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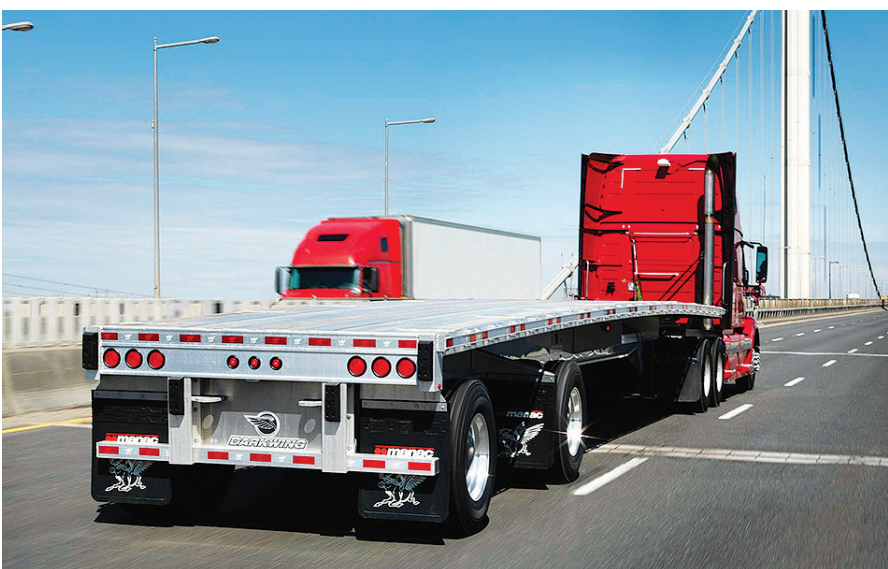
"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 2019 PKY Truck Beauty Championship



Kaleb Hammett's 2017 Peterbilt 389 captured the Best of Show Bobtail honors at the 2019 PKY Truck Beauty Championship at the Mid-America Trucking Show in Louisville, Kentucky. Turn to pages 14 & 15 for photo coverage of the show. - Photo by Dan Pollock -

### Darkwing – Built Rugged, Built Light



Manac's Darkwing aluminum flatbed has been designed and constructed to meet the rigorous demands of today's steel haulers. Manac has refined its offering with the release of the Darkwing II version of its aluminum flatbed. At the core of this proven and reliable design is the 3 piece stainless steel riveted main beam at 42" centers with 4" of camber providing customers with a 60,000 lbs. beam rating in 4 feet. The Darkwing II design now uses huck type fasteners for all other critical connections increasing the reliability and longevity while eliminating the need for maintenance of these connections. From front to back Manac continues to offer its customers with impressive standard features such as the bolted and overlapped front sill that allows for thermal expansion of the floor planks to the standard integrated rear forklift package with heavy-duty extruded aluminum corners with rubber bumpers for increased impact

continued on page 2

### The Show Must Go On Thanks To Clark Transfer



By Steve Pollock

HARRISBURG, PA.... For 70 years Clark Transfer has been making sure that "the show will go on." Louis Molitch revolutionized transportation for the entertainment industry in 1949, when he acquired authority to deliver theatrical materials to all 48 states. Prior to 1949 everything was delivered by rail, requiring additional loading and unloading of equipment, and limiting theater-goers to a

handful of metropolitan cities, mostly in the northeast. Clark Transfer was the first, and for a while the only, company in the USA to be granted this authority. Norma Molitch Deull, President of Clark Transfer and Louis's daughter, states, "For three generations, Clark Transfer has been a leader in a very specialized arena. We proudly serve the entertainment industry, providing reliable, cost-effective solutions to the logistical and transportation

challenges of getting the stuff of live entertainment where it needs to go and when it needs to get there. Since our modest beginnings just after World War II, much has changed. We have grown, we have adapted, and we have learned. But one central commitment has always remained constant: we are fanatically dedicated to service. You can count on us to get your show on the road. Because there is, after all, no continued on page 16

# Darkwing – Built Rugged, Built Light

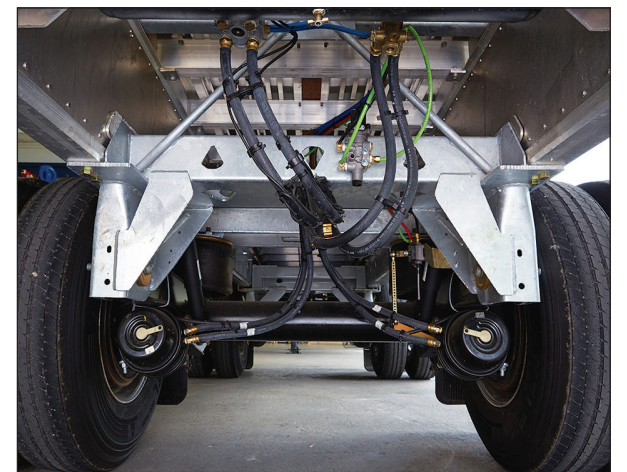


continued from page 1

resistance. The Darkwing is available in both straight and drop deck designs with multiple configurations. All Darkwing trailers include 5,500 lbs. rated tubular side pockets welded on all sides and have thicker sides for added durability. The standard double pipe spools are made of solid aluminum providing extra strength against side rail impact. The unique high strength aluminum deck features 6 integrated cargo tracks along with multiple other floor tie down and nailer configurations for added versatility, safety and driver convenience. Another benefit of the Darkwing design is the standard galvanized coupler

plate, hangers and extreme duty landing gear structure that is directly supported by the main beams.

The Darkwing II by Manac comes standard with a polished mirror finish web and LED lights with clear lenses that makes this trailer best in class with a look that rises above the rest. This newest revision of the Darkwing Aluminum trailer by Manac is another example of its guiding principal to offer customers with reliable long lasting equipment, built rugged, built light. To learn more about Darkwing flatbeds and drop decks, visit [www.manac.com](http://www.manac.com) or call your local Manac dealer.



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# Off The Beaten Path



by Pam Pollock

## Winter Is Here...

Now, let me explain... I know that what felt like an endless winter and its Polar Vortexis (hopefully) finally over for this year. But, for Game of Thrones fans, winter has just arrived after a very long 17 months of waiting for the new and final season to air.

Our family has been fans from the very beginning of the HBO series. Our moods have varied with each and every episode: we have laughed and cried, we've been shocked (oh my how we have been shocked) and amazed, we've been horrified and amused. The gamut of emotions during each episode leaves us gasping and with slack jaws.

Over the years I have dressed up my two oldest granddaughters as Daenerys Targaryen (Khaleesi) and a dragon. I have a Jon Snow costume for my grandson, but I just haven't gotten around to having a photo shoot. The adults have GoT t-shirts and mugs and drinkware and even a Hound mask. This past fall I hosted a Mother of Dragons party to celebrate the impending arrival of my 4<sup>th</sup> grandchild. Because my daughter and son-in-law chose not to find out whether BK4 was a boy or a girl and did not reveal what monikers they had picked for the new baby, I had a onesie made with the saying, "A Baby Has No Name." Three days before the fete, I remarked to Abi, my daughter and I's dear friend that I had never gotten around to constructing the Iron Throne. Abi has a theatrical background and graciously offered to make the throne for me. I don't think she knew what she was in for as I dropped off a kids plastic lawn chair, a box of wooden plant stakes, some plastic swords and three cans of spray paint. And in return, she created the most awesome Iron Throne ever!



Abi and the magnificent mini Iron Throne she created!



Dragon and Direwolf cakes.



"Khaleesi" and one of her dragons. My grandkids are saints for putting up with my crazy antics!



Mother of Dragons and her 4 adorable little dragons.

The final season of Game of Thrones began last week. There are only 6 episodes and we have viewed two of them. Winter is here, the White Walkers are just outside of Winterfell and an epic battle is brewing! I spent last night gripping the armrests of the couch, yelling, "What did Tormund just say" and crying when Brienne of Tarth was knighted by Jamie.

Who will be the ruler on

the Iron Throne over the Seven Kingdoms? Who will live? Who will die? Will Cersei finally get what she deserves? What about the dragons? What about my beloved Jon Snow? Where are the two remaining direwolves? I need a case of Vanilla Coke and some therapy to get me through these next four episodes - and some snow boots because winter is finally here, and this storm is going to be brutal.

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# ATA Truck Tonnage Index Fell 0.2% in February

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index was down 0.2% in February after increasing 2.5% in January. In February, the index equaled 117.4 (2015=100) compared with 117.6 in January.

"After a strong January, I'm pleasantly surprised that the index didn't fall much last month," said ATA Chief Economist Bob Costello. "I continue to expect tonnage to moderate like other indicators, including retail sales, manufacturing activity and housing starts. Additionally, the level of inventories throughout the

supply chain have increased, which is a drag on truck freight."

January's reading was revised up slightly compared with our February press release.

Compared with February 2018, the SA index increased 5.4%, down from January's 5.8% gain. In 2018, the index increased 6.7% over 2017, which was the largest annual gain since 1998.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 106.9 in February, 5.7% below January's level (113.3).

In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 70.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.77 billion tons of freight in 2017. Motor carriers collected \$700.1 billion, or 79.3% 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. d

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# High Performance Diesels with Bruce Mallinson

I, Andrew Wilson, the marketing guy at Pittsburgh Power attended the 2019 Mid-America Trucking Show in Louisville for the first time and wow, what a show it was this year. With over 1,000,000 Sq.-Ft. of show space, it would be a challenge to see everything there. There was almost too much to see, from the major truck and powertrain manufacturers in the North Wing, to the hundreds of expertly modified and restored trucks in the show n' shine, it was a lot to take in. With over 18,000

owner-operators in attendance, we were quite busy talking with our clients and answering their questions in person. It was a great opportunity to connect with fans of the Road Dog radio show who were able to meet the people behind the voices they hear every week. We received a lot of compliments on our new display setup which featured three workbenches we built in our shop. We also unveiled a few new products, the Max Mileage Fuel Catalyst, and the Safe-T-Plus steering stabilizer. Overall it was another successful year

and we appreciate meeting with our fans and customers at the show.

For those of you who are dealing with aftertreatment system issues due to excessive soot, we have gotten feedback from a customer who tried our Max Mileage Fuel Borne Catalyst and the results are astonishing. Bruce Luke, an owner-operator from Hartsfield, GA, owns a 2013 Cummins ISX CM2350, 550HP engine. His troubles started with fault codes and a severe lack of engine power due to DPF issues. It



Bill Reeves is selling a very nice 1965 Ford Mustang coupe and would like to find it a good home.



Bruce Mallinson, 2nd from left swaps shop talk at the Mid-America Trucking Show.

cost him \$6,000 to have the DPF baked and the codes cleared. Six months later he had to pay for the same repair. At this point he decided to try Max Mileage. After using it for a month he inspected his DPF and instead of seeing the usual black oily soot, he only saw a small amount of dry loose powder. He also noticed an increase in engine performance and fewer DPF regens. Now the truck only needs the occasional passive regen while driving, saving him time and money. Between this, and the increased fuel mileage, Bruce Luke's business is now more profitable. At Pittsburgh Power, we have a three-pronged approach to dealing with DPF regen issues. The first is a Diesel Force complete engine cleaning to give the engine a fresh start and clean any existing carbon deposits. Then install Dorothy, the cyclonic EGR filter, to help catch soot before it enters the intake. Finally, a continual use of Max Mileage to reduce the amount of soot the engine is producing and burn off soot in the DPF. We feel that a new emission equipped truck could run between 1.2 to 1.6 million miles with no or very little emissions related problems. Our though is to install the Dorothy immediately, and add 1 oz of the Max Mileage Fuel Borne Catalyst per every 25 gallons of fuel purchased. If you want to make super fuel, also add the Lucas Fuel Conditioner which is 1 gallon per every 400 gallons of fuel. Think about this, the Max Mileage Catalyst comes in 1-gallon containers and will treat 3200 gallons of fuel. This catalyst eliminates most of the soot generated

in the combustion chamber, and the Dorothy catches the remainder of the soot before it gets back via the EGR system to the intake manifold. If there is no soot going through the EGR valve, Variable Geometry Turbine Vanes in the turbocharger, no soot in the DPF filter, regens are almost eliminated, and the use of Diesel Exhaust Fluid greatly diminishes. The savings alone in DEF fluid will more than pay for the Catalyst and Lucas. This Catalyst could very well change the world for diesel engines, be our saving grace, make it possible to enjoy a new smoke free semi-truck, pickup truck and anything with a Tier 3 or 4 diesel engine. In fact, I think we should be up for the Nobel Peace Prize for this combination of products. Another new product we introduced at the Louisville Truck Show, the Safe-T-Plus steering damper. This is not a new product, however you probably never heard of it unless you're in the motorhome industry. Back in the mid 1980's the Safe-T-Plus was mandatory on all of the Great American Truck Racing semis. The reason for the damper was the amount of right front tires we blew out on the asphalt circle tracks was astounding. When the tire blew at well over 100 miles per hour the truck would rip through the wall, needless to say we were destroying race tracks. There needed to be a cure, TL Sexton a 31-year owner operator from Atlanta Georgia came to our rescue with a steering damper that would keep the truck going straight during a blowout. The other benefits of the damper are eliminating of wandering

when the roadway has grooves, jarring of the steering wheel when crossing uneven or passes, swaying when being passed from a fast-moving truck pulling a reefer or van. This damper has 270 pounds of force holding the steering wheel straight. You would be shocked at the driving pleasure the Safe-T-Plus will give you. Yes, it's expensive, \$699.00 and that includes the installation kit.

We have a special announcement from one of our owner-operator customers, Bill Reeves. Bill is selling a very nice 1965 Ford Mustang coupe and would like to find it a good home. He doesn't have time to drive it and is moving out of the country for his retirement in a few years. He bought it at the Cleveland Piston Power show in 2010. It had a recent frame-off restoration done by the previous owner and comes with a 289, 4bbl carb, automatic trans, and headers with dual exhaust. Some unique features include rear air shocks, custom front grill, side scoops, cobra air cleaner, and extra wide rear tires. It's in good running and driving condition with no mechanical issues except some dash wiring that might need attention. It comes complete with new window cranks, new interior door cards, and a custom fit car cover. He's asking a very reasonable \$25,000 for it. If you'd like to contact Bill, please call and leave a message at (732) 620-5256.

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



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# Trivista Companies, Inc. Earns Prestigious Presidential Award

DES MOINES, IA... Trivista Companies, Inc., a Midwest regional International Truck commercial dealership group, has received the prestigious International Truck Presidential Award. The Presidential Award, introduced in 2018, honors the top 7 percent of International Truck dealerships that achieve the highest level of performance in terms of operating and financial standards, market representation and, most importantly, customer satisfaction.

"This award is the highest honor an International dealer principal can achieve from the company," said Mark Belisle, senior vice president of Dis-

tribution at Navistar. "Trivista Companies is one of only 15 International dealerships in the United States and Canada that earned this prestigious recognition in 2018."

Belisle continued, "The Presidential Award also recognizes the effort and dedication of all the dealership's employees. A highly skilled, professional staff is a critical success factor for any commercial truck dealership. John Shireman, John and Vince Cerni and Jim O'Halloran, partners in Trivista Companies, are each clearly committed to growing their business and being recognized by customers as the dealership

of choice in their markets. I congratulate everyone at Trivista Companies for their commitment to outstanding customer service, operational excellence and representation of the International Truck brand."

Trivista Companies is a full-service International Truck dealership group with nine dealerships serving customers in the Louisville, Kentucky, Southern Indiana, Northeast Ohio and Central Iowa regions. Trivista Companies is also an Idealease affiliate. Additional information is available at [www.trivistatrucks.com](http://www.trivistatrucks.com).



by Tom Bock

At this year's Mid America Truck Show I was surprised to hear that people still believe the old oil myths: "Oil is cheap, compared to engine replacements". "My father and grandfather always changed their oil every 10,000 miles". "My mechanic has been in the business for 30 years and he says the OEM filters are all I need". "Oil sampling is a waste of my money". "Bypass filters are nothing more than a roll of toilet paper in a tube". "Oil can't possibly last over 100,000 miles".

These myths may have some validity to some people who live in the past when engines did not have the tighter tolerances and were not subject to the additional stress of EGR systems and twin turbochargers that are being used today.

The newer engines have tolerances that keep engines tighter and able to go over 1,000,000 miles before requiring rebuilding if oil is properly cleaned removing the small particles, that get trapped between the moving parts and wear them down. The OEM filters are designed to filter particles over 40 microns in most engines. They do not filter the particles under 10-20 microns that cause the majority of the wear as they become

trapped between piston rings and cylinder walls or bearing and shafts.

I am fairly certain engines built back when your grandfather and father bought their first trucks the engines were not subject to the stresses of the EGR systems that add soot and debris back in to the oil that must be removed to prevent wear damage. The newer oils while no longer "cheap" have been formulated to keep these particles in suspension but they do not prevent them from grinding away at moving parts. Couple this with the additional heat generated by the turbochargers used today and you can only benefit by utilizing the additional filtration of a Bypass or On-Board Oil Refining System.

Changing your oil on a periodic cycle i.e. every 10,000 miles subjects your engine to function in a cycle of clean oil that becomes contaminated overtime slowly damaging your engine only to start again when you change oil. If your selected interval passes the point whereby the oil is no longer effective you subject the engine to additional pitting by acids, wear by particulates and failure from loss of oil pressure. If you change the oil too frequently you waste \$\$\$ on oil. It is much better to keep the oil clean and free of particulates and acids, allowing your engine to run with clean oil all the time. The Bypass and On-Board Oil Refining Systems on the market today have proven that over time your engine will last longer if filter out the damage causing

particulates and control acid formation.

As I stated above the oil myths may have some validity but ask yourself this:

How often did engines require rebuilding when oil was cheap, and oil was changed instead of being cleaned continuously?

What tolerances did engines have when my mechanic started 30 years ago and what benefit would he have in my engine running the clean-contaminated-clean cycle compared to running with clean oil continuously?

When I dump my oil without sampling how do I know if my engine has antifreeze or fuel leaking in to my oil or if an engine part is wearing abnormally?

Is taking oil samples that identify small problems before they become big costly problems, worth the cost of the oil sample?

I keep hearing and reading about owner operators who use oil for 100,000 miles or more because they keep their oil clean. Why am I still spending the \$\$\$\$ to change my oil?

If you are attending the Great American Truck Show August 22-24 at the Dallas Convention Center, stop by the OPS- Oil Purification Booth and I will gladly discuss these oil myths with you and show you how to stop the clean-contaminated-clean cycle, just "change your thinking not your oil"

If you have any questions or topics for this column, please email me at: [tbock@horizoncp.biz](mailto:tbock@horizoncp.biz)

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# Industry News Briefs

## OOIDA Will Appeal Ruling In PA Turnpike Case

Grain Valley, MO... Owner-Operator Independent Drivers Association will appeal a ruling announced in a class-action lawsuit regarding tolls on users of the Pennsylvania Turnpike.

The lawsuit was brought last year by OOIDA and the National Motorists Association in the federal court in Harrisburg, Pennsylvania. The associations made up of truck drivers and other motorists challenged the constitutionality of the excessive tolls imposed upon drivers on the Pennsylvania Turnpike.

Judge Yvette Kane granted the motions to dismiss of the defendants, which included the Pennsylvania Turnpike Commission, Governor Tom Wolf, and Leslie Richards, Pennsylvania's Secretary of Transportation.

OOIDA expressed disappointment over the ruling, but is clearly not discouraged.

In the opinion, the judge acknowledged that plaintiffs' complaint "credibly alleges that Pennsylvania's policy decisions related to transportation have

resulted in a statutory scheme that disproportionately burdens Turnpike travelers with the costs of a state-wide transportation system that is of no direct benefit to them."

"It's pretty clear she understands the situation," noted Todd Spencer, President of OOIDA. "But she also stated quite clearly that no definitive controlling precedent supports either side."

"It appears to us that she chose to apply a standard from a Supreme Court case from back in 1970 that focused on burdens imposed under a state's regulations about agricultural products, rather than a standard from more recent in Supreme Court cases that spoke directly to user fees, which is what the tolls are in Pennsylvania," said Spencer.

The Association says the case is now poised for review by the Third Circuit Court of Appeals. "Our case has been widely reported in the press and incorrectly linked with other reports alerting the public to a looming transportation crisis, driven in part by the same statutory scheme that our lawsuit challenges," said Spencer.

Act 44 and 89, passed in 2008 and 2013 respectively, ordered the Pennsylvania Turnpike

Commission to send \$450 million a year to PennDOT. The Turnpike is in debt approaching \$12 billion, and the Auditor General has labeled the state's transportation funding system "unsustainable."

"This lawsuit is far from over," Spencer continued. "And win or lose on appeal, the turnpike's debt crisis and the Commonwealth's transportation emergency aren't going away either. This is a crisis created by the legislature's decisions, not our lawsuit."

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 160,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

## International Roadcheck Set for June 4-6

Greenbelt, MD... The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck will take place June

4-6. Over that 72-hour period, commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections on commercial motor vehicles and drivers.

Each year, International Roadcheck places special emphasis on a category of violations. This year's focus is steering and suspension systems. While checking vehicle compliance is always part of the North American Standard Inspection Program, CVSA is highlighting steering components and suspension systems this year as a reminder of their importance to highway safety.

During International Roadcheck, CVSA-certified inspectors will primarily conduct the North American Standard Level I Inspection, a 37-step procedure that includes an examination of driver operating requirements and vehicle mechanical fitness. Inspectors may opt to conduct the Level II Walk-Around Driver/Vehicle Inspection, Level III Driver/Credential/Administrative Inspection or Level V Vehicle-On-ly Inspection.

The vehicle inspection includes checking critical inspection items such as: brake systems; cargo securement;

coupling devices; driveline/driveshaft; driver's seat (missing); exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers. Additional items on buses, motorcoaches, passenger vans or other passenger-carrying vehicles include emergency exits, electrical cables and systems in engine and battery compartments, and seating (temporary and aisle seats).

Drivers will be required to provide their driver's license (operating credentials), Medical Examiner's Certificate and Skill Performance Evaluation Certificate (if applicable), driver's record of duty status and vehicle inspection report(s) (if applicable). Inspectors will also check drivers for seat belt usage, sickness, fatigue and apparent alcohol and/or drug impairment.

If no critical vehicle inspection item violations are found during a Level I or Level V Inspection, a CVSA decal will be applied to the vehicle, indicating that the vehicle successfully passed a decal-eligible inspection conducted by a CVSA-certified inspector; however, when a rear impact guard is required and violations are present, a CVSA decal shall not be issued.

If an inspector does identify critical vehicle inspection item violations, he or she may render the vehicle out of service if the condition meets the North American Standard Out-of-Service Criteria. This means the vehicle cannot be operated until the vehicle violation(s) are corrected. A driver can also be placed out of service for driver credential-related issues

or driver conditions, such as fatigue or impairment.

Out-of-service orders and the number, type and severity of safety violations affect a motor carrier's Compliance, Safety, Accountability (CSA) score and its Safety Fitness Determination rating. CSA is the safety compliance and enforcement program of the Federal Motor Carrier Safety Administration (FMCSA) designed to improve safety and prevent commercial motor vehicle crashes, injuries and fatalities by holding motor carriers and drivers accountable for their role in safety.

International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with around 17 trucks and buses inspected, on average, every minute in Canada, the United States and Mexico during a 72-hour period. Since its inception in 1988, more than 1.6 million roadside inspections have been conducted during International Roadcheck campaigns.

International Roadcheck is a CVSA program with participation by FMCSA, Canadian Council of Motor Transport Administrators, Transport Canada and Secretaría de Comunicaciones y Transportes (SCT) (Ministry of Communications and Transportation) of Mexico.

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# TA/Petro Raises Funds For Truckers Against Trafficking



Left to right: Justin Hoffman, President at High Noon Sales; Tom Newbould, Sr. VP of Store Sales for TA/Petro; and Helen VanDam, Project Director for Truckers Against Trafficking.

By Steve Pollock  
LOUISVILLE, KY... TA/Petro is the first travel plaza chain to raise funds to benefit Truckers Against Trafficking (TAT). The organization builds awareness and provides a hotline to combat human trafficking. Because Professional Truck Drives are every-

where, the trucking industry is a first responder to human trafficking. Since its inception, Truckers Against Trafficking has received over 2,200 phone calls on their hotline. TA/Petro partnered with High Noon Sales, which donated most of the merchandise that was used

to raise money for TAT at TA/Petro Travel Plazas. A grand total of \$112,946.00 was donated to Truckers Against Trafficking. The National Human Trafficking Resource Center's hotline phone number is 1-888-373-7888.

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## ATA Appeals Dismissal of Challenge to Unconstitutional Truck Toll Program

VA... The American Trucking Associations, along with three motor carriers representing the industry, appealed the recent decision by the federal district court in Rhode Island to dismiss their challenge to Rhode Island's RhodeWorks truck-only toll scheme, on procedural grounds.

In its challenge, ATA contends that Rhode Island's truck-only toll scheme is unconstitutional because it discriminates against interstate trucking companies and impedes the flow of interstate commerce. In its March 19, 2019 decision dismissing the case, the district court did not address the merits of that constitutional claim. Instead, it held only that ATA's challenge could not proceed in federal

court. "Since RhodeWorks was first proposed, the trucking industry has been strong and united in opposition to this extortionate plan. We've warned politicians in Rhode Island that these truck-only tolls were unconstitutional and should be rolled back," said ATA President and CEO Chris Spear. In its suit, ATA, along with Cumberland Farms Inc., M&M Transport Services Inc. and New England Motor Freight, argues that the RhodeWorks plan violates the Constitution's Commerce Clause by discriminating against out-of-state trucking companies, and by designing the tolls in a way that does not fairly approximate motorists' use of the roads.

debate, Rhode Island's trucking industry and business community stepped forward as viable partners for long-overdue infrastructure investment in our state," said Chris Maxwell, president of the Rhode Island Trucking Association. "Instead of considering our perspective, Rhode Island's leaders, led by Governor Raimondo, marginalized us, dismissed us and chose the unfortunate path of designing, building and executing an unlawful and inequitable scheme of truck-only tolling. Meanwhile, Rhode Island continues to invest already scarce infrastructure resources on toll gantries knowing they are likely to have their toll scheme overturned by the courts."

"From the outset of this

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# Cooper Tire Launches PRO Series™ LHS Steer Tire

# TA/Petro's 2019 Citizen Driver Awards



stepped groove wall in the tread pattern. This feature helps prevent stone drilling to ensure the integrity of the casing for multiple retreads.

Helping improve tire maintenance is Cooper's Wear Square® on the tire's shoulder ribs. This is a visual indicator, which shows the tread depth through five different evolving image icons. A "square" shows full tread depth, while an "L" shape shows half the tread is left. An icon also shows when the tire should be pulled for retreading. Since the Wear Square is placed on both sides of the tire, it's also an alignment indicator. If the icons don't match, the tire technician knows there is an alignment problem or uneven tire issue and can take corrective measures.

The Cooper PRO Series LHS features four-belt steel design construction and an industry-leading seven-year, two-retread warranty. The tire is also warranted for full replacement value for the first 50 percent of treadwear. "Our warranty showcases the confidence we have in this tire," said Schroeder. "It's ready to perform."

For more information on Cooper, visit [www.cooper-tire.com](http://www.cooper-tire.com), [www.facebook.com/coopertire](http://www.facebook.com/coopertire) or [www.twitter.com/coopertire](http://www.twitter.com/coopertire).

FINDLAY, OH... Cooper Tire has launched a new long haul steer (LHS) tire as part of its Cooper® PRO Series™ product line. The tire joins the Cooper PRO Series long haul drive tire introduced last year. The new steer tire will initially be available in size 295/75R22.5 with other sizes becoming available in June.

The Cooper PRO Series LHS was designed from the ground up to offer low cost of ownership through long miles to removal, fuel efficiency, and design elements to help ensure uniform wear and retreadability. The new tire features Cooper's ECO (Energy Conservation Optimization) technology that combines tire design, compounding and construction to provide an ultra-low rolling resistance tire that both exceeds SmartWay standard requirements by 15 percent and meets the EPA's greenhouse gas (GHG) emissions requirements set for 2021.

"This steer tire is the new flagship product for Cooper commercial tires," said Gary Schroeder, Executive Director of Cooper's Global Truck and Bus Tire Business. "We know the importance of this tire position, and it's why we designed the tire to perform at a very high level – meeting the demanding needs of long haul fleets. We purposefully created this tire to give fleets what they are asking for – a low cost of ownership solution to reduce tire program costs and improve a fleet's bottom line. We're offering the tire at a price point that makes it a 'best buy.' Excellent performance, matched with very competitive pricing, is what fleets are looking for in tires, and we're delivering with the Cooper PRO Series."

The Cooper PRO Series LHS provides 18/32nds of tread depth and features a wider footprint than most steer tires on the market – a full inch in many cases. "This provides better traction while promoting longer, more even wear," said Schroeder. "And, it doesn't sacrifice fuel economy in the process. When paired with our PRO Series LHD™ drive tire, that is also SmartWay verified, fleets can maximize fuel economy."

To enhance even wear, the tire has a decoupling groove to minimize shoulder wear. A unique feature on Cooper's new steer tire is a patent-pending stone ejector design with a



L to R: Skip McGary, Executive VP of Retail Operations for TravelCenters of America with this year's Citizen Driver winners Kenn and Beth Zelten and Steen Gronlund.



Past and Present TA/Petro Citizen Driver award honorees.

By Steve Pollock

LOUISVILLE, KY... The 2019 Citizen Driver Awards was hosted by TA/Petro at this year's Mid-America Trucking Show, held in Louisville, Kentucky. The awards ceremony featured a luncheon and musical entertainment by Lindsey Lawler and Chris Roberts. Rodney Bresnahan, Executive VP of Retail Operations for TravelCenters of America was the MC for the event.

The Citizen Driver Awards have become an annual event, honoring drivers who make a difference, by naming a TA/Petro Travel Center after them. The awards are not just about good drivers, but Professional Truck Drivers who are also good citizens. The candidates are nominated by family or friends to receive the award. This year's nominees have a combined 388 years of driving experience and a combined 36 million miles safely driven. The group includes one driver with 7.5 million safe miles, 2 veterans and 2 drivers who have saved another person's life.

The 2019 Citizen Driver Awards finalists included: Jeff Barker, driver for Crete Carrier; Duane Donner, driver for Walmart; Hershel Evans, driver for Holland; Steen Gronlund, driver for Mile Hi Foods; David Honer, driver for REK Express; James Kelly, leased to Landstar; Dan Porter, driver for Hyndman Transport; Jerry Seaman, driver for NTA Trucking; Morris Simms, driver for Crete Carrier; and Kenn and Elizabeth Zelten, leased to Landstar.

The 2019 Citizen Drivers are: Steen Gronlund, a 5-million-mile safe driver for Mile Hi Foods. Steen has chosen the Petro Stopping Center in Laramie, Wyoming to be named after himself.

Kenn and Beth Zelten have 1.8 million miles of safe driving and are leased to Landstar. The Zeltens chose the Chicago North TravelCenters of America as their namesake.

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# DIDJA KNOW - IT'S A BLAST



by Roger Clark

It was a sunny Monday morning, outside Poughkeepsie, New York, and I was just leaving the customer. Stopped at a red light, I noticed the mini-van stopped in front of me had a bumper sticker that said "Honk If You Love Jesus". It just seemed like a right thing to do, so I yanked the air horn cord.

Instantly, the male driver jumped out of the battered little van, flipped me the bird, and screamed that the light was still red! So was my face, as the light turned green.

A few years later, tooling down I-35 south of Austin, Texas, I was in the right lane, just enjoying the drive. As another van passed me in the left lane, I observed three very small arms out the window, flashing me the international sign for blowing the horn. I did, letting the four roof-mounted bugles say what they're meant to say.

Unfortunately, the lady driving the van was the one person not aware of what her

three little crumb-crunchers were doing in the very back seat. When I hit the horn, she hit the roof, and I could see the hair standing up on the back of her head. She wasn't wrong, either. Much older, for a moment, but not wrong!

One day near Jacksonville, Florida, I decided to refresh my coffee cup. The weather was clear, and coffee in the cup was cold. Casually tossing the old coffee out the window, I was suddenly confronted with the piercing noise of a car horn, right below my elbow. Although there was some uncertainty of the driver's sex, there was no doubt about the one-finger wave out the driver's window.

From then on, I've always checked, but even that has its downside. A few years later, I was about to throw out the cold coffee, and saw no other traffic. Just as I lifted the cup toward the open window, a car came out from behind me, and I immediately stopped the cup in motion. Unfortunately, the coffee did not stop, spilling directly into my lap.

At the famous—or perhaps I should say infamous—Union 76 Truckstop in Ontario, California, I was awakened one night by the sound of a speeding truck and a blasting airhorn. Glancing out the window, I caught sight of a cabover freightliner pulling a flatbed in front of the parking row. On the trailer, perilously unaware of the danger, several off-duty drivers and their girlfriends were enjoying last call from a nearby bar. I know

they were girlfriends because no self-respecting lot lizard would be riding on a flatbed.

At an air show in Sioux Falls, South Dakota some years ago, we waited impatiently for the arrival of the U.S. Navy Blue Angels. Sitting near me on the flight line was a distinguished looking couple who would look more out of place only at a truckstop than they did surrounded by warbirds. On the other side of me was a small group of bikers, wearing do-rags and colors. They too looked a little out of place, surrounded by a community of aviators, but some were wearing campaign ribbons from Vietnam.

Suddenly and without warning, the entire Blue Angels squadron came screaming over the grandstands at 500 miles an hour. The grandstands shook like an earthquake, and the noise was thrilling as it was unbearable. That's when the distinguished looking woman shrieked, "What's that awful noise!?"

"THAT..." one of the bikers yelled back at her, "IS THE SOUND OF FREEDOM!"

And that is truly a blast!

You can reach Roger at [rog-erclark437@gmail.com](mailto:rog-erclark437@gmail.com)

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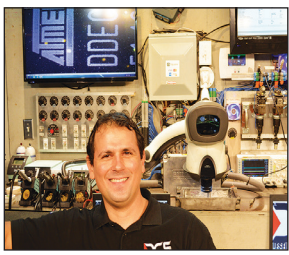
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# Memory Failure



components will activate flash code 53. When code 53 goes active the ECM will try to run a backup copy of the program. This usually buys a little time before the damaged program deteriorates enough to cause drivability problems or a no start problem. When a tech or a would-be ECM rebuilder asks me if reflashing the ecm will fix a code 53 problem I tell them it will if and only if they've just flashed in a damaged program. Otherwise they're looking at a hardware issue and if they try to reflash it anyways they're just going to be making more work for me. Why? The erase functions on memory are usually the last to fail. The first to fail are the write functions. Before new data is transferred to an ECM during a reflash the old data must be erased. That part is almost always successful but when new data is being written to the damaged memory the data doesn't save. To make things worse reflashing usually erases the backup program so now the program that got the truck to the shop is gone and the truck won't start. Those of you who've done it know what

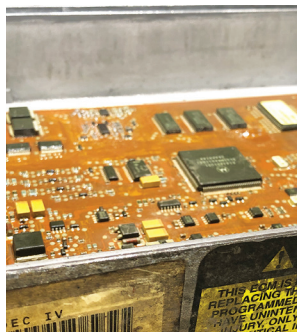
happens next. Someone's going to get reamed out and it's usually going to be one of the new guys. The shop foreman will say he didn't disconnect the battery cables or something, but it wasn't his fault. It was the guy with the laptop that bricked the box.

Anyways...The first thing I did when I got this 2012 reman DDEC IV on my test bench is I backed it up. The next thing I did was reflash it and guess what? It didn't work. So out comes the T10 Torx driver, then the perfectly clean service plate and...I find myself looking at an oxidized 1998 Motorola P23519307 DDEC IV with all its original parts save the battery. If I had known that inside this 2012 box was one of the oldest DDEC IVs I've seen I would've opened it up as soon as I got my hands on it. This box had memory components in it that were made by a manufacture that hadn't been in business in 15 years. I've never seen a DMR reman box leave parts this old in one of their boxes and I'm still not convinced this is a genuine DMR part. The owner said he paid his freightliner dealer \$2400 for it and this was the third DDEC ECM he had bought from them because the other two had the same problem this one did. 48 hours and \$450 later he was back on the road with new memory. He told me his idling was smoother and isn't getting any more fault codes.

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

Memory failure is a common issue in any computer that's over 20 years old, DDEC ECMs are no exception. One of the calls I got last month about a 2012 reman DDEC with a memory problem. The conversation started off as many do. "The dealer flashed my ECM and now it has a code 53 and they're telling me I need a new ECM. How much and how long till I can get this fixed?" I replied the way I usually do to that question. "I could tell you that if I knew what was damaged. How old is the box?" "It's a 2012 reman" "Ok...So they've either downloaded a damaged program or the ECM has hardware damage so it's either going to be an easy fix or a fairly complex repair." The owner of that DDEC ended up sending it to me and it wasn't until I actually opened up his box that I realized that I was wrong about what I told him.

Flash code 53 is activated when a checksum values don't match. A checksum works like a watchdog that looks for damage to the program. Downloading a damaged program or downloading a good program into an ecm with failing or damaged memory



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# 2019 PKY Truck Beauty Championship Winners List

Class	P	T#	Drivers Name	Truck	Trailer	
Working Bobtail	3	132	Maya Pyskaty	1997 PETERBILT/379		
	2	165	Warren Hartman	2018 PETERBILT/389		
	1	186	Dan Brubaker	2003 PETERBILT/379		
Working Combo	3	151	Shawn Cielke	2005 KENWORTH/T600	2016 WABASH/REEFER	
	2	148	Gary Jones Jr.	1995 PETERBILT/379	2019 GLOBE/55T	
	1	126	Chad Cooper	1996 PETERBILT/379	2016 REITNOUER/BIG BUBBA	
New Truck Bobtail	3	112	Brett Hilliard	2019 PETERBILT/389		
	2	177	Austin Kiser	2018 PETERBILT/389		
	1	167	Jamie Adkins	2019 PETERBILT/389		
New Truck Combo	3	195	Rob Hagenow	2019 PETERBILT/389	2019 UTILITY/4000D-X	
	2	119	Chad Smith	2018 PETERBILT/389	2019 EAST/B-TRAIN FLAT	
	1	166	Dean DeSantis	2018 PETERBILT/389	2019 EAST/BSTII FLATBED	
First Show Bobtail	3	141	J.D. Howard	1995 KENWORTH/W900L		
	2	212	Greg Kendall	2000 PETERBILT/379 EXHD		
	1	197	Tyler Van Der Zwaag	2019 PETERBILT/389		
First Show Combo	3	n/a				
	2	187	Chad Wilson	1983 PETERBILT/359	2005 EBY/LIVESTOCK	
	1	171	Satha Kilgore	1996 PETERBILT/379	2019 WILSON/CATTLE TRAILER	
Antique Original	3	180	Larry R. Vogel	1986 MACK/MH613		
	2	104	Jason Earlywine	1989 FREIGHTLINER/FLC120		
	1	192	Greg Jenkins	1988 WESTERN STAR/4964		
Antique Custom	3	110	Rodney Griffin	1957 PETERBILT/351		
	2	152	Greg LaFave	1974 PETERBILT/359		
	1	131	CJ Donovan	1984 PETERBILT/362		
Working Dump	3	n/a				
	2	160	Travis Dowell	2019 KENWORTH/W900L		
Working Combo Company Owned	3	114	David Ruhkamp	2016 FREIGHTLINER/CORONADO	2019 LANDOLL/440 TRAVELING AXLE	
	2	176	Zach Pletcher	2015 PETERBILT/389	2015 MAC/FLAT WITH CONESTOGA	
	1	134	Robert Gladish	2017 PETERBILT/389	2020 REITNOUER/BIG BUBBA	
<b>TOP 3 KENWORTH AWARDS</b>						
			178	Chad Berry	1995 KENWORTH/W900	
			123	Mark Hollen	2014 KENWORTH/W900L	
			172	Dustin Shipman	2008 KENWORTH/W900L	2019 ETNYRE/LOW BOY
<b>ROADWORKS MFG. - BEST USE OF CHROME</b>						
Bobtail			101	Kevin Geltmaker	1980 KENWORTH/K100C	
Combo			126	Chad Cooper	1996 PETERBILT/379	2016 REITNOUER/BIG BUBBA
<b>ROCKWOOD PRODUCTS - RUNNIN' LATE AWARD</b>						
			213	Tim Cody Jr.	2018 PETERBILT/389	2020 COTTRELL/5307 XLS
<b>MAC TRAILER - GIFT CERTIFICATES TO ANY COMPETITORS W/MAC TRAILER</b>						
			102	Derek Bates	2019 MAC/FLATBED	
			144	Jason Mayrand	2018 MAC/PNEUMATIC	
			170	Robert Smith	2020 MAC/1050 FUEL TANKER	
			173	Brian R. Fretwell	2020 MAC/LTT FUEL TANKER	
			176	Zach Pletcher	2015 MAC/FLAT WITH CONESTOGA	
			198	Randy Manning	W/MAC DUMP	
			200	Jake Eilen	2019 MAC/HALF ROUND	
Jake Eilen Award			106	Rodney Miller	2018 PETERBILT/389	2019 GREAT DANE/EVEREST SS
Working Interior Cab Only	3	126	Chad Cooper	1996 PETERBILT/379	2016 REITNOUER/BIG BUBBA	
	2	120	Pam Cox	2016 PETERBILT/389	2019 WILSON/LIVESTOCK	
	1	165	Warren Hartman	2018 PETERBILT/389		
Working Interior OEM Sleeper & Cab	3	186	Dan Brubaker	2003 PETERBILT/379		
	2	175	Eric Turner Sr.	2015 PETERBILT/389	2018 WALLY-MO/8 CAR HAULER	
	1	185	Kaleb Hammett	2017 PETERBILT/389		
Working Interior Aftermarket Sleeper & Cab	3	n/a				
	2	166	Dean DeSantis	2018 PETERBILT/389	2019 EAST/BSTII FLATBED	
	1	116	Daniel & Phyllis Snow	1996 FREIGHTLINER/CLASSIC XL	2006 UTILITY/4000	
Working Engine	3	119	Chad Smith	2018 PETERBILT/389	2019 EAST/B-TRAIN FLAT	
	2	185	Kaleb Hammett	2017 PETERBILT/389		
	1	175	Eric Turner Sr.	2015 PETERBILT/389	2018 WALLY-MO/8 CAR HAULER	
Working Bobtail Custom Paint, Graphics & Murals	3	185	Kaleb Hammett	2017 PETERBILT/389		
	2	186	Dan Brubaker	2003 PETERBILT/379		
	1	149	Devery Jones	1999 PETERBILT/379		
Working Combo Custom Paint, Graphics & Murals	3	166	Dean DeSantis	2018 PETERBILT/389	2019 EAST/BSTII FLATBED	
	2	175	Eric Turner Sr.	2015 PETERBILT/389	2018 WALLY-MO/8 CAR HAULER	
	1	148	Gary Jones Jr.	1995 PETERBILT/379	2019 GLOBE/55T	
Working Bobtail Lights	3	165	Warren Hartman	2018 PETERBILT/389		
	2	167	Jamie Adkins	2019 PETERBILT/389		
	1	185	Kaleb Hammett	2017 PETERBILT/389		
Working Combo Lights	3	151	Shawn Cielke	2005 KENWORTH/T600	2016 WABASH/REEFER	
	2	126	Chad Cooper	1996 PETERBILT/379	2016 REITNOUER/BIG BUBBA	
	1	201	John & Kim Jaikes	1999 KENWORTH/W900L	2005 UTILITY/3000R	
Limited Mileage Bobtail w/ Miles	5	122	Johnny Payton	1993 PETERBILT/379		
	4	209	James Flanagan	2007 PETERBILT/379		
	3	193	Terry Sturby	2018 KENWORTH/W900L		
	2	178	Chad Berry	1995 KENWORTH/W900		
Limited Mileage Bobtail w/ NO Miles	5	123	Mark Hollen	2014 KENWORTH/W900L		
	4	155	Scott Vieth	2019 PETERBILT/389		
	3	133	Christian Van Schaick	2019 KENWORTH/W900L		
	2	103	Kevin Love/David Tompkins	1980 PETERBILT/359		
Limited Mileage Combo	5	213	Tim Cody Jr.	2018 PETERBILT/389	2020 COTTRELL/5307 XLS	
	4	199	Joshua Donnell	1997 PETERBILT/379	2014 T&E/RACE CAR HAULER	
	3	106	Rodney Miller	2018 PETERBILT/389	2019 GREAT DANE/EVEREST SS	
	2	108	David McKinney	2016 PETERBILT/389	2019 REITNOUER/BIG BUBBA	
Limited Mileage Dump	3	135	Darrell Morgan	2016 PETERBILT/389		
	2	198	Randy Manning	2018 KENWORTH/W900L		
Limited Mileage Dump Combo	3	202	Steve Kamysiak	1980 INTERNATIONAL/TRANSTAR II	2019 EAST/GENESIS	
	2	183	Charles Chase	2019 KENWORTH/W900L	2020 EAST/DOUBLE GREEN	
<b>"BEST OF" AWARDS / LIMITED MILEAGE</b>						
Interior	Best	108	David McKinney	2016 PETERBILT/389	2019 REITNOUER/BIG BUBBA	
Engine	Best	199	Joshua Donnell	1997 PETERBILT/379	2014 T&E/RACE CAR HAULER	
Bobtail-Paint/Graphics	Best	103	Kevin Love/David Tompkins	1980 PETERBILT/359		
Combo-Paint/Graphics	Best	106	Rodney Miller	2018 PETERBILT/389	2019 GREAT DANE/EVEREST SS	
Bobtail-Lights w/ Miles	Best	105	Aaron & William Churchill	2019 KENWORTH/W900B		
Bobtail-Lights w/NO Miles	Best	140	Ed Harwell	1988 FREIGHTLINER/FLT086		
Combo-Lights	Best	108	David McKinney	2016 PETERBILT/389	2019 REITNOUER/BIG BUBBA	
<b>BEST OF SHOW DUMP AWARDS</b>						
Working Dump	Best	158	Brian Parsons	2019 INTERNATIONAL/HX		
Limited Mileage Dump	Best	210	Elliott Newberry	2018 PETERBILT/389		
Limited Mileage Dump Combo	Best	200	Jake Eilen	2007 PETERBILT/379 EXHD	2019 MAC/HALF ROUND	
<b>BEST OF SHOW</b>						
Working Bobtail	Best	185	Kaleb Hammett	2017 PETERBILT/389		
Working Combo	Best	175	Eric Turner Sr.	2015 PETERBILT/389	2018 WALLY-MO/8 CAR HAULER	
Limited Mileage Bobtail w/ Miles	Best	196	K C Cousins	2017 KENWORTH/W900L		
Limited Mileage Bobtail w/ NO Miles	Best	138	Durrell M. Martin	2013 PETERBILT/389		
Limited Mileage Combo	Best	172	Dustin Shipman	2008 KENWORTH/W900L	2019 ETNYRE/LOW BOY	
People's Choice			123	Mark Hollen	2014 KENWORTH/W900L	

## Rodney Miller Wins Big at PKY!



Rodney Miller's (Chance 2 Transport, Ltd.) gorgeous 2018 Peterbilt 389 and 2019 Great Dane/Everest SS combo won the Jake Eilen Memorial Award, 3rd Place Limited Combo and Best Limited Combo Custom Paint and Graphics at the PKY Truck Beauty Championship at MATS. - photo by Dan Pollock -



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# 2019 PKY TRUCK BEAUTY CHAMPIONSHIP



All photos by  
Dan Pollock

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continued from page 1

business like show business.”

Clark Transfer has hauled equipment from Broadway shows like *Hamilton*, *The Lion King*, and *Phantom of the Opera*, orchestras like the New York Philharmonic, Boston Pops, Berlin Philharmonic and Boston Symphony, operas and dance companies like The Metropolitan Opera and Moscow Ballet, and even popular music icons like Willie Nelson and The Rolling Stones. The company has set the standard for show-business logistics and transportation. This tradition carries on to this day with Clark Transfer still being owned and operated by the same family.

Clark Transfer utilizes 100% owner-operators in their fleet. It is a very specialized job. Drivers must deliver on time, every time. Their delivery

rate is better than 99% on time. Clark owns the trailers and owner-operators run irregular routes throughout the country. Many drivers are pleasantly surprised when they learn that they can earn as much or more money at Clark Transfer as with other trucking companies, but by driving up to 40,000 miles less per year.

There is a 180° difference from freight hauling. All of the loads are 100% no-touch. Drivers may stay with show tours anywhere from a single day to multiple weeks, depending on the show itineraries. Drivers are compensated for each day that they sit. Sometimes they will be dispatched to another load and compensated for all miles traveled under load and deadhead. Many times, 10-20 drivers will be dispatched to serve a single show. Most solo drivers run 70-90,000 miles annually and earn \$155,000

to \$185,000, while most teams run 75,000 to 95,000 miles per year and earn \$200,000 to \$250,000. Clark pays for all miles traveled, pays fuel taxes, and offers a cash safety bonus. Clark guarantees an annual average of \$3,000 per week worked for their solo contractors and \$4,000 per team. The company also has a \$5,000 referral bonus.

The company is leasing contractors across the USA. Owner-operators like working with Clark Transfer not only because it is a small company operation (80+ trucks), but also for the family atmosphere. This is evident from the low turnover rate of under 20% that Clark Transfer has averaged for the last 10 years. Clark has six or seven drivers who have been with the company for more than 20 years. Many of the drivers who leave Clark continued on page 17

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# The Show Must Go On Thanks To Clark Transfer



continued from page 16

Transfer are doing so to retire. There are owner-operator leases available with Clark Transfer while they grow their fleet. The company is striving to expand from 80 contractors to 120 to haul the abundance of available entertainment freight. Power units must pass a DOT inspection and be California compliant.

When asked about the future, Clark Transfer President Norma Molitch Deull said, "We hope to be in business for another 100 years! We are a company that is dedicated and committed to its drivers, employees, and customers, who are all part of the Clark family. We are growing our fleet to provide even more service to

the entertainment industry, doing the vital work of getting the show on the road."

If you are interested in working with Clark Transfer, call 800-440-6361, email [recruiting@clarktransfer.com](mailto:recruiting@clarktransfer.com), or visit [www.clarktransfer.com](http://www.clarktransfer.com).



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## In His Own Words: How Justin Shea Grew His Business Through Partnership With PGT Trucking



Justin and Jessica Shea

For those with an entrepreneurial spirit, driving as an Independent Contractor opens doors.

Justin Shea spent ten years on the road driving as an Independent Contractor for PGT

Trucking, and more recently has taken advantage of new business opportunities presented to him. In his 12-year tenure with PGT, he has driven more than one million safe miles, purchased additional trucks,

became a fleet owner, and is now a PGT Agent, with his terminal location in Franklin, PA.

"Driving professionally creates an abundance of opportunity to generate an income for your family, but like a lot of careers, there can be challenges," said Shea.

For more than three decades, PGT has remained rooted in its early principles of quality customer service and personal relationships that foster trust, confidence and retention of the best team in the industry. It is these business values that have helped drivers overcome industry challenges and set them up for long-term success.

"PGT is very family-oriented, and they take really great care of their drivers," added Shea. "They want to see their drivers succeed and do well. We are all out on the road for one reason – we are trying to provide for

our families and give them the best life possible."

Engrained in the trucking industry, Justin comes from a line of truck drivers. His father and uncle are both Independent Contractors for PGT, with more than 30 years of driving experience. "It was almost natural that I get involved," said Shea. "I drove for my father for three and a half years, and then I bought my own truck. Since then, I've continued to grow my fleet and take advantage of the opportunities presented to me to better myself and my business."

The trucking industry is competitive, and PGT knows that truck drivers have options. That is why PGT has not waivered on their solid history of offering Independent Contractors competitive rates with access to a rich and consistent freight base, where drivers can control their schedule and earnings potential.

"Rates have been at an all-time high, and with the abundance of freight options, the home time is better for drivers, too," said Shea. "The opportunities for a driver in the industry right now are endless. You get out of it what you put into it."

PGT currently has more than 1,000 drivers, half of which are Independent Contractors with an average tenure of five years. Of PGT's Independent Contractors, more than 130 have earned the respected title of Safe Driver or Million Mile Driver.

## Goodyear Recognizes Highway Hero Paul Mathias



Gary Medalis, marketing director, Goodyear and Paul Mathias, Goodyear's Highway Hero.

AKRON, OH... Paul Mathias, a truck driver who stepped in to help a family when their SUV was struck by another vehicle, recently accepted the Goodyear Highway Hero Award.

Mathias, a U.S. military veteran, had just stopped his truck at a red light in Phoenix, Arizona, when a vehicle slammed into an SUV inhabited by a mother and her two children. Mathias helped the mother perform CPR on her son and comforted her daughter, who passed away moments later. He then administered CPR to the boy until emergency crews arrived and took over. The boy survived.

"We are proud to add Paul Mathias to our list of Goodyear Highway Heroes," said Gary Medalis, marketing director, Goodyear. "His leadership, courage and willingness

to help a family in crisis exemplify the spirit of this award."

Mathias received a commemorative Goodyear Highway Hero ring during a special event at the Crowne Plaza Louisville Airport Hotel in Louisville, Kentucky.

Since it was established in 1983, the Goodyear Highway Hero Award has honored truck drivers who put themselves in harm's way to help others. The winner was selected by an independent panel consisting of members of the trucking trade media. Other finalists for this year's Goodyear Highway Hero Award included Darrell Atkins, a driver from Alvarado, Texas, and Don Frederick, a driver from Kimbolton, Ohio.

For more information about Goodyear and its products, go to [www.goodyear.com/corporate](http://www.goodyear.com/corporate).



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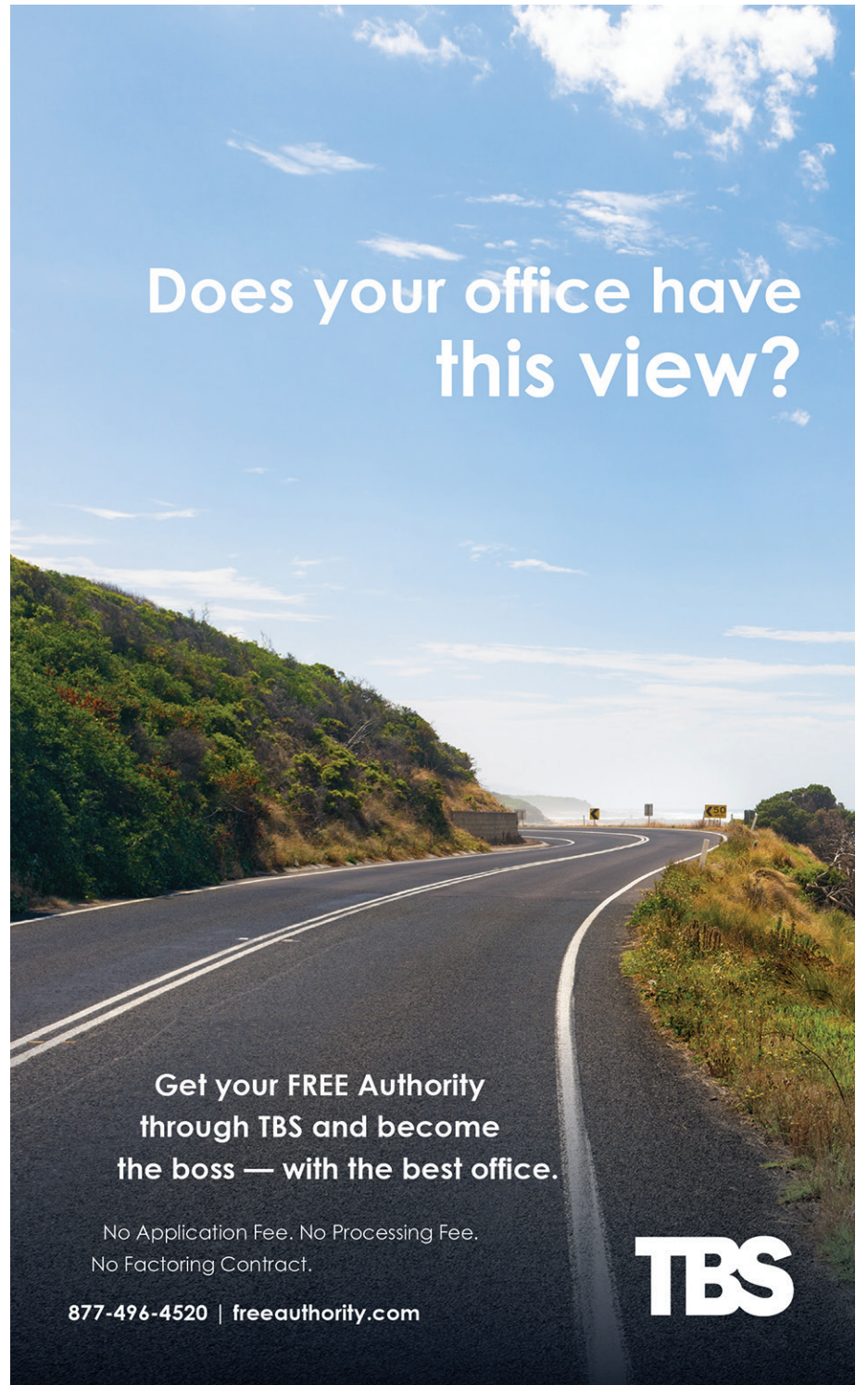
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# The Circuit Rider



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.

## Wise Words Often Joined In Form Of Short Sentences

Our world has ways of grabbing our attention. Some of the things that are used are loud things. Great noises. The blast of a trumpet or the shout of some human being. Other times our attention is gained by that which is long. In other words, that which is continuously put before us. It may be short in its presentation, but in the length of time that it is placed there and the frequency of times it is put before us, it finally gets the attention.

Don't ever forget this: what gets your attention, gets you. So, we have to guard against what we give our attention and mind to. In the realm of the preaching of the gospel, it is possible for a preacher to become a martyr of long and loud preaching. But sometimes the best preaching is given in one sentence such as "God is love" or "Fear not."

Sometimes we think the longer and the louder the sermon, the better it is for us. There are times when the sermon needs to be loud and long, but for the most part that which is spoken to us directly and briefly is the thing that sticks with us and changes us from sinners into saints.

"You must be born again," is a verse of Scripture that grips the heart and refuses to turn it loose until regeneration is the experience of the hearer.

## CVSA's New 2019 North American Standard Out-of-Service Criteria is Now in Effect

Greenbelt, MD... Starting April 1, 2019, the Commercial Vehicle Safety Alliance's (CVSA) 2019 North American Standard Out-of-Service Criteria is now in effect. The 2019 out-of-service criteria replaces and supersedes all previous versions.

The North American Standard Out-of-Service Criteria is the pass-fail criteria for roadside safety inspections. The purpose of the criteria is to identify critical safety violations. Those violations render the driver, vehicle and/or motor carrier out of service until the condition(s) or violation(s) can be corrected or repaired.

In accordance with CVSA bylaws, the changes were proposed to the Class I Members of the Alliance on Oct. 22, 2018, and subsequently ratified on Oct. 31, 2018. Voting members approved 12 changes to the out-of-service criteria which are effective as of April 1, 2019.

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The CVSA Training Committee, the Education Quality Assurance Team in Canada and the National Training Center in the U.S. will incorporate these changes, as appropriate, into North American Standard Inspection training materials, along with several updated inspection bulletins, inspection procedures, operational policies and training videos.

## IBTTA Statement on the Dismissal of the Truck Tolling Lawsuit in Rhode Island

WASHINGTON, DC... With the dismissal of the truck tolling lawsuit in Rhode Island, Patrick Jones, the Executive Director and CEO of the International Bridge, Tunnel and Turnpike Association (IBTTA), the worldwide association representing toll facility owners and operators and the businesses that serve them, released the following statement:

"IBTTA supports the state of Rhode Island's plan to use truck tolls as one of many revenue streams to rebuild major bridges in the state. Large majorities of Americans support greater investment in infrastructure. While the judge who dismissed the lawsuit did not address the merits of the case, we remain hopeful that no court will deny Rhode Island, or any state, the ability to assess user fees including tolls to rebuild its vital bridges and highways."

## Magnum Trailer & Equipment Introduces New Moose Bumper for Kenworth W990L



Abbotsford, BC... Magnum Trailer & Equipment Inc, a manufacturer and service provider for heavy duty trucks and trailers, is adding to its Kenworth line of front end protection with the new Texas Titan Four Post Moose Bumper built for the Kenworth W990L. For maximum impact protection, this bumper uses quality high strength materials, like 6061-T6 aluminum tubing with an 18.5" extruded beam reinforced with 3/16" stiffeners. It bolts on easily to the front of your truck with a heavy duty steel mount

assembly to support the front facing aluminum guard.

Special features, like Magnum's Quick Latch System allows the operator to fold down the bumper quickly and conveniently to access the engine - with one simple click. This feature not only saves time, it ensures drivers don't neglect regular engine maintenance due to difficulty accessing the engine compartment. The Titan 2000 Easy Lift System™ is an available option that makes the grille guard 90% lighter when opening and closing the

bumper. High strength boxed vertical uprights and 3" OD cross tubes add additional strength to reduce twisting on impact. The bullet shaped vertical grille bars provide unmatched strength and style. A Urethane anti-rattle system eliminates vibration and rattling, and quad hinge bushing technology eliminates pivot wear. The heavy duty center tow pin doubles as a safety latch. To compliment the look of this Texas Titan, the bumper has a polished mirror-like finish, LED turn signals and custom extruded header bar.

This Kenworth moose bumper is a welcome addition to Magnum's robust line of front end protection, including moose bumpers, bumper guards, grille guards and roll back guards. Magnum creates front end protection offerings as well as aftermarket truck accessories for Freightliner, International, Kenworth, Mack, Peterbilt, Volvo and Western Star Trucks.

Since 1984 Magnum Trailer & Equipment has been designing, manufacturing and servicing the heavy duty trucks and trailer industry throughout the Americas. With three distinct divisions; Truck Accessories, Trailer Design & Manufacturing and Truck & Trailer Service, Magnum is known for its innovative design and engineering solutions, using quality materials to deliver a long lasting product.

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

## Kenworth Adds Two New Ratings for PACCAR MX-13 Engine

Kenworth has added two new ratings for the 12.9-liter PACCAR MX-13 engine available for the Kenworth T680, T880 and W990.

The first new rating of 405 hp and 1,650 lb-ft of torque provides constant power for line haul applications, enhances integration with the PACCAR Powertrain, and offers increased fuel efficiency.

The second is a multi-torque 455 hp rating with 1,650/1,850 lb-ft of torque that is optimized for fuel-conscious heavy haul fleets and truck operators. This rating provides additional torque in the top two gears while pulling a load up a hill, eliminating the need to downshift.

As a result, the PACCAR MX-13 engine now offers ranges of 405 to 510 hp and 1,450 to 1,850 lb-ft of torque.

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•Cummins CES 20086, 20081  
•Volvo VDS-4.5, VDS-4  
•MACK EOS-4.5  
•Detroit Fluid Specification

(DFS) 93K222, 93K218

- MB-Approval 228.31
- JASO DH-2
- Caterpillar ECF-2, ECF-3
- MAN M3575
- JASO MA, MA2
- Allison TES-439

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For more information about the Shell ROTELLA® engine oils visit [Rotella.com](http://Rotella.com). To stay up-to-date on the latest news from Shell ROTELLA®, follow Shell ROTELLA® on [Facebook](#), [Twitter](#), and [Instagram](#) for updates.

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# Tri-State Trailer Sales / TSTL Adds Trailers For Charities To Their Rental & Leasing Fleet



By Steve Pollock

NEVILLE ISLAND, PA.... Tri-State Trailers Sales/TSTL, a premier trailer dealer in Pennsylvania and Ohio, is adding Rental and Leasing trailers with special graphics depicting various non-profit charities. The trailers will be added into TSTL (Tri-State Trailer Leasing). Each trailer is a brand new 48'x102" Reitnauer Big Bubba with polished aluminum wheels. They feature a Merlot Vango retractable tarping system with custom graphics for each charitable organization.

The custom trailers are the brainchild of Tri-State Trailers' CEO, Joe Mancino, who wanted to raise awareness for various charities. TSTL is paying for the graphics on each trailer, at a cost of around \$1,500 each, with a total of up to 10 trailers being built.

The first trailer (depicted above) is for the Special Olympics Pennsylvania and the Law Enforcement Torch Run for Special Olympics.

The Law Enforcement Torch Run is a major fundraiser for the Special Olympics. Members of the Pittsburgh Police Department participate in annual events, including the Polar Plunge and the Torch Run from Point Park to PNC Park. These raise funds for Special Olympics of Allegheny County.

TSTL will be building one of these special trailers every month and plan to feature Big Brothers Big Sisters of Beaver County next, then Wings

Wheels and Wishes, who raise money for Make-A-Wish.

Tri-State Trailers will be choosing other charities in the months to come. Trucking companies renting or leasing

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# Dan Girouard Honored as Smith Transport's 2018 Driver of the Year



Left to right: Dan Girouard, Theresa Siedel, Barry Smith and Todd Smith.

By Steve Pollock

ROARING SPRING, PA.... Professional Truck Driver Dan Girouard, Smith Transport's 2018 Driver of the Year, was honored at a ceremony at Smith's corporate office in Roaring Spring on March 22<sup>nd</sup>. Dan has been in the running for Driver of the Year on several occasions, having been Smith's Driver of the Month in May 2012, March 2016 and April 2018. Dan has been driving truck for 41 years, since he turned 18 years old; the past 12 years he has been a driver for Smith Transport.

To be eligible to be selected as Driver of the Month or Driver of the Year at Smith a driver must: have no chargeable accidents or incidents; exhibit a strong work ethic; and have a positive attitude.

For his efforts, Dan re-

ceived a Golden Eagle trophy, 2 jackets, a specially embroidered hat, a bonus check for \$2,500, \$200 gift certificate for merchandise in the Smith company store, 3 certificates for truck washes, gift cards for Amazon. A gift card for Bed, Bath and Beyond was presented for Mrs. Girouard. Additionally, Dan will receive his choice of a brand-new tractor to be added to the Smith fleet. Dan chose a new Peterbilt 389. He will also receive personalized Driver of the Year decals for his truck.

Dan has driven 1,677,657 safe miles since joining Smith Transport. In 2018 he delivered 273 loads on time and logged 151,000 safe miles. Dan credits his Driver Manager Theresa Siedel and the staff of Smith Transport for enabling the success of his professional

driving career. Dan stated, "Accomplishments cannot be achieved alone. I thank the folks at Smith Transport and my family for helping me be the best driver that I can be. Smith Transport is a great place to work,

with good people to work with. They have excellent equipment and pay us well." Dan resides in Hope Valley, Rhode Island with Karen, his wife of 32 years. The couple has a daughter, Caitlen. Dan spent 24 years

in the U.S. Army, achieving the rank of Master Sergeant. While in the Army, Dan earned degrees in Business Administration from both Vincennes University and Excelsior College. Dan's handle is "Rulebreaker."

When he isn't out on the road driving truck, he enjoys riding his Harley. Dan is also a diehard Pittsburgh Steelers fan. Congratulations Dan! May you have many safe years and miles ahead of you!

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## OOIDA Thanks FMCSA For Including Trucker's Concerns For Hours-Of-Service Changes, Need For Flexibility

Grain Valley, MO... The Owner-Operator Independent Drivers Association thanks the federal government for taking into consideration its concerns regarding hours-of-service regulations for a newly announced Notice of Proposed Rulemaking. The announcement was made by Secretary of Transportation Elaine Chao at the Mid-America Trucking Show in Louisville, Kentucky.

OOIDA had petitioned the Federal Motor Carrier Safety Administration in 2018 regarding changes needed to the regulations that govern

commercial truck drivers and the hours they work and drive. FMCSA did not provide specific details on the rulemaking today, but OOIDA is optimistic the NPRM will provide drivers with much needed flexibility in their daily schedules.

"We have long supported efforts to reform and modernize hours-of-service regulations," said Todd Spencer, President of OOIDA. "Current regulations are overly complex, provide no flexibility, and in no way reflect the physical capabilities or limitations of individual drivers,"

said Spencer.

OOIDA members, which are small-business and professional truckers, have said for years that current regulations force them to be on the road when they are tired, during busy travel times and in adverse weather or road conditions.

The announcement from the Secretary also included anticipated plans for addressing other industry issues such as the shortage of truck parking, improved infrastructure, a crash preventability program and military truck drivers.



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## The Seven Deadly Sins- Failing to Mitigate After a Traffic Accident

By Kelsea Eckert

According to the UMTRI, more than 71% of truck driving accidents are caused by passenger vehicle drivers. Only 16% of all truck driving accidents are the truck driver's fault. If you're in a traffic accident, the guy that hit you should have to pay to fix your truck. He should also have to pay your lost income while you're down.

The catch is you can't just sit back and expect to get paid for doing nothing. You have a duty to move if you expect the bad driver's insurance company to pay your downtime losses. You are expected to get your equipment repaired and back on the road as soon as possible. Limiting your losses is called mitigation. If you don't mitigate your damages, don't expect full reimbursement.

Small trucking companies and owner operators often commit the following seven deadly sins:

### Lust

Shiny, sexy, state-of-the-art new trucks can lure buyers who can't really afford them. It's tempting to start a business with the best of the best. However, financial stability is very important when buying expensive equipment. Not having deep financial resources and a backup plan when there's an accident is short-sighted and dangerous. If two or three weeks down will put you out of business, you might be in the wrong truck. Slow, careful growth of a business is often the healthiest path.

While equipment is down, it's important to rent or borrow equipment if possible. Sometimes that means using equipment that isn't quite as pretty or as useful as yours. Every owner operator needs to have a contingency plan so in times of an accident, the business can make it through. Additionally, a conscientious

owner will proactively work closely with their insurance agent to understand the insurance coverage they have. It's important to know what coverage is included in a policy. This may include physical damage, bobtail, cargo, downtime and towing coverage.

### Gluttony

While television ads make it seem you'll win a million dollars if you're in an accident, that's not often the case. If you're the victim of an accident, get professional legal advice. Don't have an unrealistic expectation of a windfall settlement or the time it takes to get paid.

If a trucking business is not financially sound, an accident can cause a domino effect of financial crises. However, every bad event that happens after an accident may not be legally attributable to the at-fault party. If the accident settlement takes a long time, some accident victims could lose their homes and prized possessions. Divorces and other personal problems could develop. While this may have happened because of the accident, many of these costs cannot be legally attributable to the bad driver. Damages must be "consequential" or directly related to the incident to be considered as recoverable.

A better idea is having realistic expectations of the process; and proactively provide documentation, photos, and accurate calculations of real losses to the adverse party. Getting back on the road, even by filing a claim with your own insurance company or paying for the repairs out of pocket is better than allowing the dominos to fall.

### Greed

Greedily cashing a check from the other side without careful review is short sighted. Don't be too quick to accept the first offer, sign a release, or cash a check. By signing a release or cashing a check with release language, you might be giving up your rights to any more money, including downtime income, a bodily injury settlement, diminished value monies, your deductible, and your insurance carrier's subrogation claim.

Ask your attorney whether it's safe to settle your claim. It's also important to work with your insurance company, your accountant, and other experts to get good advice before acting on impulse and cashing a check.

### Sloth

Sitting on the couch and watching TV isn't a valid way to mitigate losses. It's important to keep the claim moving along. Even though you're the victim, you can't just wait for the other side to handle everything for you and fix your equipment. You have to actively participate.

Make temporary repairs if possible and get back on the road. When damages are more

significant, rent other equipment if possible. If rental isn't possible, keep records of every attempt to get your equipment back on the road ASAP.

A careful claimant will keep a timeline of everything done to get back on the road. Gather documents proving attempts to rent, as well as any roadblocks, like motor carrier agreements which don't allow for rentals. Include any written denials by rental companies and proof of specialized equipment which cannot be rented.

### Wrath

Anger, hatred, revenge! Bad behavior can damage a good claim. Be very careful what you say at the accident scene. Be careful what you say during the claims process. Adverse insurance adjusters look for reasons to deny claims. While the process may be frustrating, procedures must be followed before checks are issued. Insulting or agitating an adjuster may delay a valid claim.

Consider being thankful for no bodily injuries from the accident. While the adverse adjuster is going to take care of their insured, they may not necessarily be your enemy. Often, by speaking respectfully to the adjuster and providing requested documentation, you'll make progress towards resolving the claim quickly.

### Envy

"My buddy was in an accident and he got a bunch of money, really quickly. Why didn't I?"

You and your buddy's claims may be like apples and oranges. There are many factors that go into settling a claim. Every insurance company handles claims differently. Even if the two cases were against the same insurance company, each will be determined on its own merit. Focus on your own claim and make sure you mitigate your damages so the other side has little reason to deny your request.

### Pride

"Well, it's the principal of the matter!" This statement is often said in the heat of the moment. It may be said without thinking through the entire claim or having professional advice. A person that says this may be too proud to settle, as well as blind to the consequences. Going to court solely based on principal can be an expensive and sometimes disappointing process.

A better course of action may be to resolve the matter for a reasonable figure, even if less than desired, and get back on the road again. Time is money. Getting back to work will help not only your profit margin, but your mental health.

Hopefully, you will avoid all accidents. But if someone does hit you, make sure you protect yourself legally and mitigate your damages so you can collect your entire losses.

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# Pacifico Reflections - Little Stones



by: Mike McGough

By any standard it was an ordinary garden. You could say it was your garden-variety garden. It started with a pile of dirt left over from excavation needed to build a small garage. Not having any place to put it, he decided to level it off and let it where it had been piled. To keep it from drifting, he placed some old bricks around it. The dirt pile included some big rocks and some construction debris. They were big, visible, and easy to pick up and clear out. There were also many small stones, but he thought they were too small to cause any problems.

The plot had plenty of sun during the day, and it was situated at a spot where keeping the soil moist was not a problem. After a little raking it was flat and ready to plant. Several random varieties of flower seeds were scattered over the small plot and gently raked into the soil. A little water was all that was needed to complete this small flower garden.

Over the next few days, tiny sprouts appeared among the inevitable grass and weeds that also began to show themselves. Fortunately the grass and weeds grew faster than the flowers, so

they were easy to spot and could be pulled. As the days passed, the flower sprouts continued to grow, and soon the plot was dotted with a variety of colors. When it was apparent that the seeds that were going to sprout had done so, it was obvious that many of the seeds scattered did not sprout. The harvest was low that first year.

As spring turned to fall and the flowers began to wilt and die, an interesting pattern emerged. Watering the garden and the summer rains had brought an almost countless number of small stones to the surface. With the stems of the dead flowers still standing, it was easy to see way so many of the seeds never germinated. The small stones had stood in their way, and there were plenty of them.

Although the plot was not large by any means, getting all of the small stones was going to take a lot of time and would require more than a little effort. It was fall, the garden would lay dormant until the spring, so there was time to get the job done before the next planting. The gardener, a rather patient soul, decided that he would pick ten of the small stones out every time he passed the plot. By doing so he wouldn't have to disturb the bed or engage in the heavy task of screening the entire plot to get rid of the stone.

Little by little he removed that which kept so many of his seeds from sprouting. Over the next three years, he stuck to his plan. The benefits of picking the little stones were easy to see, as his garden became more and more full of flowers each summer. He planted the same number of seed packets, but the harvest

grew bigger and bigger each year. His ongoing efforts paid ongoing dividends.

The lesson for gardeners is clear, and there is a big life lesson in it as well. In most of your endeavors in life, you can easily see the big obstacles, and if they can be moved, most folks do what they can to get them out of the way. The small obstacles, the ones we can barely see, ones that seem too small to really matter, are often ignored. Sure, there is still progress, and, as in the case of the garden, much of what you do takes root, grows, and blooms. Nonetheless, the small stones in your life, the little obstacles you face, may well be keeping you from reaching a richer, fuller potential of which you are capable.

Like the gardener, take a look around and see if there may be some small stones keeping some of your potential from blooming. If you find some, and you probably will, don't try to gather them all on the first pass. More than likely they didn't get there in a day, so there is no good reason to think you have to eliminate them all in a day. There may also be some that are too heavy, too deeply imbedded, or just impossible to move. Let them there and work around them. With a little effort and a bit of patience, you'll be surprised how many little obstacles you can clear from your plot in life and how much easier your life will become.

Patiently removing the little stones from your plot in life is time and energy well spent. After all, who wouldn't like to make their life a little easier and more productive!

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**May 12 - 30th Anniversary 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 – 19th Annual Greater Cincinnati Chapter of the AHS Truck Show** – Howard Trucking, 10955 Haddix Rd., Fairborn, OH. 45324. All Trucks Welcome! Truck Show, Slow Truck Drag Race, Door Prizes, DJ, Food Concessions. More info, call 937-878-3370 or email: howardtrk@yahoo.com

**May 25 – LCM Family Gathering "United We Roll" Truck Show** – Morgantown Center Classic Auto Mall, Morgantown, PA. For more info visit [www.largecarmag.com](http://www.largecarmag.com), phone 717-806-8907 or email: michele@largecarmag.com

**May 31- June 2 - AHS Convention** – Grand Sierra Resort, Reno, Nevada. For more info, visit [www.AHS.org](http://www.AHS.org) or phone 816-891-9900.

**May 30 – June 2 - 16th Annual Wheel Jam** – South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com)

**June 8 – The Jane Harting Cancer Benefit Truck Show Picnic** – Elite Service, Inc, 905 Stone Hill Rd., Denver, PA. Classic cars/small trucks also welcome. For more info contact Ron or Rebecca Yoder at 717-419-5737.

**June 15-16 – 8th Annual Ohio Vintage Truck Jamboree** – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH. 44805. Truck Light Display, Trucking Memorabilia Display, Truck Model Contest, Door Prizes, Swap Meet, "Country Convoy" Dinner Cruise, Raffles, Jake Brake Competition. For more info visit [www.ohvintrkjam.com](http://www.ohvintrkjam.com) or call 330-682-1707 or email: wep515@gmail.com

**June 22 – Transport For Christ Truck Rally** – Lebanon Expo, Lebanon, PA. For more info visit [www.transportforchrist.org](http://www.transportforchrist.org) or phone 717-665-6347.

**July 11-13 – 40th 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 – Spencer Chrome Truck Show** – Spencer Chrome Shop, 12975 State Rt. 405, Watsontown, PA. 17777.

**July 19-20 – Expedite Expo** – Allen County War Museum Coliseum, Fort Wayne, IN. For more info visit [www.expediteexpo.com](http://www.expediteexpo.com)

**July 20 – 2nd Annual Gear Jammer Magazine Truck Show** – Auction Acres, 35 Main St., Brimfield, MA 01010. All proceeds benefit the Doug Flutie, Jr. Foundation for Autism Awareness. For more info call 508-212-9998.

**July 26-27 – ATCA Keystone Chapter Truck Show** – East Freedom, PA across street from East Freedom Fire Hall. For more info visit [www.keystonetrucks.org](http://www.keystonetrucks.org) or call 814-224-2084.

**July 25-27 – 37th Annual Shell Rotella® SuperRigs®** - Trail's Travel Center, 820 Happy Trails Lane, Albert Lea, MN 56007 (just off I-35). No fee to enter. Fireworks Display, Truck Lights Competition, Music, Competitor BBQ Lunch, The Great Prize Pursuit. For more info and to register for the event, visit [www.Rotella.com](http://www.Rotella.com)

**July 26-28 – TopGun LargeCar Shootout Truck Show** - Rantoul National Aviation Center, Rantoul, IL For more info email: [topgunshootout@yahoo.com](mailto:topgunshootout@yahoo.com) or phone 217-202-1474.

**July 27 – Keystone Truckin' Nationals at the Grove** - 30 Stauffer Park Ln, Mohnton, PA 19540. For more info visit [www.maplegroveraceway.com](http://www.maplegroveraceway.com)

**August 2-4 – Carlisle Truck Nationals** – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

**August 3 – 15th Annual AHS Iowa-Nebraska Classic Truck Show** – Sapp Bros. Truck Stop, Northwest Parking Lot, I-80 exit 440, Omaha, NE. Free Truck Show! Free dash plaques and lunch for show entrants. Food, vendors, music, transportation memorabilia and fun! For more info call Jim Ernst at 402-895-8040 or Russel Spawn, Jr. at 402-680-6121.

**August 9-10 – Wapun Truck-N-Show** – 30th Anniversary – Waupun, WI. For more info call 920-324-9985 or visit [www.wapuntrucknshow.com](http://www.wapuntrucknshow.com) or find us on Facebook.

**August 16-17 – Eau Claire Big Rig Truck Show 10th Anniversary Celebration** – Northern WI State Fairgrounds, Chippewa Falls, WI 54729. For more email [info@ctruckshow.com](mailto:info@ctruckshow.com). Or phone (715) 832-6666

**August 22-24 – 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)

**August 24-25 – ATCA Old National Pike Chapter Truck Show** – Washington Co. Agricultural Center, 7313 Sharpsburg Pike, Boonsboro, MD. All trucks welcome. For info contact Dave or Diane at 301-582-2271 or 301-582-2304 or email: [ddtow@aol.com](mailto:ddtow@aol.com)

**October 28-31 - North American Commercial Vehicle Show (NACVS)** – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

**October 19 – 10th Annual LargeCarMag Southern Classic Truck Show**- LeeHi Travel Plaza, Lexington, VA. For more info visit [www.largecarmag.com](http://www.largecarmag.com), phone 717-806-8907 or email: [michele@largecarmag.com](mailto:michele@largecarmag.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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# Working Show Truck Of The Month

Bryan Levernier Aka  
"Foxfire Cummins"

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**By Robert Conrad**

In his 68 years, Bryan Levernier (aka "Foxfire Cummins") has certainly done a lot a living and also done a lot of trucking. His truck driving career began in 1969, and 50 years later, he's still going strong - along with his very special Peterbilt that he purchased brand new, way back in 1976.

The only thing that has interrupted Bryan's driving was being drafted into the United States Army in 1970. He served from 1970 - 1972, and 2 days

after his tour of duty, he was back in the driver's seat! He purchased his truck back on Sept. 13, 1976 at United Diesel Service, a Peterbilt dealer in Elkhurst, IL. This wasn't just any Peterbilt, it was a special "Patriot Edition". Peterbilt Motors decided to celebrate America's 200th birthday in 1976 by producing 200 trucks decked out in a special red, white, and blue "Patriot" paint scheme. They built 100 cabovers and 100 conventionals, and Bryan got one of the

359 conventionals that today are a piece of trucking history.

Instead of trading it in for a newer model, Bryan has logged over 4 million accident free miles with his "Patriot", delivering trees and nursery stock all over the United States. The truck still has its original paint from 1976 and it certainly has a patina that outshines the newest trucks on the road today! A social media poll was done on Facebook asking if Bryan should repaint his old 359, and only one person out of 250 said yes, so he's kept it original to this day. The truck's interior is also original, except for a hardwood floor and new seats. Power comes from a Big Cam 3400 Cummins engine that's paired with a 13-speed transmission, and a set of 4:11 rears. Let's just say this 359 can get up and go, since it puts out

over 700 HP!

Bryan has certainly taken care of his customers over the years and he wanted to send a big thank you out to Moe, Scotty, Dusty, Patrick, and Patrick for helping him keep his business rolling and growing. He said he keeps a good group of guys busy with steady loads. Foxfire Cummins has quite a following on social media and the real-life Bryan Levernier has made a lot of friends along the way. One thing's for sure, he turns heads no matter where his load takes him, driving his original "Patriot" 359 Peterbilt with a smile on his face.

Movin' Out salutes Bryan Levernier for his service defending our great country, as well as for his great work in over 50 years of trucking. He and his 359 are both Patriots that continue to get better with age!

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