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"THE JOURNAL OF THE TRUCKING INDUSTRY"

11th Annual LargeCarMag Southern Classic



The 11th Annual LargeCarMag Southern Classic was held on October 17, 2020 at the Lee Hi Travel Plaza in Lexington, Virginia. Turn to Page 10 for story and more photos. - Photo courtesy of LargeCarMag. -

Keen Transport – A Different Kind Of Heavy Haul



By Steve Pollock

CARLISLE, PA.... Heavy equipment hauler Keen Transport has diversified to offer their customers a more comprehensive transportation package. The company was purchased in 2017 by Wallenius Wilhemsen, a global shipping and logistics pro-

vider. Keen can now offer customers seamless machinery transportation services across the USA and around the world. Wallenius Wilhemsen operates a fleet of Roll on/roll off ships specially equipped to transport machinery, both crated and drive-on. Keen picks up and delivers to Wallenius Wilhemsen

vessels in U.S. ports, serving both the import and export of machinery.

Keen Transport was founded in 1968 by Harold Keen and sold by the Keen Family in 2012. Harold Keen established the company with a unique business model. Keen continued on page 19

Big Rig Lending – Doing What They Do Best



The staff of Big Rig Lending

DALTON, GA...It's been one of those years. A global pandemic. Shortages on toilet paper, cleaning supplies, meat, food, etc. Restaurants

closed. Big box retail stores closed. Businesses Shutdown. But the American Truckdriver just kept on trucking. Kept on hauling freight. Kept on mov-

ing on down the road. At Big Rig Lending, they just kept on lending. Yes, there were lenders that stopped lending continued on page 17

Spring Maintenance Will Make Sure Your Truck is Operating Properly

With spring just around the corner, we can all look forward to warmer weather and better road conditions. After a winter of ice and snow in many areas, your truck likely needs to be cleaned and have some maintenance items checked. We have some easy, but essential maintenance checks for your truck in order to keep it looking great and running efficiently.

* **Cleaning** - Clean the outside of your truck from top to bottom. This includes underneath, to remove dirt and salt that can cause corrosion. Don't forget the radiator and air intakes! Clean out any debris from in front of the radiator to help prevent overheating and clear the air intakes so there is proper airflow to your engine to help keep it running efficiently.

* **Lights** - This is a good time to check all your lights including turn signals to ensure that they are working properly. If some of your lights are not working properly, check the electrical contacts which can become corroded during harsh weather and interfere with proper operation.

* **Windshield Wipers** - It is highly recommended that you change your windshield wiper blades after a long winter and make sure the windshield washer fluid is full as well. Visibility will be reduced by wiper blades that smear or no longer clear water efficiently. Clear visibility is one of the most critical safety factors when driving, helping prevent unnecessary accidents due to obstructed views.

* **Tires** - Check the air pressure on all of the tires on your truck. Properly inflated

tires on any vehicle are an important safety item and should help maintain fuel mileage and maximize tire life. On the steer axle, check to make sure the tires are wearing evenly across the tread. Uneven wear may indicate the vehicle needs alignment or that there is a problem with the truck.

* **Battery** - Check your battery to be sure it is fully charged and in good condition. This is particularly important if you have been driving in cold temperatures all winter. If the battery is not able to hold a charge, it should be replaced. A weak battery can cause unneeded strain on the electrical system during startup, or even fail and leaving you with added expenses and downtime for road service.

* **Engine Oil** - High quality engine oil is the lifeblood of your engine and provides the protection it needs to run properly. Change your oil at the proper interval using the correct viscosity of Shell Rotella Heavy Duty Engine Oil for your engine. Shell Rotella® T4 Triple Protection 15W-40 is designed to provide hardworking protection that adapts to your driving conditions and Shell Rotella® T6 15W-40 Full Synthetic Heavy Duty Diesel Engine Oil is designed and formulated to provide improved [1] hard working protection resulting in improved: wear protection, protection against oxidation, deposit control/cleanliness, low temperature flow and corrosion control. You may also want to consider Shell Rotella® T5 10W-30 diesel engine oil with Triple Protection Plus™. The synthetic blend oil can offer

fuel economy savings up to 2% compared to a conventional 15W-40, helping you stretch your budget and improve your bottom line.

* **Coolant** - Be sure the coolant level is correct and that you add the coolant that meets the specification for the truck to ensure that your cooling system operates properly and provides the necessary protection. Shell Rotella extended life coolant (ELC) offers complete cooling system component protection by helping to reduce water-pump failures, hard-water-scale deposits and silicate gel. When properly maintained, Shell Rotella ELC NF can provide extended life operation up to 1,200,000 miles in Class 8 over the road operation [2].

* **Belts, Hoses and Filters** - Check belts and hoses to be sure they are not cracked or worn and replace them if necessary. Be sure your air filter is clean, as it will improve the way your engine performs and may help increase fuel economy. Change your fuel filter if necessary as it will also help increase fuel economy.

Checking all of these items yourself or having the service done at a qualified truck service facility will help keep your truck running smoothly, especially following the challenging conditions presented by the winter season. Regular maintenance can be done easily, and most times without major cost. It helps you prevent serious and costly repairs for your truck, in addition to downtime.

Shell Starship 2.0 To Embark On A Coast-To-Coast Drive In May



Houston, TX... In May, Shell Lubricants will launch Starship 2.0 to demonstrate how Class 8 truck sector energy usage can be reduced by harnessing currently available energy efficient technologies as we accelerate toward a carbon neutral future.

Shell Lubricants is building on the lessons learned from the initial Shell Starship program that was launched in 2018 and aiming to push what can be achieved with current technologies. Shell Starship 2.0 is a new truck, featuring a new chassis and drivetrain, along with new safety and fuel-efficient upgrades.

"Shell Starship 2.0 will feature technologies that have advanced since its inception and is built to stimulate discussion and drive the conversation around trucking efficiency and carbon reduction," said Jeff Priborsky, Global Marketing Manager - On-Highway Fleet Sector, Shell Lubricants. "We have taken a number of technologies and have drawn them together in a single design with a holistic, connected approach that is crafted to optimize performance and efficiency."

The primary measure used will be Freight Ton Efficiency as it is the most relevant measure of energy expenditure.

Shell will continue to use this as the primary metric to advance conversations aimed at reducing the road transport industry's CO₂ emissions. Freight Ton Efficiency is a more relevant statistic for judging the energy intensity associated with moving cargo from point A to point B since it combines the weight of cargo being moved with the amount of fuel consumed.

Shell Starship 2.0 is expected to carry a 40,000-pound payload which is higher than the 30,000 pounds it carried in 2018 when the truck attained 178.4 ton-miles per gallon [1] for Freight Ton Efficiency [2] - a nearly 248 percent improvement over the North America average Freight Ton Efficiency of 72 ton-miles per gallon for trucks [3]. In addition, the first Shell Starship achieved 8.94 miles per gallon on its 2018 run, a significant increase versus the U.S. Class 8 average of 6.4 miles per gallon. The Shell team is looking to improve that figure as well with the new Starship.

Shell Starship 2.0 conducted regional testing earlier this year as it prepared for its coast-to-coast drive which will again begin in San Diego and end in Jacksonville. The North American Council for

Freight Efficiency (NACFE) will monitor and verify the results as they did in 2018.

"The ability to test Shell Starship 2.0 under different road and operating conditions is a great benefit as we prepare for the cross-country journey," said Robert Mainwaring, Technology Manager for Innovation, Shell Lubricants. Shell Lubricant Solutions has produced a [short video](#) to preview how Shell Starship 2.0 will help take Class 8 truck efficiency to the next level through advanced innovative technologies, hyper aerodynamic design, fuel saving technology and advanced lubricants. Results will be shared following the completion of the journey. Additional details will be announced about updates to Shell Starship 2.0 shortly.

Projects such as Shell Starship 2.0 helps ensure Shell remains at the leading edge of technology development, energy efficiency and sustainability, and creates opportunities to align and collaborate with like-minded companies. To stay up to date on Shell Starship 2.0, visit www.rotella.com. Join the conversation with #ShellStarship on social media and follow Shell Rotella on [Facebook](#), [Twitter](#) and [Instagram](#).

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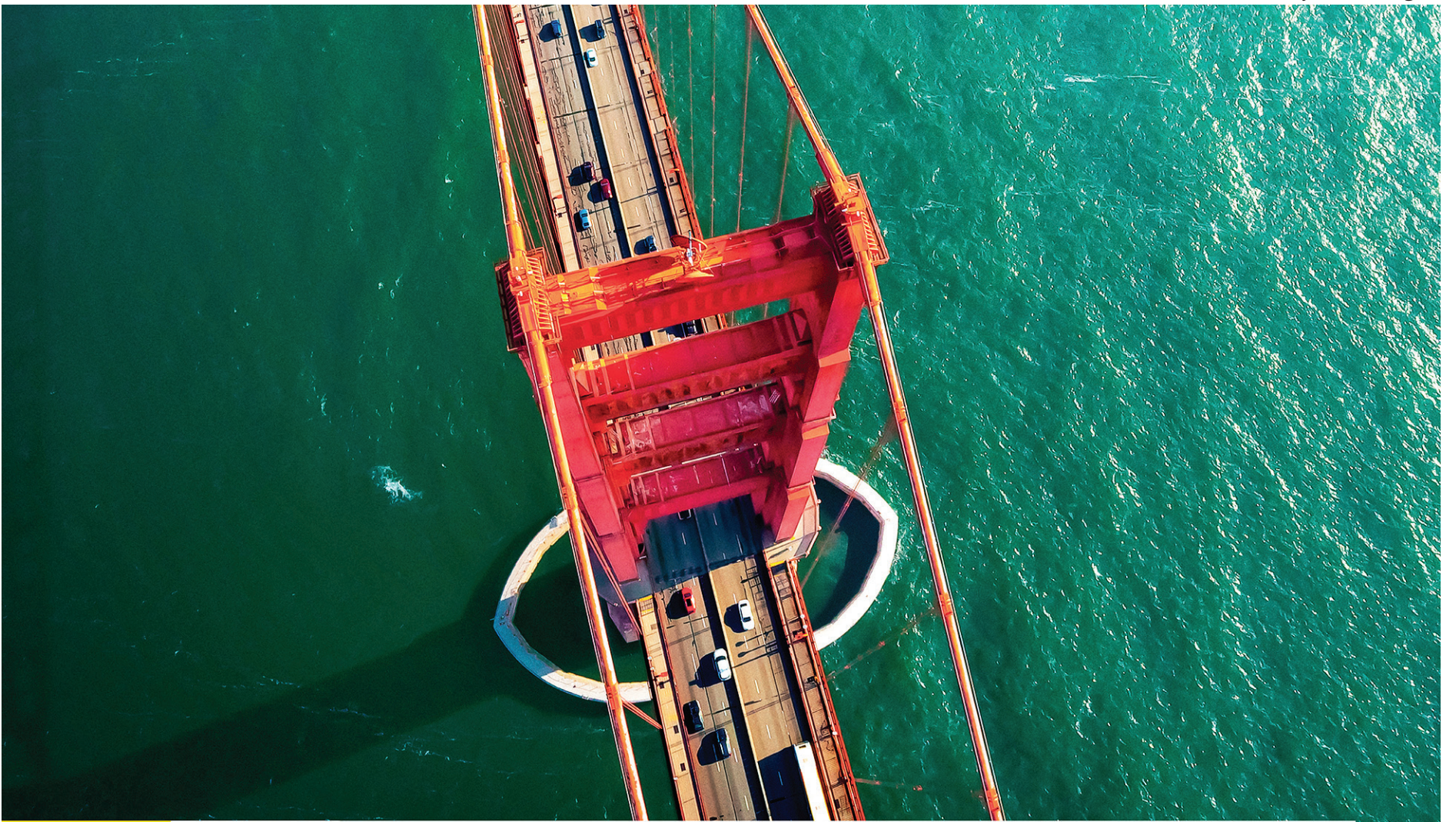
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Off The Beaten Path

by Pam Pollock



All She Wants To Do Is Dance!

I admit it—I have two left feet and I am incredibly klutzy. I trip over my own feet! I have no rhythm and I seriously cannot dance. I only went to one school dance my entire life – and that was either in the 6th or 7th grade, where I met my middle school boyfriend Bruce. His mother had starched his shirt so much that it scratched my face. I should also say that he was much taller than me and I stepped on his toes repeatedly during our slow dance. I think we broke up soon after...

I have pretty much refused to dance with my husband, no matter how much he implores me to join him on the dance floor. I once did dance with abandon at a muzzleloader rendezvous – I got so into the mountain man music that I threw caution to the wind and hopped, jumped and threw my legs about in the middle of the field. It hurt to walk for three days afterwards. I also danced with my husband and my daughter at her wedding, and let me tell you, I shocked everyone.

It's not that I don't love music – I do. And I love to watch people dancing. I love to see bodies swaying and moving. It's just well, I have no coordination. My daughter took dance lessons from her paternal grandmother for 13 years. I once told her that even though I did not dance, my feet and soul were soaring along with her as I sat enthralled in my seat at the dance recitals. She's an exquisite dancer and I would literally sit and cry while watching her on stage.

My daughter and her husband have four children, 3 of whom are girls. Like their Momma, they love to dance. Mackenna, the oldest, is the technical dancer – she thinks the movements through and strives for perfection in her routines. And she likes to include some gymnastic routines in the dance numbers that she performs for me at her house. When she was around the age of two, she would dance and then take a deep bow and just beam up at her adoring audience, who were showering her with thunderous applause. Now, at the age of 8, she is a little shy about her dancing, although she continues the Pollock side of the family's tradition of taking dance lessons and she still has the audience captivated with her graceful and poised dancing.

Althea just turned 6 years old, and she is our little firecracker. She is ALWAYS performing, no, really, she never stops! She sings and dances with abandon, no matter where

she is. She loves to choreograph her own dance routines. Her freestyle (or street) dancing is something to watch as she improvises and composes her dance moves on the spur of the moment as the music plays. Althea is happiest when she is entertaining a crowd, whether it's on the dance stage, in her living room or at the local trampoline park! Her enthusiasm for life and her love of dancing makes everyone smile.

Ophelia just turned two and she is the baby of the family. Her interpretation of dance at this stage of her life consists of running around frenetically. She will stop periodically and grin mischievously at her audience. She also likes to shake her booty.

Our only grandson, Declan



is four years old. He is much like his Gaga Pam, and sits on the couch and observes the dancing, although he has treated us in the past with an awesome Flossing routine. He prefers to play Monster Trucks and drive his little dune buggy around and around our house, shifting into reverse and then back into drive so he can spin the tires. I can relate to him on that one—I kind of like spinning tires and driving fast myself – and I usually am tapping my toe on the gas pedal and doing a little dance jam to my XM Radio tunes with a little air guitar thrown in at the red lights...

- Girls' photos by Crystal Adamosky Photography -



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Make-A-Wish® Mother's Day Truck Convoy Ready To Roll Out In Lancaster, PA

The world famous Make-A-Wish® Philadelphia, Delaware & Susquehanna Valley Mother's Day Truck Convoy will continue to be a Mother's Day Tradition on May 9th. Make-A-Wish® is counting on the local community, especially truck drivers, to make the Convoy a success. The funds raised at the Convoy typically support over 75% of the wishes granted in the Susquehanna Valley each year. There are nearly 500 local children with critical illnesses waiting for their wishes to come true.

This year's 100 truck Convoy will include, Top 30 Drivers and Grand Drivers, key Sponsors, and drivers that commit to fundraising \$500+. The drivers will leave Manheim Pennsylvania Auto Auction at 1:30pm on May 9th. Make-A-Wish® will be broadcasting live on their Facebook page for fans to watch at home. Facebook Live will include drivers departing the parking lot, a view from inside a special Convoy driver's truck, and a location along the route.

There will be several ways to participate in the Convoy listed below and Make-A-Wish® encourages all community members to support this event. In order to continue to manage the safety and health of the community, there will not be a Convoy Carnival and Manheim Pennsylvania Auto

Auction will not be open to the public. "We are thrilled to be partnering with The Mother's Day Make-A-Wish® Truck Convoy for our second year!" said Joey Hughes, Vice President/General Manager of Manheim Pennsylvania Auto Auction. "The Mother's Day Make-A-Wish Truck Convoy is such an important fundraising event, and our team at Manheim Pennsylvania Auto Auction is so honored to host it at our location. Giving back to the communities we serve has been in our company's DNA for generations, and we look forward to being a part of another successful event."

The 2021 Mother's Day Truck Convoy will have several ways to participate from home, including many of the Convoy traditions:- Sign up to be a driver: The Convoy is still accepting drivers for valuable spots in the 100 truck Convoy. You can register at wishconvoy.org.

If you are not a driver and want to support a driver's fundraising efforts, please do so at wishconvoy.org.-Celebrate and cheer for the trucks as they go by. For more information, please visit wishconvoy.org and follow us on the 2021 Mother's Day Truck Convoy Facebook Event Page. To learn more about the 2020 Convoy and show your support, visit wishconvoy.org.

Love's Announces New Speedco Locations

OKLAHOMA CITY, OK... Love's Travel Stops is now serving customers at six new Speedco locations that are open 24/7. The locations offer tire, lube and light mechanical services, as well as DOT inspections, for professional drivers and fleets at affordable costs. Commercial drivers can stop at over 400 locations across the country for their needs.

Love's Truck Care and Speedco is the nation's largest preventive maintenance and total truck care network, with more than 1,500 maintenance bays and the most comprehensive, roadside coverage in the country.

Here are the newest opened Speedco locations:

- * 17110 Brandy Branch Road, Jacksonville, Florida 32234.

- * 775 American Road, Napoleon, Ohio 43545.

- * 680 US Highway 30, Bliss, Idaho 83314.

- * 1385 8th Avenue SW, Valley City, North Dakota 58072.

- * 1126 County Highway 35, Hamilton, Alabama 35570.

- * 23733 West Bluff Road, Channahon, Illinois 60410.

Love's is also looking for team members to join the company, including diesel technicians, service advisors, tire technicians and diesel technician apprentices for its Speedco and Love's Truck Care locations across the country. Interested candidates can visit <https://jobs.loves.com/> for more information and to apply.

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High Performance Diesels with Bruce Mallinson

Even though the Detroit Diesel Series 60 was discontinued in 2011, it's still one of the most common engines for Class 8 trucks. Some may not know about the fascinating story behind these engines. At the onset of WWII General Motors created the GM Diesel Division in 1938 to build engines that would support the war effort. Their first engine, the Series 71 2-stroke engine was used in tanks, generators, and construction equipment during the Second World

War. After the war, Detroit kept producing the Series 71 along with the new Series 53 for on highway use. Detroit's engines were so popular they had over 40% of the market share in the early 70's. Unfortunately for Detroit, in 1976 Cummins introduced the 855 Big Cam which was a more technically advanced 4 stroke diesel engine. The Big Cam was also the first engine to meet noise and pollution standards of the day. The old Series 71, having originated

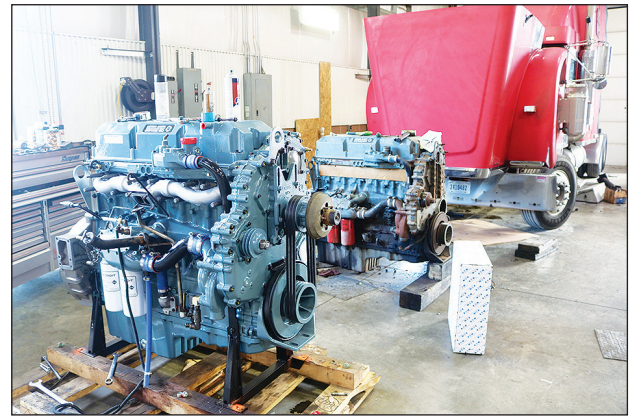
in the 1930's, was loud, smoky, and fuel hungry. Detroit knew they had to design a world class engine to compete, especially since their market share was now less than 5%. In the 1980's they started developing the Series 60 with the target of being fuel efficient, reliable, and clean enough to meet emissions. Debuting in 1987, the Series 60 was a clean sheet design, applying the newest available technology to it. Most notably, it was the first computer controlled diesel engine. This

Detroit Diesel Engine Control or "DDEC" system meant that drivers could get real-time system updates, diagnostic features, and horsepower could be increased with a computer instead of wrenches. Although it was smaller than comparable CAT and Cummins engines at just 12.7 liters, with the right tuning it could embarrass those larger engines in an uphill pull, all while returning impressive fuel economy. Steve Kron, a longtime customer and fuel mileage fanatic, has managed to get between 9 and 10 MPG from his old 12.7. It's equipped with our tune, manifold, and performance turbo.

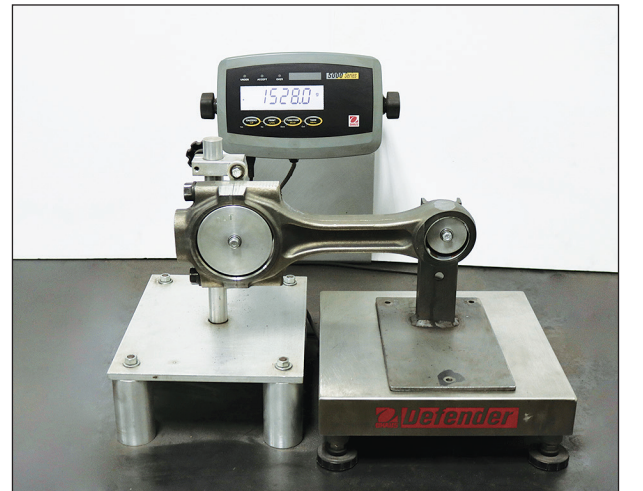
Although these engines are about 20 years old now, parts are affordable and plentiful because Detroit is still producing parts for these wonderful engines. They provide everything needed to keep them running including fully rebuilt crate engines. We're also still rebuilding these engines and can provide a more personalized build to suit your needs. Every one of our engine rebuilds involves balancing the pistons and rods (a rare practice these days) which will ensure your engine will be running smooth for many years to come. Now we're working on the newest series of engines from Detroit and Cummins, but we still provide the full range of service for legacy engines like the Series 60.

Ethan from our engineering department has mastered ECM tuning on these early computer controlled engines like the Series 60 and Cummins N14 Celect and Celect Plus engines. Because these computer systems are relatively simple, we can provide ECM tuning at a reasonable cost of \$650 for a factory upgrade or \$1,450 for a custom tune. In addition, we can tune them from any one of our remote locations across the U.S. and Canada. Just visit the Remote Tuning tab on our website to see the map of available remote tuners. We have the capability to tune some of the newest engines from Detroit, but some of them will need to be done at our shop in Saxonburg, PA. Please give us a call to find out if we can tune your engine remotely or not.

The majority of the tunes we install on the 12.7 Detroit is 500 hp to the ground, which is 588 flywheel horsepower. We also



Detroit engine swap



Balancing a piston and rod

have a custom 580 horsepower to the ground tune which is 682 flywheel horsepower. The ECM can be programmed for two horsepower settings, all you have to do is flip a switch. This is not as popular as the single horsepower setting, most owner operators that have it say they never use the higher setting. The engine runs so good on the lower setting that they keep it there, especially when equipped with the Pittsburgh manifold and turbo. The stock manifold and turbo on a DDEC4 12.7 are very small and restrict the exhaust flow. There is a reason why a performance gasoline engine has a larger intake manifold, carburetor, and exhaust headers. It's all about increasing air flow for the intake and exhaust. The diesel engine needs the same. Many times, on the Dyno we see an 80 horsepower increase with just the exhaust manifold and turbo, especially on the 3406 and C-15 Caterpillar engines. All of the ISX and X-15 Cummins engines benefit from the Pittsburgh exhaust and intake manifolds. It's all about timing fuel and air flow to enable the engine to perform, deliver good fuel mileage, and have a long life.

Many of you are now regularly using Max Mileage FBC and we're working hard to make buying the catalyst more convenient than ever. We have a large dealer network including most DPF alternative locations where you will be able to sign up for their lifetime DPF warranty. We also have over 600 subscribers on our online subscription program. You save money with free shipping and it's very convenient having Max Mileage will arrive at your doorstep. If you live in Canada, we have 23 dealers for you there. From Nova Scotia to B.C., we have you covered. Our dealer Brad Richmond in B.C. will ship you Max Mileage with his own subscription program. Just visit Brad's website max-mileagecanada.ca. Brad also travels along the west coast down to Vancouver and Seattle so please give him a call if you're in the area. He always has some catalyst in his truck.

Written by: Bruce Mallinson, Andrew Wilson, & Jane Gates; Pittsburgh Power Inc.; 3600 S. Noah Dr. Saxonburg, Pa. 16056 Website: PittsburghPower.com Phone 724-360-408

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Joplin Trucker's Review Of The weBoost Drive Reach OTR Signal Booster



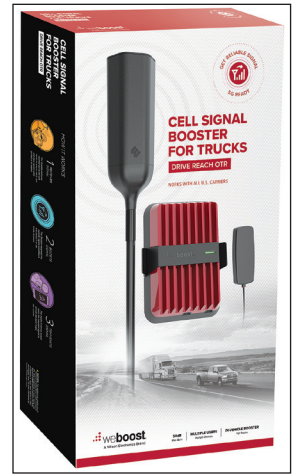
the cable is strong enough and designed to run through the door frame and have the door closed on it. Dave set up his unit with a lighter plug for power, which requires him to have the key turned on to operate, but it can be hard wired into the fuse box so that it is on all of the time. The unit can be set up for permanent installation or slip-seating.

Dave was impressed with the weBoost Drive Reach OTR booster's performance. He said that in areas that his cellphone showed a single signal bar, the weBoost signal booster, when turned on, increased the signal immediately most of the time to a full signal. Two areas where Dave has

always had signal problems is US 70 between Clovis and Roswell, New Mexico and US 90 between Sanderson and Del Rio, Texas. The weBoost Drive Reach OTR provided a full cellphone signal with no dropped calls in the problem areas. Dave also observed a lot of oil field trucks equipped with signal boosters in West Texas.

Dave remarked, "Wilson Electronics' antennas have always been quality made and I have had good luck with them. I was excited to install the weBoost Drive Reach OTR Signal Booster on my truck."

For more information about the weBoost Drive Reach OTR Signal Booster,



visit <https://www.weboost.com/products/drive-reach-otr> or call 866-294-1660. They are also available at travel plazas throughout the USA.

Joplin, MO.... Owner-operator Dave Foster has been trying out Wilson Electronics' weBoost Drive Reach OTR Cellphone Signal Booster for the past few months. Dave has been an owner-operator for the past 39 years and is leased to CFI.

Installation of the Drive Reach OTR took Dave about 30 minutes as he wanted to hide the wires coming into the cab of his 2003 Kenworth W900. Dave indicated that it could have been done in about 10 minutes if he hadn't taken the time to route the wires.

There is an antenna that attaches to the mirror bracket, that routes to a signal box inside the truck, which transmits the signal to the phone wirelessly. Dave ran the booster wire through a rubber grommet that his CB wire runs through however,



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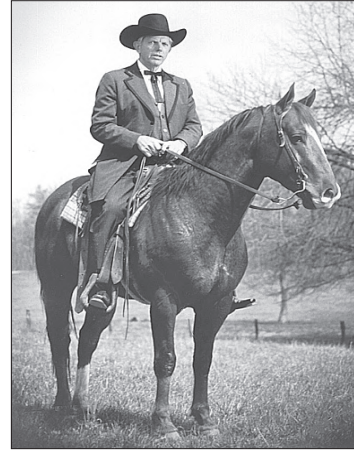
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MO 2021

The Circuit Rider

Operation Safe Driver Week Set for July 11-17 With Focus on Speeding



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.

We Are To Be Content With Such That We Have

The Alpine guides of Switzerland will tell you that they do not have many accidents on the lower parts of the Matterhorn, and that the majority of accidents take place on the higher heights of this great mountain because climbers get more careless the higher, they ascent.

In life it is the same way in everyday experience. The Bible says, "He that exalteth himself shall be exalted." There is an eagerness within the human being to climb higher to get more and be larger. All the while, he fails to recognize the danger in such pursuit.

The higher one gets, the harder the fall. The more he accomplishes, the harder to give it up when comes the time to step off the stage of action. We are to be content with such things as we have. Jesus taught, "See ye first the kingdom of God and all these things shall be added unto you."

We are to love people and use things, but most of us have reversed the order. We are now loving things and using people. Height is a deceptive thing. When you get so high in the tree, you lose your equilibrium and you come down. It is much better to live a steady life, be constant in season, living humble, following Christ, denying yourself for the cross of Christ and service to others.

Greenbelt, MD... This year's Operation Safe Driver Week will take place July 11-17 with an emphasis on speeding. During Operation Safe Driver Week, law enforcement personnel will be on the lookout for commercial motor vehicle drivers and passenger vehicle drivers engaging in risky driving behaviors in or around a commercial motor vehicle. Identified unsafe drivers will be pulled over and issued a citation or warning.

CVSA selected speeding as its focus this year because despite a drop in roadway travel last year due to the pandemic, nationally, traffic fatalities increased. In addition to speeding, law enforcement personnel will be tracking other dangerous driver behaviors throughout Operation Safe Driver Week, such as reckless or aggressive driving, distracted driving, following too closely, improper lane change, failure to obey traffic control devices, failure to use a seat belt, evidence of drunk or drugged driving, etc.

To find out about Operation Safe Driver Week enforcement events in your area, contact the agency or department responsible for overseeing commercial motor vehicle safety in your area.

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Cooper Tire's PRO Series LHT Now Standard Equipment on Vanguard Refrigerated Van Trailers



FINDLAY, OH... Cooper Tire has announced that Vanguard National Trailer Corporation is including the Cooper® PRO Series™ LHT trailer tire as standard equipment on all dry and refrigerated van trailers built at its Monon, Ind.; Trenton, Ga.; Moreno Valley, Calif.; and Sarnia, Ontario, Canada locations.

According to Charlie Mudd, President and Chief Executive Officer of Vanguard, the move to Cooper's PRO Series trailer tires is in line with the company's continued commitment to providing high-quality components on its trailers -- "components that prove to be the best value for our customers," said Mudd. "Tires certainly play an important role in that. Cooper's PRO Series LHT tires provide superior mileage and fuel efficiency -- two things that are very important to our customers. We know our customers will be very pleased with the value these tires bring while operating our trailers."

"Our Cooper PRO Series LHT trailer tire really hits the mark for our customers," said Gary Schroeder, Executive Director of Cooper's Global Truck and Bus Tire Business. "The PRO Series is performing very well and offers a LCO, or Low Cost of Ownership, that can reduce a fleet's tire program cost. We back our PRO Series with a strong warranty too -- the tires have a seven-year, two-retread warranty with full replacement value for the first 50 percent of tread life. We're very excited to be selected by Vanguard as its standard OE fitment."

For more information on Cooper, visit www.cooper-tire.com, www.facebook.com/coopertire or www.twitter.com/coopertire.

Wynonna Judd to Headline "Highway to Hope" Virtual Concert to Benefit the St. Christopher Truckers Relief Fund



The St. Christopher Truckers Relief Fund (SCF) is pleased to announce that country music singer Wynonna Judd will headline the organization's first ever virtual benefit concert "Highway to Hope" on Sunday, May 16, from 6 – 8 pm CST. Judd will be joined by other country music artists who have been supportive of the trucking industry in the past, including John Schneider, Billy Dean, Lindsay Lawler and Heath Sanders. The event will be hosted by a familiar face, or should we say voice, in the trucking industry. Radio Nemo host Jimmy Mac.

Tickets for the livestream event are available for \$20 (plus a \$2 transaction fee) on the SCF website at livestream.truckersfund.org, which will also be the site for the livestream. A portion of proceeds from the concert will go directly to the SCF to support truck drivers in need. Individual ticket purchasers in the US will receive a free CD from the NASTC Grand O Trucking Show which includes Lindsay Lawler and Nashville singer/songwriters featuring music celebrating the trucking industry. Donations can be made during the live event.

The St. Christopher Truckers Development and Relief Fund (SCF) is a 501(c)(3), truck driver charity that helps over-the-road/regional semi-truck drivers and their families when an illness or injury, occurring within the last year, has caused them to be out of work. More than 70% of the 3.5 million professional truck drivers in the U.S. have one or more serious health problems such as obesity, diabetes, sleep disorders and cardiovascular disease. These essential workers spend long durations away from home, work irregular hours and are often unable to get to a clinic, pharmacy or hospital. Minor illnesses become severe, leading to hospitalization and disability. Loss of their commercial driver's license can result in them being unable to work, and financial hardship.

"The first ever Highway to Hope benefit concert will be a fun virtual event bringing our industry together, at a time when we are far apart, to raise support for SCF and our highway heroes with amazing artists that want to give back to this industry. We hope you will join us for a night of music and celebration," says Shannon Currier, Director of Philanthropy and Development with St. Christopher Truckers Relief Fund.

Wynonna Judd is an American country music singer with multiple Billboard Music Awards to her name. She got her start in the music business in the 1980s alongside her mother, Naomi, as part of the country music duo The Judds. Her latest EP, *Recollections*, came out in October of last year. Judd was honored in 2007 with a star on the Music City Walk of Fame in Nashville.

Actor and musician John Schneider, known for his role as Bo Duke on "Dukes of Hazard" television show in the 1980s, recently released an album titled "Truck On" saluting the American truck driver. Proceeds from the album and single track of the same name will also benefit the SCF. Schneider has enjoyed a successful career in country music, topping the charts with his no. 1 hits *I've Been Around Enough to Know* and *You're the Last Thing I Needed Tonight*.

For more information, visit TruckersFund.org.

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11th Annual LargeCarMag Southern Classic



to send a BIG HUGE thanks to them. We also need to thank all of those that donated items to the goody bags, door prizes and monetary donations. We had volunteers, friends and staff working registration, kids area, LCM booth, assembling goody bag and door prize items, photographers, parking, parade assistants, James Hoffman and Susan (Suzanne) Doty for the kick ass meals (and desserts) to feed our large group, all of the guys helping us lifting/moving things/putting up banners, those of you ladies that were our side kicks and helped look after our girls this year since we had to bring them along. (Last time our daughter Kelly attended, she was in Michele's belly in 2014 and forced her arrival early on the Sunday upon arriving home!!) Can't

forget the truckers themselves along with their families and the spectators! There are SO many people to thank that make this a successful event each and every time...thank you ALL so much for your part. We sure hope everyone had a good time. I know some of the trucks were left out of the coverage, but it was so packed we just couldn't get pictures of every truck, so apologies to those that were missed. There may be some big news coming soon on the 2021 Southern Classic so keep an eye on our social media pages!

Photos by CJ Nairn, Joe Seaman, Bruce Sechrist, Steve Ford, Matt Cutts, Jack Gunther

By Steve Ford

The LargeCarMag Southern Classic was held October 17, 2020 at the beautiful Lee Hi Travel Plaza for its 11th Annual. It was the last show that I/we would attend or cover this year, and of the show's that we were able to attend/cover there was one constant. Every show was bigger. With that in mind, we tried our best to be prepared for a larger turnout for the Southern Classic but honestly, we failed. You guys just kept coming in Thursday night. It was awesome, yet overwhelming! So, we would like to apologize to those that

showed up Saturday morning and could not get down to park with the rest of the trucks, we were completely out of room and still had to get trucks out for the parade!

With that said, THANK YOU to all of you that came! We had beautiful weather, a great location with awesome owners/managers/staff doing their part and then some, over 300 trucks in attendance, a fantastic parade, DJ that played the American anthem at noon and there wasn't a sound to be heard except all people stopping what they were doing and putting hand to heart while reciting it

(with tears in eyes), and last but not least, an amazing concert by Tony Justice and his band! As always, we had lots of great vendors, a huge kids area and if you left the show hungry, then you just didn't want to eat! We had over 100 of the trucks register for the parade thru the town of Lexington with police escort, but only about 70 participated...we think they were kind of stuck in their spot for the weekend. To get over 300 trucks packed into a space that really only holds 200 trucks comfortably, we had Jack Gunther, Robert Jett and Cory Johnston handling the stressful job of parking and we would like



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In Memory of Tom Crissman



memory are his wife Debbie Crissman, his father Dean Crissman, his daughter Jessica Crissman and her boyfriend Manny Alvelo, Josh Crissman and his wife Wendy and Jake Crissman and his girlfriend Skylar Wyman, Tom's pride and joys; his grandsons Gage Moffitt, Jace Crissman and Caleb Crissman, his best friend and brother Bob Crissman, his sister-in-law Diane Stubblefield and her husband John, and brother-in-law Donald Eakin and his wife Wanda.

Tom was preceded in death by his mother, a grandson Jaydon Crissman and his in laws Midge and Don Eakin.

Tom's family requested funeral attendees to wear their favorite racing t-shirt. Tom loved everything about race season.

Tom's sons, family members and friends gave Tom one final ride in his beloved truck to the cemetery.

Memorial donations can be sent in Tom's memory to 519 Strong, 306 West Prairie Street, Harrisville, PA 16038.

Editor's Note: I grew up with Tom in our teenage years, riding the same bus to high school and later working with Tom when we were fresh out of school at the Kwik-Fill Truck Plaza in Barkeyville. Tom was always very kind, helpful and considerate. We pulled some epic pranks working on midnight shift and 39 years later, I can still hear his chuckle as we went about our antics. It was my honor and privilege to call Tom my friend and I am very glad that we reconnected on Facebook a few years back.

Thomas Dean Crissman passed away at home from heart complications on February 20, 2021 at the age of 60.

In 2005, Tom fulfilled his dream of owning his own trucking company, Tom Crissman Trucking out of Clintonville. Tom was a true family man. Tom had a unique relationship with all his children. Tom and his son Josh would work side by side on all their trucks. Tom enjoyed watching his son, Jake, race dirt bikes, never wanting to miss a race. Tom and his wife Debbie loved going to supper and visiting their daughter Jess at work, often with their grandsons in tow. Tom was proud

of his family and especially loved watching his grandsons grow up. He looked forward to camping season with his family every year. On race weekends Tom always look forward to seeing all his buddies and was right there to lend a hand to anyone who needed it. Tom was as selfless as they come, often going without things so others would have what they needed. He will be truly missed by many including his fellow truck drivers. Tom often said, "Cool don't get you home" and "styling and profiling" are phrases his family will forever cherish. Loved ones left to cherish his



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PGT Trucking Inc. Announces Opening of New Locations in Phoenix, AZ and Fort Smith, AR

Aliquippa, PA... PGT Trucking, Inc., www.pgtrucking.com, a leader in the transportation industry, is proud to announce the official opening of two new locations in Phoenix, AZ and Fort Smith, AR to support increased market demands in those regions.

PGT Trucking, which is celebrating its 40th year

in business in 2021, has more than 30 company and agent locations nationwide. The addition of the Phoenix terminal and the relocation of Poteau, OK staff to Fort Smith, have provided PGT the opportunity to expand transportation solutions to meet the growing needs of current customers and new business.

The Phoenix terminal, located on the north side of the Phoenix Sky Harbor International Airport, at 2625 East Air Lane, Phoenix, AZ 85034, extends PGT's footprint westward, allowing the company to ship locally and regionally for its customers in this area of the country.

"PGT Trucking provides the highest quality flatbed transportation services to our customers throughout North America," said Chad Marsilio, Chief Operating Officer, PGT Trucking. "We are excited to offer additional shipping solutions into the Southwest by way of our new Phoenix location. Our terminal is made up of experienced drivers and staff who are ready to provide capacity to our diverse customer base."

The relocation of the Poteau terminal to 3315 Cavanaugh Road, Fort Smith, AR 72908, provides exciting opportunities for PGT. "The terminal is conveniently located right off of Interstate 540 and US Highway 71, making it more accessible to our drivers; it is closer to PGT's customer network, which gives us more freight options; the on-site shop provides drivers with direct maintenance support; and the terminal is run by the same great staff we had in Poteau," said Marsilio.

Both locations are actively hiring CDL Class A flatbed drivers to support their rapid growth. Interested candidates should visit www.pgtrucking.com for more information and to apply.

PGT Trucking, Inc., is a multi-service transportation firm offering flatbed, dedicated, international and specialized services. PGT operates in excess of 1,000 power units and over 1,500 trailers and is headquartered in Aliquippa, PA. At PGT Trucking, "Safety is Everyone's Job - All the Time." For more information visit www.pgtrucking.com.

TravelCenters of America Donates Nearly \$25,000 to St. Christopher Fund

TravelCenters of America has donated \$24,960 to the St. Christopher Truckers Relief Fund (SCF), as part of a candy promotion with World's Finest Chocolate (WFC). In February, guests visiting TA's travel stores had the opportunity to purchase a WFC candy bar at the registers, with a portion of the proceeds going to SCF, a nonprofit offering financial assistance to ill or injured professional drivers and health and wellness programs.

"We're pleased to offer this donation to the St. Christopher Truckers Relief Fund," said Barry Richards, president of TA. "We're grateful for the millions of professional drivers who are the backbone of the trucking industry and will continue doing what we can to support such an important organization."

"It means so much to have major organizations embedded in the trucking industry always thinking about how they can help drivers," said Donna Kennedy, executive director of SCF. "TravelCenters of America is a consistent supporter of ours and we're so grateful for their creativity and commitment to further our mission."

TA began its support of SCF in 2010 and has raised nearly \$3 million for the organization.

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A Likely Story - "Road Test"

By Roger Clark

Every driver applying for a job with any carrier is required to do a road test. Every examiner for a road test must have some experience. And finally, every manager tasked with road test documentation must be able to accept results that include ear piercing, bad grammar, open-toed sandals, and cargo shorts.

As the middle-man in this recruiting process, it's my job to evaluate a candidate's ability to corner properly, reverse safely, accelerate smoothly, and leave the fewest number of parts in the street. We get better scores, it seems, when potential employees don't scuff the curbs, hit parked cars, or frighten other drivers. I would describe this as a reasonable expectation.

But today's road tests can be anything but reasonable. There are now an equal number of new drivers who have never shifted a manual transmission, and those who have never driven an automatic. I work in a fleet of 5000 automatics, and ten manual transmissions, but a road test requires the latter.

Road tests today also require a trailer, but they only have to be licensed, legal, and watertight. They don't have to be clean, and that's good, because they haven't washed a van in this fleet since 1982. That's good, because all that dirt hides the scars of curbs, cars, impatient commuters,

and slow-moving bag ladies.

The first segment of any successful road test is the pre-trip inspection. It's important, after all, for a new driver to identify what's leaking, shaking, spraying, or cracking. They don't have to know why something is leaking, shaking, spraying, or cracking, but only that it is.

Nor does the new guy or gal...or trans, or cis, or whatever....need to know their parts, but only that they have them. If they can tell the difference between green liquids on the pavement and yellow snow on the grass, then we don't care if they know their X from a Y.

The second segment of a successful road test is becoming familiar with dash controls and seat positions. There are fifteen gauges and just as many switches that reflect air pressure, fuel levels, electrical status, and temperature readings. In addition, a driver's seat has up to 45 possible adjustments. The passenger's seat has three: get in, sit down, and shut up.

While waiting for the engine to reach operating temps, ELD to warm up, and examiner locate his seatbelt buckle, a new-hire has to position his own seat, re-set the tilt wheel, and wipe dust

off the gauge panel. Some don't know the turbo boost gauge from air pressure application, and that's okay, but others can't separate MPH from kilometers. We would deport those people, I reckon, but my wife is in that group.

The final segment in the road test is a driving exam. There are a hundred items to check off, during the drive, that include shifting, cornering, stopping, and merging. These maneuvers will show me, as the examiner, whether the new-hire will be a good hire for a postal load, hazmat carrier, or maybe an outlaw bull hauler.

It costs over five thousand

dollars to hire drivers today, and I'd pay that much to get rid of a few, but it doesn't work that way. What does work is practice, patience, regular reviews, and perhaps a little bent metal along the way. That's all it takes to become a professional truck driver.

For examiners, I've learned, it takes a deaf ear, blind eye, and the realization that we alone have the potential to become the lead story on tomorrow's 6:00 O'clock news.

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Volvo Trucks North America began taking customer orders for its VNR Electric model on Dec. 3, 2020. Production of the Volvo VNR Electric began in early 2021 at the company's New River Valley manufacturing plant in Dublin, Virginia.

The Volvo VNR Electric is eligible for funding programs throughout the United States and Canada.

In addition to the funding and incentives available in the U.S. and Canada, Volvo Trucks is committed to making electric truck ownership viable, streamlined, and cost effective by offering special financing and insurance solutions for the Volvo VNR Electric and charging infrastructure investment through Volvo Financial Services (VFS), as well as comprehensive service and support bundles. In conjunction with the launch of the VNR Electric, Volvo Trucks introduced the Volvo Gold Contract, their most advanced service contract available, specifically designed to provide peace of mind to new electric truck owners. Incorporating maintenance, towing, uptime services, and full coverage of major components, the Volvo Gold Contract comes standard with the Volvo VNR Electric and is the first service contract of its kind from Volvo Trucks North America.

The Volvo VNR Electric, Volvo Trucks North America's first commercially available battery-electric Class 8 vehicle, is now eligible for dozens of fund-

ing and incentive programs across North America, including up to \$120,000 per vehicle from California's Hybrid and Zero-Emission Truck and Bus

Voucher Incentive Project (HVIP). Through point-of-sale vouchers, incentives, or rebates, funding programs established are helping make



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Latest Trucking Industry News

ATA Announces Formation of Law Enforcement Advisory Board

Arlington, VA... The American Trucking Associations announced the formation of its Law Enforcement Advisory Board—a new panel that will advise the ATA Federation on ways to grow and strengthen relationships between the trucking industry and law enforcement organizations across the country. The board is comprised of ATA members who have previous experience in federal, state, and local law enforcement, as well as current and retired law enforcement officials who have contributed positively to the partnership between both groups.

“No two groups have a stronger and more consistent presence on our nation’s highways than law enforcement officers and American truckers,” said ATA President and CEO Chris Spear. “Therein lies a strategic opportunity for greater collaboration, increased communication, and new bonds. The incredible depth and breadth of experience represented on this board will be an invaluable asset for our industry, the law enforcement community, and the safety of the motoring public alike.”

The 22 members of the Law Enforcement Advisory Board will convene bimonthly to identify areas of opportunity and provide recommendations on priority issues. During its inaugural meeting, held virtually last week, the board identified primary issues it will focus on in the coming weeks and months, including combatting human trafficking; increasing truck parking capacity and ensuring driver safety at rest stops; commercial motor vehicle safety and security; and enhancing access to training for drivers and company safety personnel.

The 22 Advisory Board Members are:

- * Derek Barrs, HNTB Corporation
- * Joe Allen Boyd, professional driver, Walmart Inc.
- * Rick Cates, Marsh USA Inc.
- * Tim Cardwell, National High Intensity Drug Trafficking Area (HIDTA) Assistance Center
- * Butch Day, Yellow Corporation
- * Jeff DeVere, DeVere Public Affairs and Consulting
- * Floyd Dixon, FedEx Freight
- * Fred Fakkema, Zonar Systems, Inc.
- * Jeff Ferber, ABF Freight System
- * Kent Grisham, Nebraska Trucking Association
- * Chris Harris, ABF Freight System
- * Parker Harrison, Old Dominion Freight Line
- * Jim Kochenderfer, Werner Enterprises
- * Mike Martin, Old Dominion Freight Line
- * John McKown, professional driver, UPS Freight
- * Ray Miller, McAnally Wilkins Insurance
- * Dana Moore, Texas Truck-

- ing Association
- * Myron Rau, South Dakota Trucking Association
- * John Spiros, Roehl Transport
- * Jeffrey Tippit, City of La Porte Police Department
- * Christopher Vinson, Midlothian Police Department
- * Donnie Ware, ABF Freight System
- The LEAB members have current or previous affiliation with the following 27 law enforcement entities:
- * California Highway Patrol
- * City of La Porte, Texas Police Department
- * Clay County, West Virginia Sheriff's Department
- * DeSoto, Texas Police Department
- * Federal Bureau of Investigation
- * Florida Highway Patrol
- * Fort Smith, Arkansas Police Department
- * Fremont, Nebraska Police Department
- * Gassaway, West Virginia Police Department
- * Howard County, Maryland Police Department

- * Jackson, Tennessee Police Department
- * Madison County, Florida Sheriff's Department
- * McKinney, Texas Police Department
- * Midland, Texas Police Department
- * Midlothian, Texas Police Department
- * National High Intensity Drug Trafficking Area (HIDTA) Assistance Center
- * North Carolina Highway Patrol
- * Ocean City, Maryland Police Department
- * Pennsylvania Game Commission
- * U.S. Air Force Security Police
- * U.S. Secret Service
- * U.S. Navy Military Police
- * Rowlett, Texas Police Department
- * Sarpy County, Nebraska Sheriff's Office
- * South Dakota Highway Patrol
- * Texas Department of Public Safety
- * Washington State Patrol

A Safe Place To Park And Rest: Truckers Applaud Bipartisan Bill To Relieve Severe Truck Parking Shortage

Washington DC... Finding a safe place to park is something most people take for granted, but it’s a daily struggle for hundreds of thousands of long-haul truckers. The Owner-Operator Independent Drivers Association applauds the bipartisan group of U.S. Representatives that has shown they understand the challenges truckers face by introducing H.R. 2187, the Truck Parking Safety Improvement Act, which would dedicate federal funding for the expansion of truck parking capacity. The trucking industry has long suffered from a severe shortage of available places for truck drivers to safely park and comply with hours-of-service regulations.

U.S. Representatives Mike Bost (R-IL) and Angie Craig (D-MN), joined by their colleagues Representatives John Garamendi (D-CA), Dusty Johnson (R-SD), Susan Wild (D-PA), and Pete Stauber (R-MN), introduced H.R. 2187, the Truck Parking Safety Improvement Act. This group of members from across the political spec-

trum demonstrates that truck parking is not a partisan issue, but a growing highway safety concern that affects truckers and all other motorists.

The bipartisan legislation dedicates hundreds of millions of dollars to projects that would increase truck parking capacity, instead of wasting money on electronic signage and other “technology” solutions that do not address the core issue of the parking shortage. Funding could be used for the construction of new truck parking facilities, expansion of truck parking at existing rest areas, conversion of space at existing weigh stations, or any other innovative solution that increases capacity. Funding would be awarded on a competitive basis and applicants would be required to submit detailed proposals to the U.S. Department of Transportation.

“I grew up in a family trucking business and spent years driving over the road,” said Rep. Bost. “Since then, we’ve seen the need for more trucks and drivers increase

significantly, especially during the COVID-19 pandemic when trucking helped to keep our economy going. However, the number of truck parking spaces hasn’t kept pace. That means that drivers are forced to park in unsafe locations, which puts both them and other motorists at risk. Creating sufficient parking options for long-haul truckers will not only help keep truckers safe during their rest breaks but will also mean safer roads for everyone.”

“Without adequate parking, truck drivers are forced to pull to the side of the road or continue driving – both of which are risky,” said Rep. Craig. “I’m proud to join Representative Bost to reintroduce the Truck Parking Safety Improvement Act which would increase truck parking spaces and improve safety for the folks who transport our goods and everyone on our roads.”

“The COVID-19 pandemic brought to the forefront the critical role truck drivers play in a strong supply chain. Congress must ensure truckers are able to safely transport goods across our nation. This bill is a step in the right direction,” said Rep. Johnson.

“I’m proud to support truckers and the integral role they play in keeping our country going, especially during a pandemic that has made abundantly clear the necessity of resilient supply chains and infrastructure,” said Rep. Wild. “The Truck Parking Safety Improvement Act is a necessary step towards promoting safety and protecting this vital industry and the hardworking Americans who transport goods across the country every day.”

“The trucking industry was at the forefront of the COVID pandemic, bringing essential goods like food, medicine, and PPE to stores nationwide. Their services are invaluable, so I am proud to help lead legislation that will help American truckers continue to safely and efficiently perform their jobs,” said Rep. Stauber.

In addition to their work with the bipartisan group of original sponsors, OOIDA collaborated with a diverse array of industry stakeholders to develop and build support for the legislation. H.R. 2187 also has the support of the American Trucking Associations, Truckload Carriers Association, National Association of Small Trucking Companies, National Motorists Association, Transportation Intermediaries Association, American Highway Users Alliance and the Institute for Safer Trucking.

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 150,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

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MOVIN' OUT Calendar of Events

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May 2 - 20th Annual Truck Convoy For Wishes - Battlefield Harley-Davidson, 21 Calvary Field Rd., Gettysburg, PA. Benefits Make-A-Wish Greater Pennsylvania and West Virginia. For more info call 717-818-9411 or visit www.truckconvoyforwishes.org

May 7-9 - Midwest Pride In Your Ride - Tri-State Raceway, Earlville, IA. Email: info@midwestprideinyourride.org or visit www.midwestprideinyourride.com

May 9 - Annual Make-A-Wish Mother's Day Convoy - For Questions, contact Cathy Schladitz at cschladitz@philadesv.wish.org or (717) 283-4868

May 15 - Trucks For Smiles Convoy - Somerset County Fairgrounds in Meyersdale PA. Hosted by WW Friedline Inc. Benefits the Make-A-Wish Greater PA and WV Foundation. The convoy starts at 10 am with registration, live auction starting at noon and the convoy leaving at 2pm with a truck pull to follow after the convoy returns! For more info, call WW Friedline at 814-445-2193

May 15 - LargeCarMag Family Gathering United We Roll Truck Show - Leesport Farmers Market, Leesport, PA. Call 717-806-8907 or visit www.largecarmag.com

June 3-6 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

June 3-5 - American Truck Historical Society National Convention & Truck Show - Rockingham County Fairgrounds, Harrisonburg, VA. For more info, visit <https://ath.org/convention/>

June 4-5 - Joplin 44 Petro Truckers Jamboree - Joplin 44 Petro, Joplin, MO. For more details, visit www.joplin44.com/truckers-jamboree

June 5 - Paul Riggle and Sons Truck Show - Paul Riggle and Sons Trucking, 601 Marco Rd, Apollo, PA 15613. For more info, contact Pat Riggle, 724-448-7809.

June 11-12 - Oak Grove 70 Truckers Jamboree - Oak Grove Plaza, I-70 Exit 28, Oak Grove, MO. For more info, visit www.oakgrovepetro.com/trucker-jamboree

June 18-19 - 42nd Annual ATCA National Meet - Macungie Memorial Park, 50 N Poplar St., Macungie, PA. For more info visit www.antiquetruckclub.org

June 19-20 - 9th Annual Ohio Vintage Truck Reunion - Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Truck Light Display, Door Prizes, Raffles, Jake Brake Competition, Country Convoy Dinner Cruise, and much more. For info, visit www.ohvintkr.com or call Bill Peters at 330-682-1707 or email: wep515@gmail.com

June 27 - American Truck Historical Society ATHS Nutmeg Chapter Truck Show - Brooklyn Fairground, Route 169, Brooklyn, CT. 8 am - 3 pm. For more info, call Don @ 860-274-4758.

July 8-10 - 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 16-17 - Gulf Coast Big Rig Truck Show - Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: pattimccleney@gmail.com

July 16-17 - Expedite Expo - Allen County War Memorial Coliseum, 4000 Parnell Ave., Fort Wayne, IN. 46805. For more info visit www.expediteexpo.com

July 23-25 - 14th Annual Working Class Truck Show - Rantoul National Aviation Center, Rantoul, IL. Live Music, Food, Beer Garden, Vendors on site. For more info, www.topgunlargecarshootout.com, Email: topgunshootout@yahoo.com

July 23-24 - Keystone Chapter ATCA Truck Show - 139 Municipal St., East Freedom, PA. Trucks, Tractors, and Machinery welcome. Dash plaques while supplies last. No Judging. Friday evening dinner and Ice Cream Convoy. Food and drinks on Sat. For more info, visit www.keystonetruckers.org or call 814-224-2084

July 30-31 - 4th Annual Gear Jammer Magazine Truck Show - The Monadnock Speedway, 840 Keene Rd., Winchester, NH on July 30-31, 2021. All proceeds donated to The Doug Flutie Jr. Foundation for Children with Autism. Over 100 trophies, Vendor midway, Beer Pavilion, Tony Justice in Concert - Friday evening, Light Show - Friday evening, NEW FOR 2021 - TRUCK PULLS Big Raffle - Saturday, Kids activities & more! Questions: Call Bob @ 508-212-9998 or email to: mttconrad7@aol.com

July 31 - "Burning Diesel For A Cause" Truck Show - Indiana Mall, 2334 Oakland Ave., Indiana, PA. All proceeds to be donated to the Ox Hill Fairgrounds. Food Truck. For more info, call Brad Fisher @ 724-422-5255 or Devin Dalessio @ 412-289-7990.

August 6-8 - 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

August 7 - 16th Annual ATHS Iowa-Nebraska Classic Truck Show - Sapp Bros. Truck Stop, Omaha, NE. Northwest parking lot. I-80 and Exit #440. 9 am till 3 pm. FREE to public & entries. For more information, contact Russell Spawm Jr. @ 402-680-6121.

August 13-14 - Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 20-22 - Big Rig Truck Show - Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

September 10-11 - Big Iron Classic - Dodge County Fairgrounds, Kasson, MN. Visit www.bigironclassic.com or email: info@bigironclassic.com

September 11 - Bedford County Convoy of Diesel Dreams - Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 24-25 - Truckers 4 Hope Truck Show - Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

September 23-25 - CSM's Guilty By Association Truck Show (GBATS) - 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more... bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshop-mafia.com/guilty-by-association-truck-show>

October 2 - Victory Road Truck Show - hosted by Pittsburgh Power and Long Haul Custom Detailing, held at the Victory Road Business Park, 3600 S. Noah Dr., Saxonburg, PA 16056. Activities include: Show 'N Shine, Live Dyno Runs on the Pittsburgh Power Chassis Dyno, Food Trucks, Kids Activities, Raffle Prizes, Giveaways and much more! For more information, call Pittsburgh Power at 724-360-4080

October 16 - 12th Annual LargeCarMag Southern Classic Truck Show - Whites Travel Center, Raphine, VA. For more info www.largecarmag.com

March 24-26, 2022 - 50th Anniversary Mid-America Trucking Show - Kentucky Exposition Center, Louisville, KY. www.truckingshow.com

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

movinout@zoominternet.net.
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Big Rig Lending - Doing What They Do Best

continued from page 1

over the last year, and some even went out of business during this pandemic, but the team at Big Rig Lending just kept on doing what they do best - lending money and helping the Owner Operator.

You know what happened over the last 12 months. You have the "horror" stories that you will tell your kids one day. Unforeseen expenses happen at the worst possible time. Your credit card is maxed out. Your banker won't call you back. You are caught in a tough financial situation and you need money to get your truck back on the road. These are the times when Big Rig Lending steps up to the plate. Whether it is a breakdown, tire replacement, engine overhaul, plates, taxes or insurance premiums or maybe you just need some extra working capital, Big Rig Lending can help. Big Rig Lending is not a load factoring company or a financing company; they offer financial support directly to commercial truck owners to keep them and their business going. Using their truck or trailer for collateral, owner-operators can borrow up to \$25,000 in as little as 48 hours.

Big Rig Lending calls it their 10-4 Process. Call 1-844-6-BIGRIG (1-844-624-4744) and spend 10 minutes telling your story to a funding

specialist, then send 4 photos: your driver's license, truck, truck title and odometer. You can also start this process at BigRigLending.com. You will then be advised as to how much you can borrow (up to \$25,000) and the interest rate you will pay. Once you accept the offer and complete the closing process the money will be direct deposited to your bank account by the next day or you can have a check mailed to you. Because Big Rig Lending does all approvals and funding in-house, they can fund you quickly without the need for 3rd party participation. You will not have to worry about any origination fees with Big Rig Lending. Commercial loans are available for nearly everyone and all credit types, from bad to good. If you own your truck or trailer and you are not in open bankruptcy, Big Rig Lending can help you. Best of all, when you call Big Rig Lending, you will talk with a funding specialist who will talk to you about your loan and help you through the process from start to finish. Just tell them your story and they will help you, no waiting for days on end for a loan approval.

Big Rig Lending offers two types of loans: Fixed Interest Installment Loans of 12, 18 or 24 months with monthly payments that fit your budget;

or a Title Pawn with a 30 day renewable contract and flexible payment options. Big Rig Lending loans are available in 39 states by calling 1-844-6-BIGRIG (1-844-624-4744) Mon/Tue/Thu/Fri 9 am - 8 pm EST. Wed 9 am - 6 pm EST.

Big Rig Lending was launched on June 27, 2016 in Dalton, Georgia, the carpet capital of the world. The Company started with 4 employees in 2016 and has now grown to 21. Big Rig Lending has helped over 6,000 owner-operators get the funding they need. The company plans to offer a used truck and trailer purchase program in the near future.

Big Rig Lending is looking for other businesses to partner with under our Business Affiliate Program. Big Rig Lending currently partners with repair shops, commercial insurance companies, factoring companies and other commercial lenders all in an effort to assist Owner Operators get the funds they need to keep their businesses going. If you would like to speak with someone about becoming a business affiliate please call Mike Fraebel (VP of Operations) or Jason Gore (Sales Manager) at 1-844-6-BIGRIG (1-844-624-4744), Option 3.

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Pacifico Reflections - Fried Eggs

by: Mike McGough

She lost her job in the economic crash of 2008. She had few options, but she knew the nursery business. She was good at it, so she decided to start a small operation of her own. The first year or two was slow, but by the third year, she had built up a clientele, hired a few folks, and she was doing okay. Over the next two years, business seemed to take off. She went into lawn care, landscaping, and snow removal. With almost thirty employees, she was bigger than the company she had worked for, when she lost her job.

The next year, she bought out her former employer.

She agreed to keep all of the employees from the company she bought. For several years before the crash, they had been her peers. Like any group, they had had their periodic ups and downs, squabbles, and riffs. She wanted to let those in the past, particularly with the guy who had been her supervisor. She knew that their now reversed roles were going to be tough for him.

She divided her employees into crews, with each crew having a chief. She had a meeting each week on Monday morning at 6:00 AM, with the crew chiefs. They reviewed the past week and set plans for the week ahead. As a way of avoiding hard feelings with her former supervisor, she made him a crew chief. He was good at his job, and she hoped it would set a better tone between them. Sadly, he failed to recognize what she was trying to do for him.

Week after week he found

something about which to complain. He'd find fault with something, and then call her out during the meeting. Initially she ignored him, or at least she tried to. Finally, she went to a work site and asked to speak with him privately, which she routinely did with crew chiefs. She asked why he found it necessary to confront her at every meeting.

"What, don't I have the right to speak?"

Sensing that this conversation was going nowhere, she dropped it. He was a good worker and a good supervisor. She decided to just tolerate it a bit longer, hoping that her efforts to talk with him may have some good effect over time.

Instead of taking the hint, he doubled down more antagonistically. His comments at Monday meetings became even more petty. She wasn't prepared to fire him, but she was not going to tolerate him any longer either.

At the end of a particularly aggravating exchange with him one Monday morning, she asked him to stay. Reluctantly he did. Flopping himself back into his chair after everyone else had left, he said, "Let's get this over with, I've got work to do."

"I know you do. Remember, you work for me." The look on his face indicated clearly that he wasn't expecting that comment. When he was her supervisor, she was also so cautious about how she spoke to him. In the months he had worked for her, she had showed him the same deference.

She sat down and continued.

"My Grandmother had a phrase to describe when people tried to embarrass others and call them out in front of a group. She said people who do that like to "frying other peoples' eggs." Well, you seem to like frying my eggs every time we meet. Heretofore, I've always tried to rise above your uncomfortable and embarrassing personal comments directed at me. I've shown you respect." He sat silently. It was clear she had his attention.

"Civility and kindness in our meetings are important me. I welcome open and frank discussion, but I'm done with your weekly egg fries at my expense. You've set the tone and temper of our meetings, and that's going to change. And please notice, I'm speaking with you and doing so not in front of the group. I could fire you, but I'm not going to, you're a good supervisor and a good arborist. Actually, you're really good."

He sat up in his chair. His attitude had changed.

"But here's what you need to know. The next time you turn up the heat and start frying my eggs, I'm going to join you at the stove, so I can fry a few for you at the same time. Courtesy and empathy for the feelings of others are important to me, and you've taken advantage of that up to this point. You assumed I wouldn't respond in kind to your hurtful comments. Next Monday, let's see if together we can bring a more productive and respectful tone to our meetings. The choice is yours!"

If you're an egg fryer, it may be time to drop the spatula!

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MOVIN' OUT

Working Show Truck Of The Month

Scott Shaw -
Scott Shaw Trucking



by Robert Conrad
Running a truck that is always working and keeping it looking show ready is no easy task, especially if you live in Maine and run the Northeast where the Winter months are always rough. Owner Scott Shaw definitely gets the job done and this 2002 Peterbilt 379 is about as sexy as they come with its sleek "less is more" look!
Scott Shaw is the original owner and he ordered it in grey with black fenders and a matching roof. It had a 63"

bunk when he got it, but Scott gave it a major makeover in 2018, painting it white with a deep red frame and changing the sleeper to a 48". The roof of the cab has been completely "smoothed out" by stripping all of the marker lights & air horns off of it.
Up front there's a custom grille and a Valley Chrome blind mount bumper, and along with the set of 8" Lincoln Chrome flat top straight pipes, that's basically all of the chrome on the entire truck. It works perfectly with the painted 12 Gauge Customs drop visor, Bad Ass Customs rear fenders, and lower cab & sleeper panels. The stainless step boxes from Aranda are wrapped in white vinyl along with the mirror backs.
Scott says he has installed all of the accessories himself; he performs all of the maintenance on the truck, and even does a bit of "fab" work when he's feeling ambitious. In fact, he made the deck plate and reconfigured the airlines to the rear of the frame. He also added Roadworks stainless hub covers & Lifetime Nut Covers chrome nut covers all around. Inside his "office" you'll find a number of custom Rockwood pieces, a Twisted Shifterz shift knob, and Tel Tek digital gauges with LED lights on the dash.
Scott has operated Scott Shaw Trucking since 1994 and you'd never know this white beauty makes 2 trips a week from Maine to New York city and has over 2 million miles on it! One thing's for sure, Scott Shaw's white Peterbilt is red hot and it always gets a second look!



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Continued from page 1

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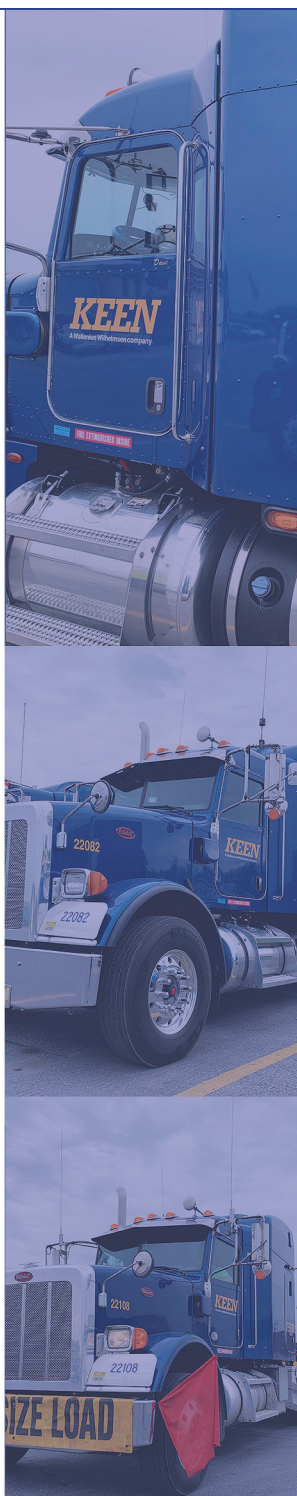
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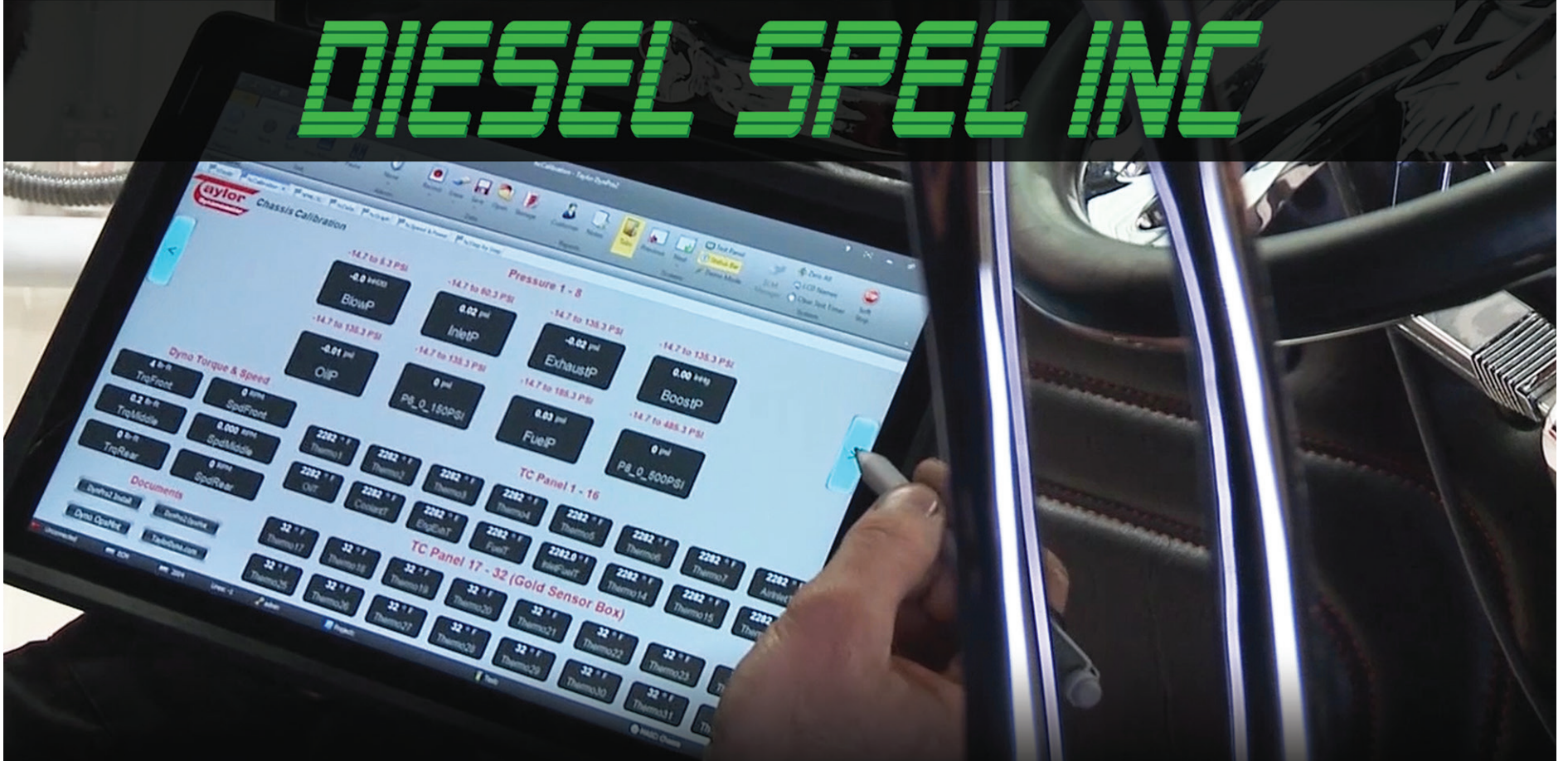
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