were two things that kept my mother sane, raising eight children and one adult daydreamer. One of those was a talent for writing, which resulted in a newspaper column. The other was the skill of photography. Mom photographed what she knew about, which was family, faith, war, and politics.

Those photographs, dating back to the thirties, included siblings, ministries, military maneuvers, and government affairs. They all had one thing in common, and it's not what the photographer sees. It's what the camera sees. Mother had the uncanny ability to tell the difference.

Her photography talent often captured insights, humor, indignities, and images other people never saw coming. Hundreds of her pictures, developed in her own basement

darkroom, were funny, insightful, instructional, or infuriating. They often made the reader LOL before it was a popular acronym.

A resident of Nashville, Tennessee, during her last years, those photos would occasionally start dialogues that lasted for weeks on the editorial pages.

When mother's vision began to fail in the nineties, so did the quality of her photography. The victim of Macular Degeneration, mom was more afraid of going blind than getting dead. Yet her talents live on, in the day-to-day lives of all her children.

Diagnosed at the age of 94 with pancreatic cancer, her sense of humor remained intact. Just one day after this devastating news, mother's housekeeper arrived for work, and they had this conversation.

"Martha!" Mom yelled triumphantly, "I'm not going to be blind!"

My mother's memorial service, held the day she would've turned 95, somehow managed to reflect her life. It was poignant, personal, chaotic, and funny. One of her sons gave a stirring eulogy - about her husband. One of her granddaughters, trying to sing while holding back sobs, cussed out loud in the Church. The minister was late, mourners were ticketed, and someone blew their nose in front of a hot microphone, but it was just another day for a woman who counted not the years of her life, but the lives she could bring into her years.

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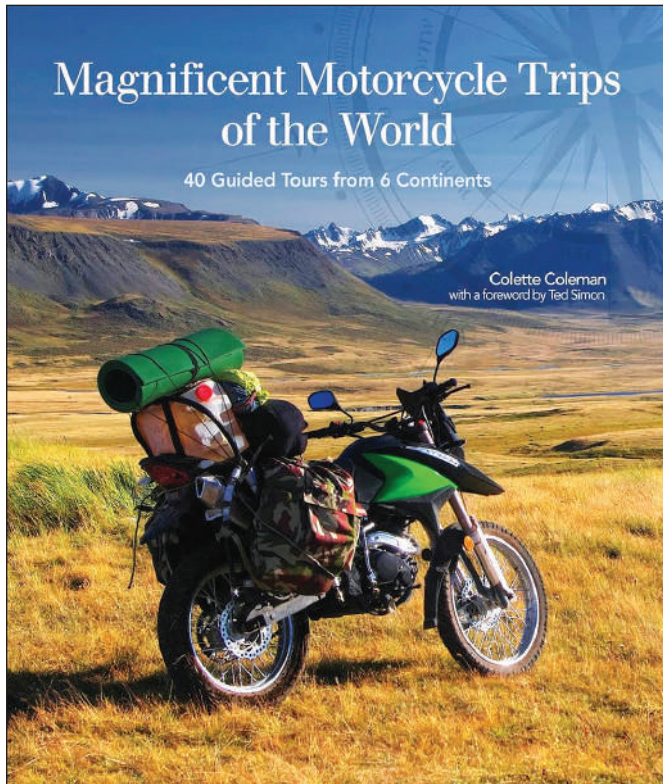
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# Book Review of Magnificent Motorcycle Trips of the World



Magnificent Motorcycle Trips of the World

40 Guided Tours from 6 Continents

Colette Coleman with a foreword by Ted Simon

Reviewed by Jill Kellogg  
Book By Colette Coleman  
With a foreword by Ted Simon

For any motorcycle enthusiast this book gives plenty of ideas for dreaming of the ultimate vacation on a bike. The pictures are beautiful and many of them show winding roads with hairpin turns and amazing scenery around every corner. Detailed information is provided for each tour about the

prospect of riding your own bike or renting a bike and if bike inclusive tours are available. Time is allotted on each

tour to do some sight seeing off the bike and there are many recommendations.

I think this book is a must for anyone who can take a week or two for a trip and want to see another country by motorcycle. You would be able to make a detailed plan concerning where you would be stopping along the way and the best time of year to go.

As for myself, I never even entertained the idea of driving my bike on another continent. After reading this book I really think that it could be possible. Of course we all know that dreaming and planning are half the fun of a trip like this so, whether I actually ever do it or not, this book has definitely sparked my imagination.

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# 1984 Peterbilt Restored At I-65 Chrome Shop



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The company also has quality used trucks for sale and operates their own flat-bed and heavy haul trucking company as well. Their hours are Monday-Friday 8 am-7pm and Saturday 9 am-3 pm. I-65 Chrome Shop is conveniently located at 3507 W US Hwy 24 and Hwy 231 in Remington, Indiana, just off exit 201 of I-65. You can reach them at 219-261-2455, email: [chrome6565](mailto:chrome6565) or online at [www.i65chromeshop.com](http://www.i65chromeshop.com)



by Steve Pollock

REMINGTON, IN... This beautiful 1984 Peterbilt 359, owned by I-65 Transport, was completely restored last June at I-65 Chrome Shop's own garage. The truck was stripped to the frame to begin its transformation. The frame was stretched to 312" and a 144" ARI sleeper was added, that includes a shower and kitchen. The restoration process involved converting the air wipers to electric and adding new cab panels, door panels and new panels in the hood. The 359 boasts a 7,000-watt generator and in-motion satellite TV. The new interior

is white, like the interiors in Ford Mustangs.

In its previous life, the '84 Pete pulled in stock classes around the country. It was also used to pull the Smith Racing Team and their racing truck, "The Tornado." The 1984 Peterbilt is well equipped for

the job with a 1,000 hp Detroit Series 60 engine, 13-speed edition transmission and 3:42



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# 1st Annual Tom "Uncle Bear" Safford Show and Shine



by Matt Conrad

September of 2017 was the start of a new annual truck show and is definitely one you won't want to miss this year. The 1st annual Tom "Uncle Bear" Safford Show and Shine truck show was held September 9th, 2017 in memory of Tom Safford. Tom was a longtime truck driver who sadly passed away due to cancer.

The show was hosted in Bainbridge New York at the General Clinton Park, The great location made you feel like you were going to a truck show in the country. Head turning rigs from all over started rolling in early morning through thick fog, which would eventually break off and turn into sunny skies. Trucks and spectators came from all over to enjoy a great day filled with big rides and bright skies to raise money for the American Cancer Society. The show had numerous things to see such as the large rides, live music from The Wild Ones, a 50/50 raffle, live auction, chicken bbq dinner, and games for the kids.

The First Annual Tom "Uncle Bear" Safford Show and Shine was a huge success as they were able to raise over \$7,000 to donate to the American Cancer Society in memory of Uncle Tom Safford. Adam and the rest of the crew involved wanted to send a special thank you out to everyone who came and who helped to make this show a huge success.

For info on the show this year you can reach out to Adam Safford on Facebook or email him directly [tomsaffordmemorialtruckshow@gmail.com](mailto:tomsaffordmemorialtruckshow@gmail.com). Make sure you mark your calendars early and come out this year for a great time!

Visit Movin' Out's online Truck Show Gallery at [www.movinout.com](http://www.movinout.com) for more photos from the show.

- All photos by Matt Conrad -



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# Love's Offers Drivers Nationwide Tire Warranty



by Steve Pollock  
OKLAHOMA CITY, OK... With the acquisition of Speedco Truck Lube Centers, Love's Travel Stops can now offer drivers and fleets a nationwide network of 325 service

and warranty locations. Love's and Speedco are expanding and preparing to roll out service offerings to include light repairs, minor electrical, PMs, A/C, wheel end and brake service and comprehensive tire service. Most Love's locations have a mobile service truck and presently there are 25 Speedco Lube Centers with service vehicles with plans to add all locations in the near future.

There is a robust tie lineup at Love's and Speedco Service Centers that includes: Michelin/BF Goodrich, Bridgestone/Firestone, Continental/Yokohama, Good-year/Kelly, and Aeolus. There are sizes in stock for most applications and all of the Love's and Speedco stores also stock and carry Love's Premium Retreads.

4 certified retreading plants in Dallas/Fort Worth, Atlanta, Indianapolis and Kingman, AZ. Love's and Speedco are able to offer fleets and owner-operators some unique advantages when retreads are purchased at the company. First is uniformity of pricing. You will find the same pricing at ALL locations, as well as a comprehensive warranty that is honored at all 325 Love's and Speedco service locations across the country. An added bonus is that the customer doesn't have to pay a service fee for remounting the tire. Owner-operators call them "Love's Retreads" and they are now available at Speedco as well.

"Love's Retreads" can be purchased through Michelin national accounts. The retread casing must pass some of the most stringent quality control requirements in the tire industry before being sent to the retreader. Dan Jensen, Director

of Tire Sales and Service at Love's states, "Love's and Speedco have gone above and beyond to ensure the highest quality retreads available in the trucking industry. We are proud that our retreads are used by some of America's largest fleets, as well as thousands of owner-operators. The integrity of our retreads, repair services, PMs, and the locations themselves are very important to us."

Drivers are reminded that in addition to the expanded line of tires, all major brands of oil are also now available at Speedco, including: Shell Rotella, Mobil and Delvac. Love's and Speedco also offer mounted wheel programs, mobile road service, and terminal delivery for fleets.

To learn more about "Love's Retreads", visit them on the web at [www.loves.com](http://www.loves.com)




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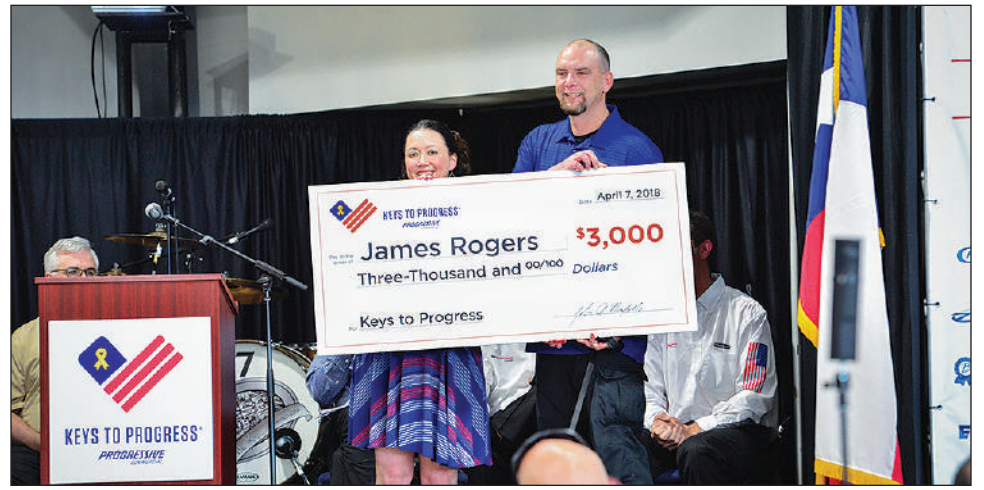




# Progressive Insurance – Giving A Trucker A Truck



Army Veteran James Rogers



by Steve Pollock

HOUSTON, TX... Army Veteran James Rogers recently received a customized Freightliner courtesy of Progressive Insurance, SelecTrucks/Houston Freightliner and the St. Christopher Truckers Relief Fund during a special presentation in Houston, Texas.

James Rogers is an 11-year veteran of the Army, which included tours in Afghanistan and Korea. James was injured in a rocket attack. He has been a company driver since becoming a trucker and now he is an owner-operator! James states, "I would like to help other drivers enter the trucking industry and get started." Through their "Keys To Progress Program", Progressive has given over 500 automobiles to veterans in the past and is proud to serve the trucking community as well. Progressive has pledged to donate \$1 for each download of a new song, featuring Trey Hensley, named "United We Haul." The download is free. Drivers are invited to visit Progressive's new professional truck drivers website – [www.truckerterritory.com](http://www.truckerterritory.com). The site contains stories from professional truck drivers as well as tips about finances, health and trucking in general. It is not designed to try and sell anything.

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# 'Cashless' Tolling Slated to Expand Soon on PA Turnpike

**HARRISBURG, PA...** The Pennsylvania Turnpike Commission (PTC) has announced that the technology and equipment installations are on track for the Cashless Tolling pilot projects on the Findlay Connector section of the Southern Beltway (PA Turnpike 576) in Washington and Allegheny counties and at the Clarks Summit and Keyser Avenue tolling points in Lackawanna County on the Northeastern Extension (Interstate 476). A state-of-the-art Cashless Tolling system will be implemented at those locations on April 29.

"Cashless" means there will be no coin baskets or toll collectors along the roadway; cash will **no longer be accepted**. Motorists with E-ZPass will not notice a difference and will continue to use the process with which they are familiar. For motorists who do not have E-ZPass, an image of their license plate is captured as they travel through a cashless facility. Using the address on file with PennDOT, a toll bill is mailed to the registered owner of the vehicle — a cashless procedure known as "PA Turnpike TOLL BY PLATE."

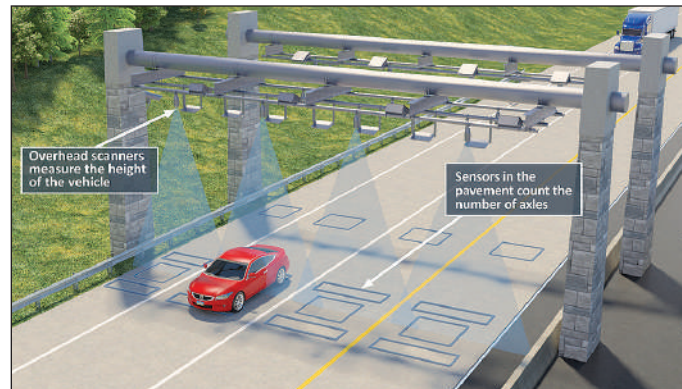
The benefits of cashless-tolling facilities include:

- enhanced toll-plaza safety — no swerving to find the correct lane;
- reduced congestion and travel times;
- reduced footprint, emissions, noise and light;
- reduced cost and disruption to build new interchanges; and
- reduced long-term capital and operating costs.

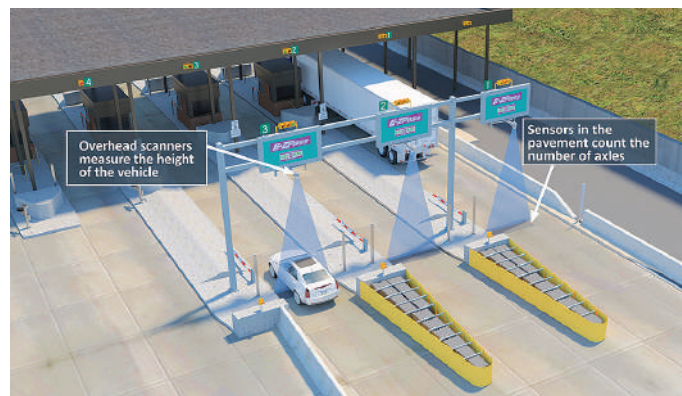
With the conversion of the Findlay Connector and the tolling points at Keyser Avenue (No. 121) and Clarks

Summit (No. 130), the Turnpike will have four Cashless Tolling locations. Last spring the Turnpike converted the Beaver Valley Expressway (Toll 376). In January 2016, the Turnpike opened a Cashless Tolling point near the Turnpike Bridge over the Delaware River at the eastern end of its system. The PTC has assured employees that there will be no layoffs associated with these pilot projects.

Customers who use Keyser Avenue and Clarks Summit will see little physical change at the toll plazas. New electronic-tolling equip-



The Findlay Connector conversion, Toll 576 in Allegheny County, includes a new overhead gantry on the highway between U.S. 30/Clinton/Imperial and Westport.



The Clarks Summit and Keyser Avenue tolling points on the Northeastern Extension, I-476, will be converted using the existing toll lanes and structures.

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ment is being installed at existing facilities — something referred to as "AET In Place." Customers who use the Findlay Connector will no longer pay at ramp toll plazas, which will be removed. Beginning April 29, they will pay electronically at a new location on the Findlay Connector mainline — an "open-road" toll point at milepost 2.5 where equipment is suspended from an overhead gantry. Findlay Connector trips, which are now tolled between Exits 1-2 and Exits 4-6, will become free after conversion.

For more information on the projects, including videos about how cashless tolling works and location

specifics, visit [www.nocashzone.com](http://www.nocashzone.com).

### Vehicle Classification System Upgrade

As part of the upgrades on the Findlay Connector and at Clarks Summit and Keyser Avenue, the PTC will replace its axle and weight-based vehicle classification system with a new axle and height-based system. This innovative system — which is used on the New York State Thruway and the Ohio Turnpike, among other toll facilities — offers improved accuracy, efficiency and predictability. The axle/height system will detect the number of axles and height between the first two axles to assess the toll; vehicles under 7.5 feet are considered low profile ("L" designation) while those over 7.5 feet are considered high profile ("H" designation).

Along with the classification changes, drivers at these locations will see new toll rates beginning April 29. The new rates reflect an increase that was implemented on most other sections of the PA Turnpike in January (rates did not increase at Clarks, Keyser and Findlay at that time). The new rates are available at the Turnpike's online toll calculator by clicking here: <https://www.paturnpike.com/toll/tollmileage.aspx>.

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# Goodyear Names 35<sup>th</sup> Highway Hero



AKRON, OH... A truck driver who administered first aid to a motorist who had been pierced through the neck by a broken steering wheel after crashing into a truck is the 35<sup>th</sup> recipient of the prestigious Goodyear Highway Hero Award. Chosen from three finalists, Frank Vieira of Ancaster, Ontario, accepted the 35<sup>th</sup> Goodyear Highway

Hero Award during a special event at the Crowne Plaza Louisville Airport Hotel in Louisville, Ky. Vieira was driving near Toronto, Ontario, when he heard a loud crash, looked over his shoulder and noticed that a car on the other side of the road had slammed into the back of a stationary roll-off truck. Vieira parked his truck and ran

to the car, whose driver had been pierced through the neck by a piece of his own vehicle's steering wheel, which had snapped off on impact. Vieira placed one of his hands over the still-conscious motorist's wound and applied direct pressure, while using his other hand to notify emergency services. The driver of the parked truck walked over to the

car to investigate and immediately fainted at the sight of the injuries sustained by the motorist. While continuing to apply direct pressure, Vieira used his foot to pull the leg of the driver who had fainted away from traffic. Emergency personnel arrived and transported both men to the hospital. They survived.

"Since 1983, the Goodyear Highway Hero Award has honored truck drivers who have rescued children from drowning, pulled injured people from burning vehicles, saved law enforcement officials from attackers and more," said Gary Medalis, marketing director, Goodyear. "Every truck driver we've met through the Goodyear Highway Hero Award program has been just that: a hero. And today, we are proud to add Frank Vieira to that list."

As the Goodyear Highway Hero Award winner, Vieira receives a special Highway Hero ring, a cash prize and other items. Vieira and two other truck drivers were selected as finalists for the 35<sup>th</sup> Goodyear Highway Hero Award. They are:

Brian Bucenell, a driver from Richmond, Va. Bucenell had just

merged onto the Ohio Turnpike near Toledo when he switched on his CB and overhead other truck drivers discussing a high-speed chase that was taking place not far from his location. Moments later, while glancing at his mirror, Bucenell spotted a group of state trooper pursuit vehicles chasing a car, which was rapidly heading his way. Bucenell's truck suddenly entered a construction zone and was forced to merge from three lanes to two lanes. The speeding car tried to pass his 18-wheeler on the shoulder. Over the course of the next minute, while maintaining highway speed, Bucenell kept pace with the car, spotted an opening and maneuvered his truck to sandwich the car against the guard rail, stopping the vehicle and giving state troopers time to catch up with it. Troopers arrested the car's driver and passengers, who were later charged with motor vehicle theft. They had chased the suspects, whose stolen car had attained speeds of more than 100 miles per hour, for more than 20 minutes.

Ryan Moody, a driver from Tacoma, Wash. Moody was driving down

a busy Chicago freeway when a motorcyclist swerved and crashed in front of his truck. With no time to spare, Moody skillfully maneuvered his truck to avoid hitting the unconscious motorcyclist, who was bleeding from a head injury, and then positioned his 18-wheeler to protect him from other vehicles. After jumping out of his truck, Moody wrapped his own shirt around the badly injured motorcyclist's head to prevent further blood loss, while simultaneously calming surrounding bystanders, who had gathered nearby. Moody stayed with the motorcyclist until paramedics arrived. They later credited him with saving the man's life.

The Goodyear Highway Hero Award winner was selected by an independent panel consisting of members of the trucking trade press.

"We are proud of not only Frank, but of Brian and Ryan, as well," said Medalis. "Each is a hero in his own right and a credit to his profession."

Goodyear is one of the world's largest tire companies. It employs about 64,000 people and manufactures its products in 48 facilities in 22 countries around the world. Its two Innovation Centers in Akron, Ohio, and Colmar-Berg, Luxembourg, strive to develop state-of-the-art products and services that set the technology and performance standard for the industry. Goodyear offers The Total Solution of trusted products, reliable services and fleet management tools, all delivered by a nationwide network dedicated to helping fleets lower their operating costs. To learn more, visit [www.goodyear-tire.com](http://www.goodyear-tire.com).

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## Pay Increase for Crete & Shaffer Drivers

At Crete Carrier we believe drivers deserve more, and that includes pay. We're happy to announce a pay increase for all national over the road drivers at Crete Carrier and Shaffer Trucking. Beginning May 1, 2018 national dry van and refrigerated OTR drivers will start at \$.49 to \$.55 per practical mile, depending on days out and experience. Many drivers on regional and dedicated fleets will also receive raises. This is the second driver pay raise in 2018.

This latest driver pay increase continues a trend at Crete Carrier Corporation. The National Transportation Institute has recognized Crete Carrier, Shaffer Trucking and Hunt Transportation as Top Pay Certified Carriers for over 10 years. The designation includes the driver benefits package, which Crete Carrier President Tim Aschoff says is another strength of the company.

"We offer industry leading benefits. According to the National Transportation Institute, our average health insurance premium is 25 percent lower than other large trucking companies with a deductible that's 35 percent less than competitors," said Aschoff. "Our retirement plan includes a company matched 401(k) and profit sharing program."

Crete and Shaffer drivers also receive guaranteed detention pay and can take advantage of a no-cost rider program and pet policy.



# MOVIN' OUT Calendar of Events

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- May 4-5 - Outsiderz's 3rd Annual Show & Shine** - Doswell Truck Stop, I-85 Exit 98, Doswell, VA. Benefits Autism Speaks. Wash & Polish Crews on site. J & Food Vendors All Day. \$40 at the gate for truck entry and driver; \$2.00 donation per person; children 12 & under Free. Visit our Facebook Page for more info: OutsiderzWorking Rigs Assoc.
- May 4-5 - Midwest Pride In Your Ride Truck Show** - Tri-State Raceway, Earlville, IA. Call 563-580-8200 for more info or visit [www.midwestprideinyourride.org](http://www.midwestprideinyourride.org)
- May 6 - 3rd Annual Harrison Career Center FFA Tractor, Truck, Engine and Car Show** - Harrison County Fairgrounds, 550 Grant St., Cadez, Ohio. 11am-4 pm Benefits the Harrison Career Center FFA. Admission: Donation. Food, Music, Family Fun. For info phone 330-440-5578, email: HCCFFA@yahoo.com or see them online at [www.Facebook.com/HCCFFA](http://www.Facebook.com/HCCFFA)
- May 10-12 - East Coast Truckers Jamboree** - Kenly 95 Petro, Kenly, NC. [www.kenly95.com/trucker-jamboree](http://www.kenly95.com/trucker-jamboree)
- May 12 - Dyno Day** - Antrim Diesel Service, 47 Commerce Ave., Greencastle, PA 17225. For more info visit [www.antrimdiesel.com](http://www.antrimdiesel.com)
- May 13 - Mother's Day Truck Convoy** - Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA. Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-283-4880
- May 18-19 - Joplin 44 Petro Truckers Jamboree** - Joplin Petro, Joplin, MO. [www.joplin44.com/trucker-jamboree](http://www.joplin44.com/trucker-jamboree)
- May 19 - 18th Annual Greater Cincinnati Chapter of ATHS Truck Show** - Howard Trucking Co., 10955 Haddix Rd., Fairborn, OH 45324. All Trucks Welcome! Rain or Shine! Slow truck drag race, door prizes all day, 50/50 raffle, DJ, food available, shaded area to sit, eat and relax. NO ENTRY FEES. For more information call 937-878-3370, email: [howardtrk@yahoo.com](mailto:howardtrk@yahoo.com), or visit our Facebook page @[www.facebook.com/howardtrk](http://www.facebook.com/howardtrk)
- May 19 - 1st Annual Gear Jammer Magazine Truck Show** - Hudson-Concord Elks Lodge 959, 99 Park St., Hudson, MA 01749. All proceeds to benefit Autism Awareness and kids with Autism. For more info call Bob Conrad at 508-212-9998.
- May 26 - LCM Family Gathering - United We Roll Truck Show** - Classic Auto Mall, Morgantown Center, Morgantown, PA. Rain or Shine. Non-Judged, No Trophy Event. All proceeds will be donated to Cancer Patients and/or Research in honor and memory of our friend Sal Castiglione. Custom & Classic Cars on display inside the mall, food vendors, Chinese Auction, DJ, Kids Zone, Vendors. Truck Entrance Fee is \$20. Spectators are free. For more info contact Michele at 717-806-8907 or email: [Michele@largecarmag.com](mailto:Michele@largecarmag.com)
- May 31-June 3, 2018 - 15th Annual Wheel Jam Truck Show** - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com)
- May 31-June 2, 2018 - ATHS National Convention** - Kentucky Horse Park, 4089 Iron Works Parkway, Lexington, KY 40511. For more info visit [www.aths.org](http://www.aths.org)
- June 2 - 5th Annual Shine & Smoke Big Rig Show and Shine and Drag Races** - Island Dragway, Great Meadows, NJ. For more info phone 570-807-8671 or email: [SuperShowRigs@yahoo.com](mailto:SuperShowRigs@yahoo.com)
- June 8-9 - Buckeye Invitational Truck Show** - Clark County Fairgrounds, 4401 S. Charleston Pike, Springfield, OH 45505. For more info visit [www.buckeyeinvitationaltruckshow.com](http://www.buckeyeinvitationaltruckshow.com)
- June 8-9 - Oak Grove Petro Truckers Jamboree** - Oak Grove Petro, Oak Grove, MO. For info visit [www.oakgrovepetro.com/trucker-jamboree](http://www.oakgrovepetro.com/trucker-jamboree)
- June 9 - Jane Harting Cancer Benefit Truck Show & Picnic** - Hosted By Elite Service, Inc., 905 Stone Hill Rd., Denver, PA 17517. All proceeds benefit Help The Fight, a local charity that benefits cancer patients and their families. For more info contact Rebecca Yoder at 717-484-6001.
- June 14-16 - 36th Annual Shell ROTELLA® SuperRigs** - White's Travel Center, Raphine, VA. Truck Parade, Firework Display, 3 Day Music Festival, On-site Amenities. For more info visit [www.Rotella.com](http://www.Rotella.com)
- June 15-16 - 39th Annual ATCA National Meet & Flea Market** - Macungie Memorial Park, 50 N. Poplar St., Macungie, PA 18062. For more info, phone 610-367-2567.
- June 16-17 - 7th Annual Ohio Vintage Truck Jamboree** - Ashland County Fairgrounds, 2042 Claremont Avenue, Ashland, OH 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciated. Contact: Bill Peters [wp515@gmail.com](mailto:wp515@gmail.com) 330-682-1707 [www.ohvinttruckjam.com](http://www.ohvinttruckjam.com)
- June 23 - Transport For Christ Pennsylvania Truck Rally & Celebration Sunday** - Lebanon Valley Exposition Center & Fairgrounds, 80 Rocherty Rd., Lebanon, PA. Call Cerwin at 717-665-6347 for more info.
- June 23 - Fire Truck Show** - NC Transportation Museum, 411 S Salisbury Ave, Spencer, NC 28159. This event showcases Antique, Custom, and Working Trucks. For more info, visit <http://www.nctrans.org>
- July 7 - ATHS Steel Valleys Truck Show** - Kenworth of Pennsylvania, 530 North Center Ave., New Stanton, PA 15672. 9 am to 3 pm. Free Registration, Food, DJ, Dash Plaques. For more info call Dale Campalongo at 412-670-7492 or email: [athsteelvalleys@gmail.com](mailto:athsteelvalleys@gmail.com)
- July 12-14 - 39th 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 - 6th Annual International Motor Truck Gathering** - Interstate Auction Services, 92 Industrial Park Rd., Muncy, PA 17756. All model International trucks - big or small, rusty or restored, from 1907 to present welcome! No registration fee. For more info phone 570-435-0647 or 570-772-3773 or email: [IHMUNICY@yahoo.com](mailto:IHMUNICY@yahoo.com)
- July 20-21 - Keystone Chapter ATCA Truck, Tractor and Machinery Show** - Morrison's Cove Memorial Park, 201 S. Walnut St., Martinsburg, PA. Exhibitors use Park Ave. entrance. For more info call 814-360-4177.
- July 20-21 - Expedite Expo** - Lexington Center, Lexington, KY. For more info phone 859-746-2046 or go to [www.expediteexpo.com](http://www.expediteexpo.com)
- July 21 - Class 8 On The Lake** - Indian Creek Campgrounds, Geneva-On-The-Lake, Ohio. For info call 440-337-1871.
- July 21 - 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 27-29 - Top Gun Large Car Shootout** - Rantoul National Aviation Center, Rantoul, IL. [www.topgunlargecarshootout.com](http://www.topgunlargecarshootout.com)
- August 3-5 - 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 4 - 14th Annual Iowa-Nebraska Classic Truck Show** - Sapp Bros. Truck Stop, North West Parking Lot, Omaha, NE. For info call 402-895-8040 or 402-680-6121.
- August 10-11 - The 29th Annual Waupun Truck N Show - Truck-n-Show festival grounds** (Spring Street in Waupun), Waupun, WI. For more info visit [www.waupuntruckshow.com](http://www.waupuntruckshow.com). Phone: 920-324-9985 · Fax: 920-324-0353
- August 17-18 - 29th Annual Great Salt Lake Kidney Kamp Truck Show** - Electric Park at Thanksgiving Point, Lehi, UT. [www.saltlaketruckshow.com](http://www.saltlaketruckshow.com)
- August 17-19 - 9th Annual Eau Claire Big Rig Truck Show** - Northern Wisconsin State Fair Ground, Chippewa Falls, WI. Park and Ride 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 18 - Truckers Day At The Buck** - Buck Motorsports Park, 900 Lancaster pike, Quarryville, PA 17566. For info phone 717-284-2139
- August 23-25 - The Great American Trucking Show** - Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX. For more info visit [www.truckshow.com](http://www.truckshow.com)
- September 7-8 - Big Iron Classic** - Dodge County Fairgrounds, 92922 Hwy. 57, Kasson, MN 55944 [www.bigironclassic.com](http://www.bigironclassic.com)
- September 14-16 - 22nd Annual Richard Crane Memorial Truck Show** - Little Bear East Arena, 275 Marquette St., St. Ignace, MI 49781. Phone 906-643-6950 for more info.
- September 22-23 - 6th Annual Masonic Motorama** - Plainfield Farmers Grove, Rt. 191, Nazareth, PA. Cars, Trucks, Big Rigs, Motorcycles - Anything With A Motor! Truck Pull on Sunday.
- September 28-29 - 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 29 - 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 5 - Mack Days** - Gerhart Machinery Company, 910 Brunnerville Rd., Litzitz, PA 17543. Hosted by Central PA Chapter of ATCA and Gerhart Machinery.
- October 5-7 - Truckers 4 Hope Truck Show** - Clinton County Fairgrounds, 98 Race Track Rd., Mill Hall, PA. Semi Trucks, Cars, Pick-ups; Semi Pulls, Band, Beer Tent, Family Friendly, Kids Pedal Pull, Vendors. In honor of Hope4Hayze - All Proceeds Benefit Cystic Fibrosis Research. For more info contact Jason Smith at 570-660-7281 or email: [jmrodeobullfighter@gmail.com](mailto:jmrodeobullfighter@gmail.com)
- October 6-7 - Truckin' For Kids Truck Drags and Show & Shine** - Irwindale Event Center, Irwindale, CA. [www.TruckinforKids.org](http://www.TruckinforKids.org)
- October 13 - LCM Southern Classic Truck Show** - LeeHi Travel Center, Lexington, VA. For more info phone 717-806-8907.
- October 14 - Cornfield Cadillacs Truck Show** - Bowles Farm, 22880 Budds Creek Rd., Clements, MD 20650. Family Event! For more info contact Derrik Bowles at 301-672-3221.
- October 28-31, 2019 - North American Commercial Vehicle Show (NACVS)** - Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.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,  
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## Walcott Truckers Jamboree Concerts Announced

WALCOTT, IA... Iowa 80 Truckstop is pleased to announce the musical acts who will take the stage to entertain attendees at this year's Walcott Truckers Jamboree. "We are excited to announce these great headliners," says Heather DeBaillie, Marketing Manager. On Thursday, July 12<sup>th</sup> attendees will enjoy a performance by Logan Mize courtesy of CAT Scale. "Logan is a great entertainer," says DeBaillie. Some may recognize his hit "El Camino" and his latest album "Come Back Road" which was released and debuted in the top 20 Billboard Country Albums and reached no. 2 on the iTunes Country Charts. Friday, July 13<sup>th</sup> will feature the Grammy winning group The Kentucky Headhunters, brought to you by Mobil Delvac. "Their high energy show is sure to have everyone on their feet", says DeBaillie. "Live, outdoor music is one of the best parts of summer and we are excited to be able to continue to hold concerts at Iowa 80!" Join the Jamboree fun and experience the Super Truck Beauty Contest, Antique Truck Display; Iowa pork chop cookout; over 175 exhibits, Trucker Olympics; carnival games; two fireworks displays, a 100<sup>th</sup> birthday party for Iowa 80 Trucking Museum's 1918 Independent (built in Davenport, Iowa) and lots more fun for the whole family! Admission and parking are FREE! Concerts are FREE! Complimentary shuttles will be provided from the parking area to the event grounds. The 39th Annual Walcott Truckers Jamboree, will be held July 12-14, 2018 at Iowa 80 Truckstop, I-80 Exit 284, Walcott, Iowa. More bands are still being added to the concert line up. The most up to date information can be found at [www.truckersjamboree.com](http://www.truckersjamboree.com).

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# Working Show Truck Of The Month



## Robert Barnette



by Robert Conrad

Robert Barnette is a Lake City, FL native and has been in the trucking industry for over 36 years, including the last 18 as a driver. He has been an owner-operator for the past 5 years and his truck is one of the coolest International ProStars on the road today.

Robert got his 2011 ProStar in December of 2012 and his heart almost broke in June of 2016 when a car spun out in front of him and

caused quite a bit of damage to his truck. Robert took it to his lifelong friend, Joey Weeks, who owns "Black Creek Diesel" in Jacksonville, FL. They got Robert's truck back up and running and Joey decided he wanted to wrap the truck in custom vinyl graphics to make it stand out in a crowd. He and Robert got together and the end result is one of the coolest you'll ever see! Robert & Joey collaborated together and decided

to make the truck a rolling tribute to Robert's family. The truck was done in honor of Robert's mother, father, and two brothers. Joey incorporated skulls into the custom wrap for a one-of-a-kind look, and the tombstones on the hood are in honor of Robert's family.

The truck is powered by an ISX Cummins 595 HP engine that's paired with a 13-speed Eaton transmission, and a 3:58 gear ratio. The 252" wheelbase rides like a dream on those long hauls and Robert has

all of the comforts of home in the 73" sleeper.

Robert has nicknamed his truck "Fat Boy Boogie" and he has plenty of followers on Facebook, along with getting plenty of second looks on the highway. He is leased on to Swift Transportation, delivering general freight wherever the loads take him. Since reworking the truck, Robert has been featured on 50 different Facebook sites, gotten his own CAT Scale card with his truck on it, and even has had his

truck used in the White Diamond Metal Polish commercials. Robert took the truck to the 2017 Mercer Transportation "Show Us Your Truck" Invitational Truck Show and took home the People's Choice award along with 3rd place in his class. He is still working on the truck and he wanted to send big thanks out to everyone who has helped make his dream truck a reality. Robert gives special thanks to his wife and family for all of their love and support, and he enjoys spending time with his 4 children & 7 grand children when he's not out on the road.

Movin' Out salutes Robert Barnette for all of his hard work and dedication by choosing his "Fat Boy Boogie" IH as our May 2018 Working Show Truck of the Month.

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