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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 2024 PKY Truck Beauty Championship At The Mid-America Trucking Show



Competition was fierce at the 2024 PKY Truck Beauty Championship held this past March during the Mid America Trucking Show in Louisville, Kentucky. This sleek beauty was one of the entrants in the show. Turn to pages 14 and 15 for more photos. - Photo by Dan Pollock -

### Meet Trucking YouTuber, "SuperTruckerDan"



Left to right: SuperTruckerDan; Tyler Johnston, Director of Operations at Mercer; and Brian Helton, Mercer's Director of Marketing, at the recent Mid-America Trucking Show in front of Dan's beautiful 2001 Peterbilt 379 tractor with a 132" Double Eagle sleeper.

#### By Steve Pollock

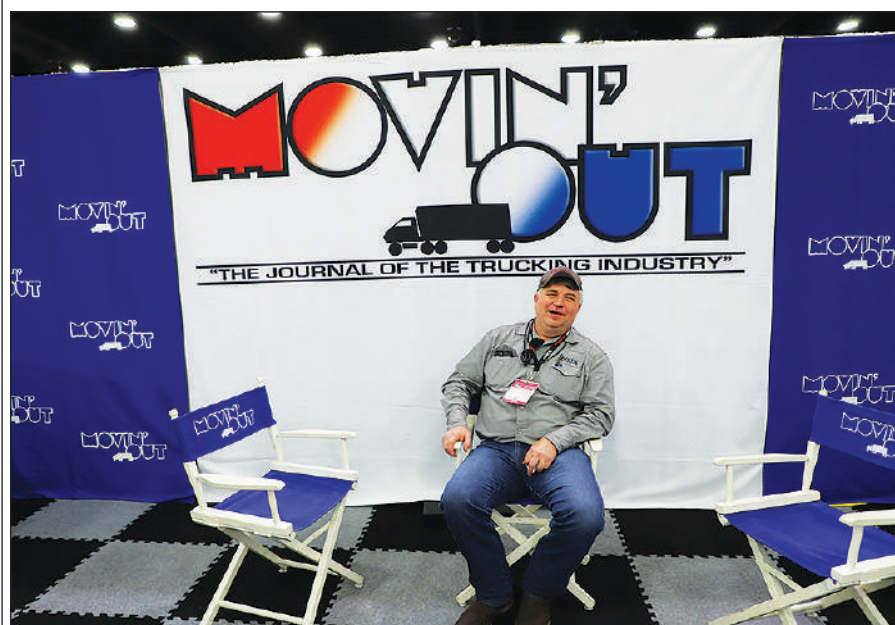
LOUISVILLE, KY... Dan Watson, aka "SuperTruckerDan", became a professional truck driver in 1992, right after he finished serving in the United States Army. Dan enjoyed trucking, so in 2001, decided to take the

next step and become an owner operator. He bought a J.B. Hunt cabover, which he leased to a household goods carrier and ran as a bed bugger. After 18 years of trucking household goods, Daniel was ready for another change. In 2010, Dan spoke to a Mer-

cer owner-operator while on a trip to VA, and after that conversation, decided to lease on to Mercer Transportation. In 2011, Dan transitioned to flatbed work with Mercer and has been there ever since.

About 6 years ago, Dan continued on page 8

### One On One With OOIDA's Lewie Pugh



Lewie Pugh, Executive Vice President of OOIDA stopped by Movin Out's booth at the Mid-America Trucking Show for an interview.

#### By Steve Pollock

LOUISVILLE, KY... During the recent Mid-America Trucking Show in Louisville, Kentucky, I had the opportunity to sit down for a one on one interview with Lewie Pugh, Executive Vice President of OOIDA. During the interview we discussed

some of the current issues affecting the trucking industry.

**Movin' Out:** "What are some of the most pressing issues affecting the trucking industry that OOIDA is presently working on?"

**Pugh:** "Speed Limiters, Broker Transparency, Truck Parking, Driver Pay

and Detentions, and one more – OOIDA is working on restroom access at shippers."

**Movin' Out:** "What can our government do to improve safety and productivity?"

**Pugh:** "They can start by listening to the men and continued on page 19



# 2024 Shell Rotella SuperRigs® Coming To Texas Motor Speedway



Lewie Pugh, executive vice president, OOIDA accepted the check from Julie Wright, Shell Rotella brand and media manager.



Julie Wright, Shell Rotella Brand and Media Manager with Truett Novosad's 2007 Peterbilt 379 at the recent Mid-America Trucking Show.



play for MATS attendees enjoyment.

Also on hand at the Shell booth was the Boston Trucker, Mike Gaffin, and Adam Koester and his mini-modified tractor that competed in the Saturday tractor pulling event at MATS. Shell Rotella also presented a check to OOIDA to help fund their Safe Driving Awards Program for Owner-Operators.

Drivers are reminded that they get up to a \$40 digital gift card with the purchase of qualifying Shell Rotella T4 Triple Protection, Shell Rotella T5 Synthetic Blend, and Shell Rotella T6 Full Synthetic Heavy Duty Engine Oils. The offer expires May 15, 2024.

**By Steve Pollock**

DALLAS, TX... The 2024 Shell Rotella SuperRigs® Competition will take place May 30 - June 1 at the Texas Motor Speedway in Dallas/Fort Worth, Texas. Numerous events and activities are planned, honoring

the hardworking spirit of American Truckers.

The annual event draws some of the finest trucks in the nation. There are more than 20 awards to be presented, including Best Chrome, Best Lights, and Best of Show. In all, over

\$25,000 in cash and prizes will be awarded, along with a chance to be one of 12 trucks chosen for the Shell Rotella SuperRigs® 2025 Calendar.

There is fun for the whole family with entertainment, a light show, and

other events. There is no registration or admission fee. Register your truck at <https://super-rigs.mymiles-matter.com/>

The SuperRigs® event was showcased at the Shell Rotella booth at the recent Mid-America Truck-

ing Show this past March. Shell team members were on hand to answer questions from Professional Truck Drivers. Last year's (2023) Best of Show winner Truett Novosad from Caldwell, Texas had his 2007 Peterbilt 379 on dis-



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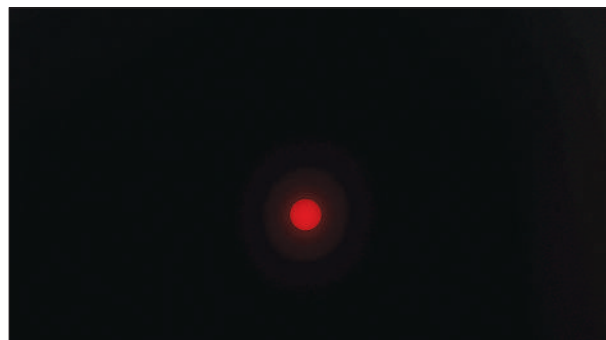
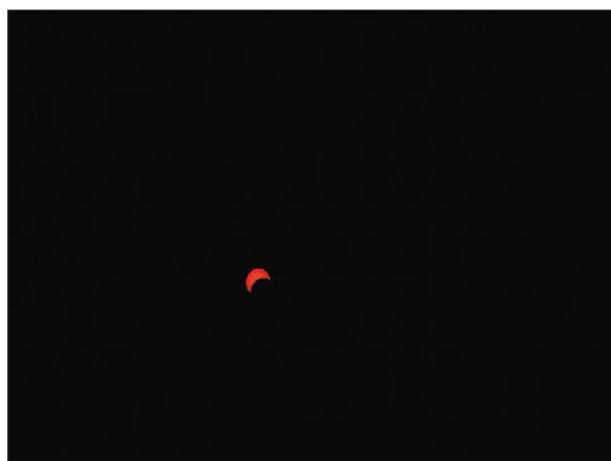


# OFF THE BEATEN PATH

BY PAM POLLOCK



Steve and Jack watching the beginning of the Solar Eclipse.



## Turn Around Bright Eyes...

In case you've been hiding in an underground tunnel and had no contact with the real world and just now reemerged to catch up on what's been going on in the world, we had a solar eclipse on April 8<sup>th</sup>.

We live in Western Pennsylvania and our house was at 99.2% totality – which means that we did not get the complete blackout when the Moon passed between Earth and the Sun, and obscured the view of the Sun. Originally, we were going to traverse up to Erie, which is about 90 minute drive for us to view the Eclipse until I learned that an estimated 250,000 people had the same idea. I noped out of that one as my anxiety cannot handle crowds – and I also knew that traffic on the interstate on the way up and more importantly, on the way home would be horrendous.

My next plan of attack was to travel up to a State Park about 30 minutes from us but those plans fell through because again, the traffic and crowds and also because the weather was predicting heavy cloud coverage. So, we just hung out at the Homestead.

My spouse, being the witty man that he is, placed two rocking chairs out in our yard close to the back road that we live on. He included a cardboard box with \$100 Eclipse written on it. I guess he was attempting to cash in on the Solar Eclipse frenzy that was occurring all around

over the place hoping to find a good spot nearby.

I am not going to lie – the cloud coverage was bad. We would have very brief, momentary breaks and could see the Eclipse happening. We did not get the complete black out totality but the skies were very dramatically darkened. I later learned the State Park that we almost went to did not achieve total darkness because of the clouds. The birds for the most part stopped their singing and roosted in the trees, except for a few brave, or crazy, ones who were very inquisitive and flew up for a closer look. A plane flew through the path as well. The temperature did drop several degrees.

We also viewed the 2017 partial Solar Eclipse. This time I outfitted my camera with a special solar lens covering and decided to try and get some photos. I don't like tripods, so I held my giant camera and of course I never can be bothered to figure out what ISO, extra that I need to be shooting in – so I just winged it and got a few cool shots.

I will admit to some serious longing and “what ifs” about my decision to remain home and not travel. Those thoughts disappeared later in the evening when we could hear the traffic from the interstate and then cars began driving down our back road because of the MASSIVE traffic jams from Erie to Pittsburgh. We are talking about bumper-to-bumper traffic where drivers were putt-putting at top speeds of 25 mph and it took them HOURS to get home.

The Solar Eclipse is over and the next one to appear in the USA is in 2044. We can offer yinz a special deal on Eclipse glasses at the low, low price of only \$24.95 per pair...

Eclipse?!

*Don't despair! Shyster Steve has you covered! For the low, low price of ONLY \$100, you can rest in semi-comfort in our side yard and gaze at the sky above Kellogg's field!*

*Supposed to be 99.2% totality - but the clouds are making that very, very iffy.*

*\*Beer not included but can be purchased for the special Eclipse rate of ONLY \$24.95 per bottle*

*\*\*Cannot enter the Homestead to use the bathroom - but we can sell you 5 squares of toilet paper for ONLY \$8.95 and you can pop a squat in our woods - but not on any of the trails.*

*ACT NOW - TIME AND SPACE IS RAPIDLY RUNNING OUT!*

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*\*\*\*\*Eclipse glasses for sale for ONLY \$49.95 per pair”*

I immediately got a response my good pal Tina who expressed interest but I think the popping a squat in the woods was a deal breaker and she backed out at the last minute. My 87 year old Dad did come down but the rest of my family was scattered all

us – people were hawking out hotel rooms in Erie for \$500+ a night, Airbnb homes for \$1400+, Eclipse cookies, cupcakes, and even boozy drinks.

The FedEx driver thought my husband was hilarious when she pulled into our driveway about 90 minutes before the Eclipse with a package but declined to pony up the cash for this “once in a lifetime opportunity.”

I did what I do best, snapped some photos, uploaded them to Facebook and added this text to my post:

*“Wanted to the last minute to line up a spot to view this afternoon's Solar*

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# High Performance Diesels with Bruce Mallinson

## Ensuring Road Safety: The Crucial Role of Prechecks in the Class A Diesel Industry

In the world of transportation, the Class A diesel industry stands as a vital artery, facilitating the movement of goods across our country. However, there lies a crucial and often overlooked aspect: prechecks. These routine inspections, conducted before hitting

the road, are essential in ensuring the safety of drivers and fellow road users. Neglecting or performing these prechecks incorrectly can have dire consequences, posing significant risks to everyone on the road.

Prechecks are not just a formality but a corner-

stone of safety in the Class A diesel industry. Before going on a journey, drivers and operators should meticulously inspect their vehicles for any signs of wear, malfunction, or potential hazards. To ensure optimal performance, every component should be



environmental impact of diesel vehicles. This commitment to environmental responsibility benefits present-day communities and preserves natural resources for future generations. This is one of the main reasons our Max Mileage – Fuel borne catalyst exists.

The importance of prechecks extends beyond individual safety and can have other implications. Accidents involving Class A diesel vehicles can result in substantial economic losses, including property damage, medical expenses, and productivity downturns. By diligently performing prechecks, drivers and operators reduce the risk of accidents, thereby minimizing the economic burden on individuals, businesses, and governments. A culture of safety and responsibility promoted through prechecks contributes to more resilient and sustainable transportation infrastructure.

scrutinized, from brakes and tires to lights and fluid levels. These prechecks serve as the first line of defense against mechanical failures, which can lead to devastating accidents on the road.

One of the primary reasons prechecks are so important is their role in preventing accidents caused by equipment failure. Class A diesel vehicles are machines capable of inflicting immense damage in the event of a malfunction. A simple oversight, such as worn brake pads or inadequate tire pressure, can escalate into a catastrophic failure and potentially a collision. By conducting thorough prechecks, drivers can identify and rectify potential issues before they compromise safety, thereby protecting themselves and other drivers, pedestrians, and cyclists sharing the road.

Prechecks also contribute significantly to environmental sustainability. Diesel engines, while efficient, emit pollutants that can harm air quality and contribute to environmental degradation. Ensuring that emission control systems are functioning correctly, prechecks help minimize harmful exhaust emissions, thereby mitigating the envi-

ronmental impact of diesel vehicles. This commitment to environmental responsibility benefits present-day communities and preserves natural resources for future generations. This is one of the main reasons our Max Mileage – Fuel borne catalyst exists.

The potential consequences of this oversight can be dire. What might have appeared as a mere inconvenience—a loose shock absorber—possesses the capacity to transform into a 15-pound projectile capable of inflicting severe harm on other road users. While the idea of a component detaching itself from a vehicle may elicit a chuckle from some in less severe circumstances, the reality is starkly different when considering the speed and force of impact involved in highway travel.

These near-miss incidents underscore the critical importance of adhering to precheck protocols within the Class A diesel industry. Loose bolts, worn brake pads, and dangling shock absorbers are not mere inconveniences but glaring indicators of potential hazards that demand immediate attention. Every overlooked detail in prechecks represents a potential risk to road safety for the driver and all individuals sharing the road.

Neglecting prechecks has repercussions far beyond the immediate incident. When safety protocols are disregarded, the integrity and reputation of the Class A diesel industry are at stake. Again, negligence erodes public trust and invites scrutiny and legal ramifications, imposing financial and operational burdens on businesses and drivers alike.

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# Three Professional Drivers Recognized as 2023 TCA Highway Angels of the Year

Professional truck drivers Tony Blunnie of Knight Transportation, Dawna Jacobsen of Erb Transport and Terry Reavis of Maverick Transportation LLC have been named the 2023 TCA Highway Angels of the Year by the Truckload Carriers Association (TCA). This is the first year that TCA has recognized more than one Highway Angel of the Year, and these professional drivers were announced and celebrated at a luncheon awards program that was held earlier today at TCA's annual convention in Nashville. TCA Highway Angel sponsors EpicVue and Northland Insurance introduced the TCA Highway Angels of the Year and standing ovations followed each driver.

Here are TCA 2023 Highway Angels of the Year's remarkable stories:

Tony Blunnie turned a dire situation into a tale of heroism on February 15, 2023. While training a driver on Interstate 20 in Jackson, Mississippi, Anthony witnessed a devastating crash that left a van in flames and its female driver in peril. Without hesitation, he

instructed his trainee to pull over before grabbing his fire extinguisher and leaping into action, battling the fire, and breaking the van windows to extract her from the wreck with moments to spare before the vehicle was engulfed in flames.

Dawna Jacobsen's heroic story happened on a fateful evening in December 2022, when Dawna was driving along Highway 11 in Northern Ontario and came across a harrowing scene. A group of friends had been attempting to cross the highway on snowmobiles but one hadn't made it in time to avoid being struck by an oncoming vehicle. Upon witnessing the snowmobile accident, she immediately maneuvered her truck to shield the boy and signal to other drivers to avoid the scene, protecting him from further injury

Terry Reavis came across catastrophic collision on February 19, 2023, on I-95 in Brunswick, Georgia when he witnessed a pickup truck driving backwards across three lanes of traffic and got t-boned by an SUV. Terry was one of the first on

scene and didn't hesitate to assist, rescuing three children and aiding an injured woman until help arrived. His 27 years of experience and training as a first responder enabled him to manage one of the worst accidents he's ever seen, remarkably ensuring no lives were lost.

Each driver will receive a complimentary EpicVue satellite TV package that includes a 24-inch flatscreen TV, a DVR, and a one-year subscription to over 100 channels of DIRECTV programming, including premium channels such as HBO, Cinemax, Showtime, and the NFL Sunday Ticket.

Since 1997, TCA's Highway Angel program has recognized professional truck drivers who have selflessly helped others while on the job. From each year's recipients, one is selected as Highway Angel of the Year because he or she best embodies the spirit of the program.

Learn more about the TCA Highway Angel program at [www.highwayangel.org](http://www.highwayangel.org).

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# Meet Trucking YouTuber, "SuperTruckerDan"



SuperTruckerDan's beautiful 2001 Peterbilt 379 tractor which has a 132" Double Eagle sleeper.



SuperTruckerDan's best friend and traveling companion Bailey peeks out the truck window during a visit to Mercer Transportation's headquarters in Louisville, Kentucky.

continued from page 1

was looking for a hobby and decided to start a You-

Tube channel. His goal was to simply show the general public what a day in the life

of a professional truck driver was like. To give them an understanding of life

on the road and to project a positive image for the trucking industry. To start,

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SuperTruckerDan's Corgi, Bailey.

Dan needed a login name. "TruckerDan" was already taken, so he chose "SuperTruckerDan". And the rest, as they say, is history! Dan has since posted over 700 videos and accumulated more than 59,000 subscribers.

Followers of "SuperTruckerDan" appreciate his relatable, down-to-earth attitude, but his 3-year-old Corgi, Bailey is also a fan favorite. Dan said, "I'm sharing the things I love. I enjoy driving and taking care of my truck, and Bailey is my stress reliever and companion".

Dan spends about 3-4 hours on each of his videos, and he invites fellow drivers and anyone thinking about becoming a professional truck driver to watch his content. His purpose is not an instructional "how to" about trucking but simply providing a realistic window into "a day in the life of a trucker." As for broader messages to the public, Dan would like to see the government earmark a portion of all highway funding for truck parking.

Dan has found that internet fame can come with some perks too! When Dan purchased his Dorsey trailer, he made a video about it. As fate would have it, a welder at Dorsey Trailers saw the video and passed it on to management. Before long, Dorsey had invited him on a factory tour and they became a sponsor of "SuperTruckerDan".

Dan does a lot of military moves and just about anything else he can put on his flatbed trailer. While Dan lives in Southern Arizona, he prefers to operate in a 600-mile radius of Mercer Headquarters in Louisville, KY. Dan said, "I like being leased to Mercer because I can operate my truck the way I want and get home whenever I want. Mercer takes care of all of the headaches for me, and are supportive of my Youtube hobby." "SuperTruckerDan" can be found on YouTube at [www.youtube.com/user/SuperTruckerDan](http://www.youtube.com/user/SuperTruckerDan) as well as Instagram and Facebook, just search for "SuperTruckerDan".



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# Kenworth Donates T680 as 2024 "Transition Trucking: Driving for Excellence" Award

Kenworth, FASTPORT and the U.S. Chamber of Commerce Foundation's Hiring Our Heroes initiative announced they are again partnering in the search for America's top rookie military veteran driver who successfully transitioned to the trucking industry following military service.



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Under the "Transition Trucking: Driving for Excellence" recognition program, Kenworth will provide the grand prize for the ninth consecutive year. This year's award is a T680 equipped with a 76-inch sleeper and the PACCAR Powertrain featuring the PACCAR MX-13 engine rated at 455 horsepower, PACCAR TX-12 automated transmission and PACCAR DX-40 tandem rear axles. The truck will be shown at the Mid-America Trucking Show beginning tomorrow at the Kentucky Expo Center in Louisville at the Fastport booth, #65024.

The Kenworth T680 features a Diamond VIT

interior in slate gray with madrona accents and includes the latest in driver amenities. Both the driver and passenger seats are GT703 leather seats that are fully heated and cooled. The 76-inch sleeper includes space for a microwave and TV, a factory-installed fridge, and a rotating work table. The T680 also includes the latest in driver assistance systems, including Kenworth's Digital Mirrors, Bendix Fusion Adaptive Cruise Control (ACC) Stop and Auto Go, and Lane Keeping Assist with Torque Assisted Steering.

The top driver will be determined by an expert panel of judges. To qualify,

drivers must meet eligibility requirements as specified in the official Transition Trucking: Driving for Excellence Award rules, including:

- Be a legal resident of the continental United States and military veteran or current/former member of the National Guard or Reserves.

- Graduated from PT-DI-certified, NAPFTDS or CVTA member driver training school, with a valid CDL.

- Have been employed by any for-hire carrier or private fleet that has pledged to hire veterans and hired as a CDL driver after January 1, 2023.

Nominations opened

on March 20, and the final deadline to submit applications will be June 20. Award semi-finalists will be announced on August 1. Finalists will be invited to Columbus, Ohio to tour the National Veterans Memorial and Museum and attend a reception, followed by a tour of the Kenworth Chillicothe manufacturing plant, where the finalists will be announced. Public voting on the finalists will occur from November 1 through 11. On December 13, finalists will gather at the U.S. Chamber of Commerce, where the final award announcement will be made, and the winner will drive home in the Kenworth T680.

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## The First and Last LoneStar Daycabs – 15 Years Between

By Steve Pollock



Ed Wilson and his grandson Robby with Ed's 2019 LoneStar Daycab, the the first ever one to roll off the assembly line.



Ed and Robby in 2024, 15 years later with the last ever LoneStar Daycab to be built. Robby is now 18 years old.

NEW SPRINGFIELD, OH... 15 years ago I had the pleasure of covering Ed Wilson and Son Trucking receiving the very first International LoneStar Daycab to roll off the assembly line. The truck was purchased by Hill International in East Liverpool, Ohio.

I took this photo of Ed Wilson and his grandson Robby, who was 3 years old at the time, on the step of the first ever 2010 LoneStar Daycab.

Here is a photo of Ed and Robby in 2024, 15 years later with the last ever LoneStar Daycab to be built. Robby is now 18 years old and is attending Geneva College. Ed also has the distinction of owning the 1,000<sup>th</sup> Trailstar International trailer built.

## 2024-2025 TCA Scholarship Fund Online Application Now Open through May 24

The Carriers Association (TCA) is pleased to announce that its TCA Scholarship fund application period is officially open, and the program has been expanded to accept applicants from full-time students attending accredited two-year programs at Junior Colleges. In past years, the program has only awarded four-year accredited college students and TCA is excited about this change that will allow both types of college students to participate. TCA is confident that this new format and expansion will open more doors for students looking to pursue a supply chain and logistics career. Scholarship monies to be awarded are for the Fall 2024 and Spring 2025 semesters.

For nearly 50 years, the Truckload Carriers Association (TCA) Scholarship Fund has been helping students with connections to the truckload industry. The Fund awards up to \$6,250 per year, per full-time four-year college student and then up to \$2,000 per full-time two-year college student. In the 2022-2023 school year, the TCA Scholarship Fund's Board of Trustees awarded 48 students scholarships totaling more

than \$140,000 and it is projected that \$159,000 will be given for the next academic year.

Much of the program's support comes from within the truckload TCA family—companies and individuals who are committed to our truckload community's future. Any student in good standing (minimum grade point average of 3.0) who will be attending an accredited, four-year or two-year college or university as a freshman, sophomore, junior, or senior, and who is either the child, grandchild, or spouse of an employee or is an employee of a TCA member company or is the child, grandchild, or spouse of an independent contractor or an independent contractor affiliated with a TCA member company is encouraged to apply.

This program is only available for students affiliated with a TCA member company and that includes for-hire carrier members as well as associate members.

More information and the application are located at this link: <https://truckload.org/scholarships/>. Please reach out to OFIC directly at [scholarships@ofic.org](mailto:scholarships@ofic.org) with any inquiries on the application process.

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## Rush Truck Centers Launches Special Sweepstakes For The Chance To Win The Final Peterbilt Model 389 Ever Produced; Proceeds To Benefit Wounded Warrior Project



to match the paint scheme of the 1965 Peterbilt Model 358 proudly displayed at Rush Truck Centers' headquarters which commemorates the year the company was founded.

"Peterbilt creates purpose-built vehicles that stand the test of time. Since 2007, we've built over 100,000 Model 389s, an icon of the trucking industry. On December 22, 2023, we produced the last Model 389," said Jason Skoog, Peterbilt general manager and PACCAR vice president. "That was the end of the production era, but today is the start of an era that extends the purpose of the Model 389 to support change in the lives of over 1 million veterans, caregivers and family members. Peterbilt is proud to support and employ veterans, and we are even prouder that the donations for the last Model 389, which was ordered with the exclusive 389X package, will help bring independence back to our nation's most severely wounded veterans. I thank all veterans and all the Peterbilt customers, fans and enthusiasts! It's the dawn of a new era," Skoog added.

\*No donation required to enter or win; see [winthelast389.com](http://winthelast389.com) for details and complete rules.

For more information, please visit [rushtruckcenters.com](http://rushtruckcenters.com) and [rushenterprises.com](http://rushenterprises.com), on X @ [rushtruckcenter](https://twitter.com/rushtruckcenter) and Facebook.com/[rushtruckcenters](https://www.facebook.com/rushtruckcenters).

San Antonio, TX... Rush Enterprises, Inc., in conjunction with Rush Enterprises Foundation, has announced a special sweepstakes benefiting Wounded Warrior Project® (WWP), for the chance to win the last and only 2025 Peterbilt Model 389X ever produced.

Rush Truck Centers and Rush Enterprises Foundation are proud to stand alongside WWP to honor and empower America's

injured veterans and is encouraging others to support this organization as well. Now through September 15, 2024, Rush Truck Centers encourages those eligible to visit [winthelast389.com](http://winthelast389.com) where they can make a minimum \$50 donation to WWP and enter for the chance to win the last Peterbilt Model 389X ever produced.\* Proceeds will benefit WWP.

"There is no greater honor than serving those who

have served, and we are immensely proud to support Wounded Warrior Project and its free, life-changing programs and services for America's heroes and their families," said W.M. "Rusty" Rush, Chairman, Chief Executive Officer and President, Rush Enterprises, Inc. "In addition to supporting this worthy organization, this sweepstakes also pays tribute to our longstanding partnership with Peterbilt and the

legacy of the Model 389, giving the winner an iconic piece of Peterbilt history," said Rush. Rush Truck Centers secured the final Model 389 with a winning bid of \$1.5 million in an auction hosted by Peterbilt and attended by its dealer body at the 2023 Peterbilt dealer meeting. Peterbilt and Rush Truck Centers will donate the full amount of the winning bid to two additional charitable organizations: Truckers Against

Trafficking and Wreaths Across America. Peterbilt will contribute the full retail price of the truck - \$250,000 and Rush Truck Centers will contribute the remaining \$1,250,000 evenly between the two organizations.

The Model 389X embodies the history of trucking with its traditional styling and stunning display of chrome and class. This one-of-a-kind Peterbilt Model 389X has been customized



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# Peterbilt Introduces Model 589 Customization Options with Peterbilt Genuine Accessories



style, superior craftsmanship and advanced technologies. It is the ultimate reward for drivers and a premium work truck for fleets," said Jake Montero, Peterbilt assistant general manager, sales and marketing. "The ability to customize the Model 589 with this extensive range of Peterbilt Genuine Accessories lets customers reflect their individual style and preferences to amplify the iconic exterior styling and enhance the driver's environment."

The Model 589 Peterbilt Genuine Accessories include:

- Exterior Package
- Interior Package
- Lighting Package
- Wheel Cover
- Dash Kit
- Exterior Light Strip
- Sunvisor
- Door Insert Kit
- Logo Light
- Rocker Pedal Kit
- Canister Light
- Fenderette
- Shifter Kit
- Projector Logo Light

Peterbilt Genuine Accessories for the Model 589 are available for order now exclusively through Peterbilt's 425+ dealer locations across North America.

For more information about the Model 589, please visit Peterbilt Model 589 | Peterbilt or locate your nearest Peterbilt dealership at <https://www.peterbilt.com/find-a-dealer>.

Denton, TX...Peterbilt announced the introduction of a full lineup of custom aftermarket exterior,

interior and lighting Peterbilt Genuine Accessories designed exclusively for the Model 589 at the Mid

America Trucking Show (MATS) in Louisville, KY. The accessories are crafted from the highest quality

materials to deliver industry-leading fit and finish and unrivaled driver appeal.

"The Model 589 was inspired by our customers and designed to make a statement, with its bold

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# 2024 PKY Truck Beauty Championship



Limited Mileage – Combo - Best Of Show: Troy Massey, 2005 Peterbilt 379/2021 Galyean Tanker;

## 2024 PKY Truck Beauty Championship Winners List

**Antique Original – Bobtail:** 1<sup>st</sup> - Greg Kendall, 1982 Kenworth K100; 2<sup>nd</sup>-Brian Stevens, 1976 Peterbilt 352; 3<sup>rd</sup>-Tanner Stroup, 1984 Peterbilt 359  
**Antique Custom – Bobtail:** 1<sup>st</sup>-Andrew Goettsch, 1979 International 4070B; 2<sup>nd</sup>-Raiko Graveran, 1995 Freightliner FLD-120; 3<sup>rd</sup>-Jarret Landry, 1988 Peterbilt 379  
**Antique – Engine:** 1<sup>st</sup>-Tanner Stroup, 1984 Peterbilt 359  
**Antique – Paint:** 1<sup>st</sup>-Greg Kendall, 1982 Kenworth K100  
**New Truck-Bobtail:** 1<sup>st</sup>-Austin Gortman, 2024 Peterbilt 389; 2<sup>nd</sup>-Matt Strottman, 2024 Peterbilt 389; 3<sup>rd</sup>-Austin Duffield, 2024 Peterbilt 389

**First Show – Bobtail:** 1<sup>st</sup>-Adam Long, 2006 Kenworth W900L; 2<sup>nd</sup>-Thomas Christoferson, 2011 Peterbilt 389; 3<sup>rd</sup>-Rodney Griffin, 2024 Peterbilt 389 X  
**First Show – Combo:** 1<sup>st</sup>-Daryl Koch, 2024 Peterbilt 389/2024 Mac Flat Bed; 2<sup>nd</sup>-Samuel Brown, 2023 Peterbilt 389/2024 Mac Dump; 3<sup>rd</sup>-Derck Allen, 2024 Peterbilt 389x/2024 East  
**Working Truck - Company Owned:** 1<sup>st</sup>-David Ruhkamp, 2024 Peterbilt 389/2024 Landoll 455; 2<sup>nd</sup>-Nick Lierz, 2020 Peterbilt 389/2023 Western Belt; 3<sup>rd</sup>-Paul Dillon, 2023 Peterbilt 389  
**Working Truck – Bobtail:** **Best Of Show:** Tim Cody Jr, 2018 Peterbilt 389; 2<sup>nd</sup>-

James Mitchell, 2023 Peterbilt 389; 3<sup>rd</sup>-Dillan Blubaugh, 2022 Peterbilt 389  
**Working Truck – Combo - Best Of Show:** Cody Davis, 2022 Kenworth W9001/2023 Merritt Livestock Trailer; 2<sup>nd</sup>-Gary Jones, 1999 Peterbilt 379/2024 XI Alpha AD70; 3<sup>rd</sup>-Robert Riddell, 2022 Kenworth W900/2023 Trail King 22 Ton  
**Working Truck- Dump:** 1<sup>st</sup>-Scott Snyder, 2024 Kenworth W9001/2024 Trailstar 40-Ft Dump; 2<sup>nd</sup>-Bruce Campbell, 2022 Peterbilt 389/2018 Rogue Truck Body RTB; 3<sup>rd</sup>-Mark Gore, 2023 Kenworth W990 Working Truck- **Bobtail- Lights:** 1<sup>st</sup>-Austin Duffield, 2024 Peterbilt 389; 2<sup>nd</sup>-Tim Cody Jr, 2018 Pe-

terbilt 389; 3<sup>rd</sup>-Ryan Stiens, 2024 Peterbilt 389  
**Working Truck - Combo – Lights:** 1<sup>st</sup>-Daryl Koch, 2024 Peterbilt 389/2024 Mac Flat Bed; 2<sup>nd</sup>-Clayton Heise, 2024 Peterbilt 389/2022 Wilson Silver Star; 3<sup>rd</sup>-Scott Snyder, 2024 Kenworth W9001/2024 Trailstar 40-Ft Dump  
**Working Truck – Engine:** 1<sup>st</sup>-Dillan Blubaugh, 2022 Peterbilt 389; 2<sup>nd</sup>-Cody Davis, 2022 Kenworth W9001/2023 Merritt Livestock Trailer; 3<sup>rd</sup>-Bryan Retych, 2014 Peterbilt 389  
**Working Truck - Interior - Cab Only:** 1<sup>st</sup>-James Mitchell, 2023 Peterbilt 389; 2<sup>nd</sup>-Cody Davis, 2022 Kenworth W9001/2023 Merritt Livestock Trailer; 3<sup>rd</sup>-Bryan Retych, 2014 Peter-

bilt 389  
**Working Truck - Interior - OEM Sleeper:** 1<sup>st</sup>-Tim Cody Jr, 2018 Peterbilt 389; 2<sup>nd</sup>-Dillan Blubaugh, 2022 Peterbilt 389  
**Working Truck - Bobtail - Paint & Graphics:** 1<sup>st</sup>-Bryan Retych, 2014 Peterbilt 389; 2<sup>nd</sup>-James Mitchell, 2023 Peterbilt 389; 3<sup>rd</sup>-Dillan Blubaugh, 2022 Peterbilt 389  
**Working Truck - Combo - Paint & Graphics:** 1<sup>st</sup>-Tarik Al-Amin II, 2023 Kenworth W900/2023 Great Dane Super Seal; 2<sup>nd</sup>-Scott Snyder, 2024 Kenworth W9001/2024 Trailstar 40-Ft Dump; 3<sup>rd</sup>-John McCormick, 2021 Kenworth W9001/2022 Mac Pneumatic Limited Mileage - Bobtail

W/Miles: Best Of Show: Fred Rethwisch, 1986 International 9670; 2<sup>nd</sup>-Andrew Ditz, 1959 Peterbilt 351; 3<sup>rd</sup>-Andrew Pagels, 1972 Peterbilt 359; 4<sup>th</sup>-Matt Riggle, 1978 Kenworth W900A; 5<sup>th</sup>-Joel Anker, 1990 Kenworth W900L  
**Limited Mileage - Bobtail W/No Miles - Best Of Show:** Jacob Bonham, 2022 Peterbilt 389; 2<sup>nd</sup>-Casey Conrey, 2008 Kenworth W900; 3<sup>rd</sup>-Tyler Van Der Zwaag, 2023 Kenworth W900I; 4<sup>th</sup>-Gary Jones, 2018 Peterbilt 389; 5<sup>th</sup>-Brian Harney, 2022 Kenworth W900 B  
**Limited Mileage – Combo - Best Of Show:** Troy Massey, 2005 Peterbilt 379/2021 Galyean Tanker; 2<sup>nd</sup>-Travis Sancken, 2019 Peterbilt 389/2023 Mac LTT; 3<sup>rd</sup>-Dane Hartman, 2024 Peterbilt 389/2024 Wilson Pacesetter; 4<sup>th</sup>-Zach Strayer, 2023 Peterbilt 389/2023 Wilson Livestock Trailer; 5<sup>th</sup>-Dill McKenney, 2024 Peterbilt 389X/2024 Mac Flatbed  
**“Best Of” Awards:**  
**Limited Mileage - Bobtail-Lights W/ Miles:** Matt Riggle, 1978 Kenworth A Bobtail- Lights W/ No Miles: Casey Conrey, 2008 Kenworth W900  
**Combo – Lights:** Troy Massey, 2005 Peterbilt 379/2021 Galyean Tanker  
**Bobtail - Paint/Graphics:** Casey Conrey, 2008 Kenworth W900  
**Combo - Paint/Graphics:** Kevin Hunter, 2024 Kenworth W9001/2024 Talbert 55/60  
**Interior:** Zach Strayer, 2023 Peterbilt 389/2023 Wilson Livestock Trailer  
**Engine:** Travis Sancken, 2019 Peterbilt 389/2023 Mac LTT  
**PKY Best Use Of Chrome:**  
**Bobtail:** Mason Schwake, 2024 Peterbilt 389;  
**Combo:** Jason Sanders, 1994 Kenworth W9001/2014 Great Dane Dry Van  
**Troy “The Legend” Huddleston Award:** Andrew Ditz, 1959 Peterbilt 351  
**Runnin’ Late Award:** Dylan Mccrabb, 2024 Peterbilt 389  
**NAST Best Of Show:** Bobtail-Austin Gattman, 2024 Peterbilt 389; **Combo:** Dane Hartman, 2024 Peterbilt 389/2024 Wilson Pacesetter  
**People’s Choice:** Jeff Haker, 2023 Peterbilt 389/2023 Great Dane Van Trailer  
**Big Rig Build-Off Champion:** Davis Brothers Designs

- Photos by Dan Pollock -

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# Hunter Truck Receives Platinum Service Awards



**HUNTER TRUCK**  
**Platinum Service Center Award Recipients**

Hunter Truck is honored to announce that several of our dealerships have been recognized with Platinum Service Awards by Peterbilt Motors Company at the annual Dealer Group Meeting held in March 2024. We are proud of these accomplishments made by our service teams and for their continued hard work and dedication to being elite service centers.

"I would like to congratulate all our locations that have achieved Platinum

Service Center for 2023. The qualifications for this award change every year and it requires tremendous effort from the entire service team," says Jeff Walters, Director of Service at Hunter Truck. "I am proud of everyone who contributed, and I appreciate all the hard work they put into improving our service departments year after year."

Peterbilt's Platinum Service Awards are presented to dealerships that achieve and exceed several key

factors including world-class facilities and driver's lounges, utilization of PACCAR Solutions Service Management, expanded hours of service, excellent parts availability, certified PACCAR MX engine technicians, and lower dwell time for repairs, as well as performing RapidCheck triage.

"The Service team in Eau Claire, PA has done an excellent job in many of the metrics we use every day to measure what makes a service department work, but what makes our team special here is their commitment to doing the right thing for our customers and helping each other every step of the way. I am proud of what they have accomplished, and I hope they are too," says Chris Starcher, Service Manag-

continued on page 17



**HUNTER TRUCK - BUTLER**



**HUNTER TRUCK - PITTSBURGH**



**HUNTER TRUCK - LANCASTER**

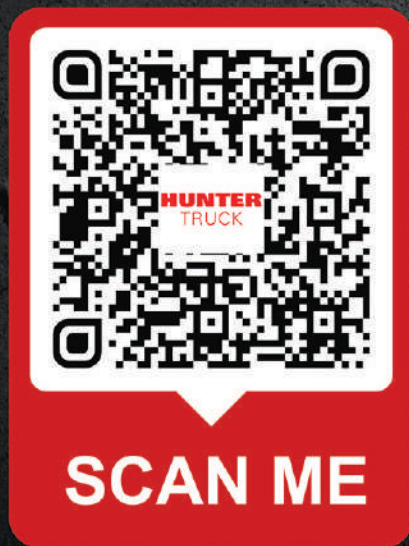


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# Hunter Truck Receives Platinum Service Awards



**HUNTER TRUCK - CLEARFIELD**



**HUNTER TRUCK - EAU CLAIRE**



**HUNTER TRUCK - WHEELING**



**HUNTER TRUCK - SCRANTON**

continued from page 17

er at Hunter Truck – Eau Claire.

Hunter Truck dealerships that achieved Platinum Service in 2023 include:

- Hunter Truck- Butler
- Hunter Truck- Clearfield
- Hunter Truck- Eau Claire
- Hunter Truck- Lancaster

Hunter Truck-Pittsburgh  
Hunter Truck- Scranton  
Hunter Truck- Uniontown

Hunter Truck- Wheeling  
Along with Platinum Service Awards, our sales and finance teams were also recognized for their performance throughout 2023.

Jeff Sider, New & Used Truck Sales Representative of Hunter Truck- Lancaster made the Peterbilt Top 100, an honor awarded to the top salespeople throughout North America. He received this award in heavy duty and vocational truck sales. Nicki Thoma,

Corporate Finance Coordinator of Hunter Truck – Corporate, received an award for PACCAR Financial's 2023 Dealer Contest, which is awarded based on the number of new trucks financed with PACCAR Financial Corp.

We are proud of all our

employees that received awards and were recognized for their continual efforts throughout 2023 in service, sales, and finance. Thank you for your hard work and dedication to Hunter Truck.

**- Photos courtesy of Hunter Truck -**



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# Latest Trucking Industry News

## \$60 Million for Emergency Work in Wake of the Collapse of the Francis Scott Key Bridge in Baltimore

WASHINGTON, DC... Within hours of receiving the request, the U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the immediate availability of \$60 million in "quick release" Emergency Relief (ER) funds for the Maryland Department of Transportation to rebuild the Francis Scott Key Bridge after a cargo container ship struck the bridge on March 26. These funds serve as a down payment toward initial costs, and additional Emergency Relief program funding will be made available as work continues.

FHWA's Emergency Relief program provides funding to States, Territories, Tribes, and Federal Land Management Agencies for highways and bridges damaged by natural disasters or catastrophic events. These "quick release" Emergency Relief funds are an initial installment to help restore essential transportation. Additional funds needed for the rebuilding of the bridge will be supported by the Emergency Relief program through nationwide funding allocations. FHWA is also providing technical assistance, conducting site assessments, and administering emergency contracts for the new bridge.

The structure is located in the Baltimore Harbor and Port of Baltimore. Following the incident, the channel has been closed, and all shipping traffic to Seagirt Marine Terminal at the Port of Baltimore has been stopped and diverted elsewhere. The Port of Baltimore is essential to the regional economy and national supply chains, and the I-695 corridor, of which the bridge was a part, provides a vital connection for people and goods traveling along the East Coast. FHWA is actively coordinating with federal, state, and local officials in the region, including the Maryland Department of Transportation, the Maryland Transportation Authority, the City of Baltimore, U.S. Coast Guard, the National Transportation Safety Board (NTSB), and others to mitigate supply chain impacts, manage traffic, reopen the port, and ultimately rebuild the bridge. The NTSB, an independent agency, is the leading the investigation into the vessel allision and subsequent bridge collapse.

The Governor of Maryland has declared a State of Emergency and FHWA has approved MDOT's application, making the event eligible for Emergency Relief funding. The funds will be used for eligible costs associated with debris removal, demolition, emergency repairs, and design and reconstruction on I-695 and the Francis

Scott Key Bridge. The Maryland Department of Transportation is continuing to conduct necessary emergency operations, such as implementing detours, to maintain traffic as the disaster area is not passable, and to repair applicable sections sufficiently to protect facilities from further damage and clearing the navigable waters to safely reopen operations at the Port of Baltimore.

The FHWA Emergency Relief program complements the Bipartisan Infrastructure Law by encouraging agencies to identify and implement measures to incorporate resilience in the design, restoration and repair of damaged infrastructure, in order to better withstand future damage from climate change and future weather events.

More information about FHWA's Emergency Relief program can be found online at <https://www.fhwa.dot.gov/programadmin/erelief.cfm>

## ATA Truck Tonnage Index Increased 4.3% in February

Washington, DC... American Trucking Association's advanced seasonally adjusted For-Hire Truck Tonnage Index increased 4.3% in February after decreasing 3.2% in January. In February, the index equaled 116.0 (2015=100) compared with 111.3 in January.

"After a very soft January, due in part to winter storms, truck tonnage snapped back in February," said ATA Chief Economist Bob Costello. "February's level was the highest in a year, yet the index still contracted from a year earlier, suggesting truck freight remains in a recession."

January's decrease was revised up from our February 20 press release.

Compared with February 2023, the index fell 1.4%, which was the twelfth straight year-over-year decline. In January, the index was down 4.5% from a year earlier.

The not-seasonally adjusted index, which represents the change in tonnage actually hauled by the

fleets before any seasonal adjustment, equaled 109.7 in February, the same as in January. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 72.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.46 billion tons of freight in 2022. Motor carriers collected \$940.8 billion, or 80.7% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

## CVSA's 2024 Out-of-Service Criteria Now in Effect

Washington, DC... Starting in April, the Commercial Vehicle Safety Alliance's (CVSA) 2024 North American Standard Out-of-Service Criteria are now in effect. The 2024 out-of-service criteria replace and supersede all previous versions.

Certified commercial motor vehicle enforcement personnel utilize the out-of-service criteria to determine whether or not drivers or vehicles present an imminent hazard and should be placed out of service. The federal regulations, together with CVSA's out-of-service criteria, provide the standards that drivers, motor carriers and law enforcement personnel use to ensure the commercial motor vehicles and professional drivers operating on North America's roadways are safe and compliant.

Last year, the voting members of the Alliance approved 11 changes to the out-of-service criteria. In accordance with the CVSA Bylaws, the proposed changes were communicated to the voting members of the Alliance on Oct. 5, 2023, and ratified on Oct. 20, 2023. The out-of-service criteria are updated annually, effective April 1 of each year.

The following changes were made to the out-of-service criteria:

1. A note was added to "Part I, Item 3. Commercial Driver's License, c. Endorsements and Restrictions" to provide clarity on the status of a hazardous materials (HM) endorsement when the driver's Transportation Security Administration screening/HM determination is expired, and the driver requires the HM endorsement.

2. Ontario Class D license was removed from the note in "Part I, Item 4. Driver Medical/Physical Requirements, b. Medical Certificate."

3. "Part I, Item 7. Drugs and Other Substances, c. Prohibited from Performing Safety-Sensitive Functions" was amended to add the new 392.15 violation code and a note.

4. The applicability table for commercial learner's permit drivers was amended in "Part I, Item 7. Drugs and Other Substances, c. Prohibited from Performing Safety-Sensitive Functions."

5. Missing cam shaft bushings was added to the 20% criterion in "Part II, Item 1. Brake Systems, a. Defective Brakes, (5) Drum (Cam-Type and Wedge) Air Brakes, (a)."

6. Watermarks were added to "Part II, Item 1. Brake Systems, a. Defective Brakes, 20% Criterion" and the end of 20% criterion to better identify the 20% out-of-service criterion and the 20% criterion relative to steering axle brakes.

7. The word "shall" was changed to "may" in "Part II, Item 1. Brake Systems, q. Performance-Based Brake Test" to allow for inspector discretion in reference to the requirement of retesting the vehicle.

8. "Part II, Item 3. Coupling Devices, c. Pintle Hooks, (1) and g. Hitch Systems (Excluding Fifth Wheels and Pintle Hooks), (1)" was amended to add latches that are not in use and ball hitches that are mismatched with the receiver.

9. Language was added to the title of "Part II, Item 9. Lighting Devices (Headlamps, Tail Lamps, Stop Lamps, Turn Signals and Lamps/Flags on Projecting Loads), a. When Lights Are Required to Be On" to clarify that lights not being turned on does not constitute an out-of-service condition.

10. A note was added to "Part II, Item 9. Lighting Devices (Headlamps, Tail Lamps, Stop Lamps, Turn Signals and Lamps/Flags on Projecting Loads)."

11. By adding a new number (2) to "Part II, Item 12. Tires, b. Tires Other Than Those Found on the Front Steering Axle(s)," the rest of Item 12.b had to be renumbered.

These changes have been incorporated into North American Standard Inspection Program training materials, along with updated inspection bulletins, inspection procedures, operational policies and training videos.

There are different formats (e.g., print, electronic, other languages, etc.) of the 2024 out-of-service criteria available for purchase through the CVSA online store. It's also available for purchase in CVSA's app by searching "CVSA Out-of-Service Criteria" in the App Store or Google Play. Bulk orders of the handbook and the app are available.

CVSA hosted a webinar in January outlining the changes to the out-of-service criteria. The webinar is available to CVSA members through their CVSA member portal. Once logged in, click on the CVSA Learning tab, then click on "Roadside" to view the webinar.

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## One On One With OOIDA's Lewie Pugh

continued from page 1

women who drive trucks and know what they are talking about. Especially when it comes to the issues that affect them. Until the FMCSA gets real about safety, nothing is going to change."

**Movin' Out:** "What do you think about the FMCSA's pilot program to recruit underage drivers into the industry?"

**Pugh:** "Pugh: "We don't agree with it. The cost is too high per driver for the taxpayer. While some of these young men and women are capable drivers, finding them and vetting them is time consuming and expensive."

My opinion is we need to modernize the interstate and intrastate regulations for under 21 year olds. How does it make sense to allow younger drivers to operate only intrastate when they live in a state like Texas, Iowa, or Pennsylvania, but if they are near the border, they can't cross state lines! It would be better to regulate them to run locally or within a given radius until they gain some driving experience. Also, veteran drivers should step up and help mentor entry level drivers, which will help everyone sharing the road instead of placing so-called "driver trainers" with new drivers as many large carriers do. Which, if fact, is nothing more than team

driving. Driver trainers need to be in the passenger seat with their trainee at all times. I think entry level drivers need more training and maybe an apprenticeship program."

**Movin' Out:** "What are the worst things going on in the trucking industry?"

**Pugh:** "Speed limiters, broker and carrier fraud, including fraudulent practices in lease purchase programs that victimize drivers like Shelley Vandenburg."

"Shelley Vandenburg was the victim of a lease purchase fraud. She and her husband want to warn drivers "that some lease purchase companies are nothing more than professional embezzlers that have years of experience taking advantage of drivers. When they control your paychecks, loads, even where you get the truck repairs done - Beware! Have a reputable organization like OOIDA check the lease purchase agreement before you sign on the dotted line. Also attend OOIDA's Truck For Success Course."

**Movin' Out:** "What is your opinion of the driver shortage?"

**Pugh:** "The so-called 'driver shortage' was created by the big fleets. Many of which have annual turnover rates of 90%+. They are churning over entry level drivers, some of whom

leave the trucking industry after a short time. They do this to keep wages artificially low. If they would simply pay these men and women what they are worth, and not run them to death, they wouldn't be leaving the industry. With 400-500,000 CDLs issued each year, there shouldn't be a driver shortage. As a consequence, many drivers don't drive long enough to gain the experience to operate the truck safely."

**Movin' Out:** "What are the best things going on in the trucking industry?"

**Pugh:** "The good hard-working men and women who drive trucks and move our nation. They are true patriots, always there when America needs them in good weather and bad, day or night, even during the Pandemic."

**Movin' Out:** "Thanks so much, Lewie for taking time out of your very busy schedule here at MATS to sit down and talk with me."

The Owner-Operator Independent Driver Association (OOIDA) is a national organization standing up for the rights of Professional Truck Drivers. They are the owner-operators voice in Washington but stand up for the rights of ALL Professional Truck Drivers. To learn more about OOIDA, call 800-444-5791 or visit their website at [www.ooida.com](http://www.ooida.com)

## OOIDA Criticizes EPA Overreach, Effective EV Truck Mandate

Washington, DC... The Owner-Operator Independent Drivers Association (OOIDA) today announced its opposition to the Environmental Protection Agency's (EPA) latest assault on small business truck drivers, which represent 96% of commercial motor carriers. The Phase 3 Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles Final Rule effectively mandates that 25% of new heavy trucks sold in the United States be all-electric by 2032.

"Small business truckers, who happen to care about clean air for themselves and their kids as much as anyone, make up 96% of trucking. Yet this administration seems dead set on regulating every local mom and pop business out of existence with its flurry of unworkable environmental mandates. This administration appears

more focused on placating extreme environmental activists who have never been inside a truck than the small business truckers who ensure that Americans have food in their grocery stores and clothes on their backs. If you bought it, a trucker brought it." - OOIDA President Todd Spencer

In official comments filed to the EPA on June 16, 2023, OOIDA outlined issues related to costs, the timeline, safety concerns and operational problems. The EPA Phase 3 rule is one of four key regulatory actions taken by the Biden Administration that could potentially put untenable pressure on small business truckers if allowed to take effect.

The Regulatory War on Small Business Truckers

1. EPA Phase 3 Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles Final Rule

2. EPA NOx Rule
3. EPA Preemption Waivers for California
4. FMCSA Speed Limiter Mandate

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 represents approximately 150,000 members nationwide in all fifty states that collectively own and operate more than 240,000 individual heavy-duty trucks. OOIDA's mission is to promote and protect the interests of its members on any issues that might impact their economic well-being, working conditions, and the safe operation of commercial motor vehicles on our nation's highways. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.



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# A Likely Story - "Recruiting Gig"

**By Roger Clark**

As readers of Movin' Out Magazine learned recently, I retired from four decades of trucking last November. I liked retirement because I was told to like it, but that

lasted less than a month. When my wife started speaking to me again, I was already working the phones as a truck driver recruiter.

It makes sense in a way, sort of like jumping out of

a perfectly good airplane. It's an opportunity to keep up with the industry while sharing decades of hard-won wisdom with new drivers searching for the perfect trucking job. I'm confident they can't wait to hear about Hunt's Point, Donner Pass, East Coast tolls, and North Dakota winters.

The reality of course is that won't work, even with experienced drivers. Recently I had a conversation with a forty-year-old dude who had been with six carriers in two years. Not a single

termination was his fault, he assured me, and he was ready to work. Oh, and by the way, would I loan him two hundred dollars...

I could find him the perfect driving job. I represent carriers, after all, that hire felons, SAP drivers, fortune tellers, and job hoppers. I also represent carriers that wouldn't touch him with a ten-foot pole, but then, they all have cash advances, even when we're downwind from the fuel islands.

But you know what the

secret sauce is, just as I do, and that's working hard, in an unforgiving industry. It's listening carefully, following instructions, playing by the rules, and showing up on time. That's a big ask, for some.

Here in the Midwest, there are driving jobs paying \$20.00 per hour, listed right next to ads offering three times that much. What's the difference? About thirty hours a week, I reckon, because there are 70 hours available on the ELD. All you have to do is make them all count.

That's the hard part of my job because my wife won't let me lie. Somehow, I need to sell drivers on a job that can pay well—been there, done that—but not without sacrifice. It's harder to do than it looks!

I took a call from a retired banker a while back, and he thought trucking six months a year would allow him to RV the rest of the time. He was serious about it, and I was trying to be, but the giggles gave me away. But you'd be proud of me. I laughed only from 9:00 AM to 3:00 PM.

In another case, the potential recruit would

work only in daylight, never on Sunday, always with a girlfriend, and never with his wife. We can work with that, but in the interest of full disclosure, we're still searching. Reckon you'd want to know that!

Shortly after that, I talked with an experienced hand who didn't like vans (too much fingerprinting), or reefers (because they were noisy), and couldn't haul cars (because he was overweight) or pull a flat-bed (because he wouldn't roll tarps). He might have a point because I've never seen a fat car hauler!

One of the requirements for getting a CDL, as you know, is reading and speaking English. Apparently, there's some room for fudging because I've spoken with candidates from western Europe, far east Asia, and northern Turkey. When it comes to communicating with potential recruits, including the neighbors I don't like, I'm open to suggestions. If you have an idea or a plan, write to me! Email: rogerclark437@gmail.com



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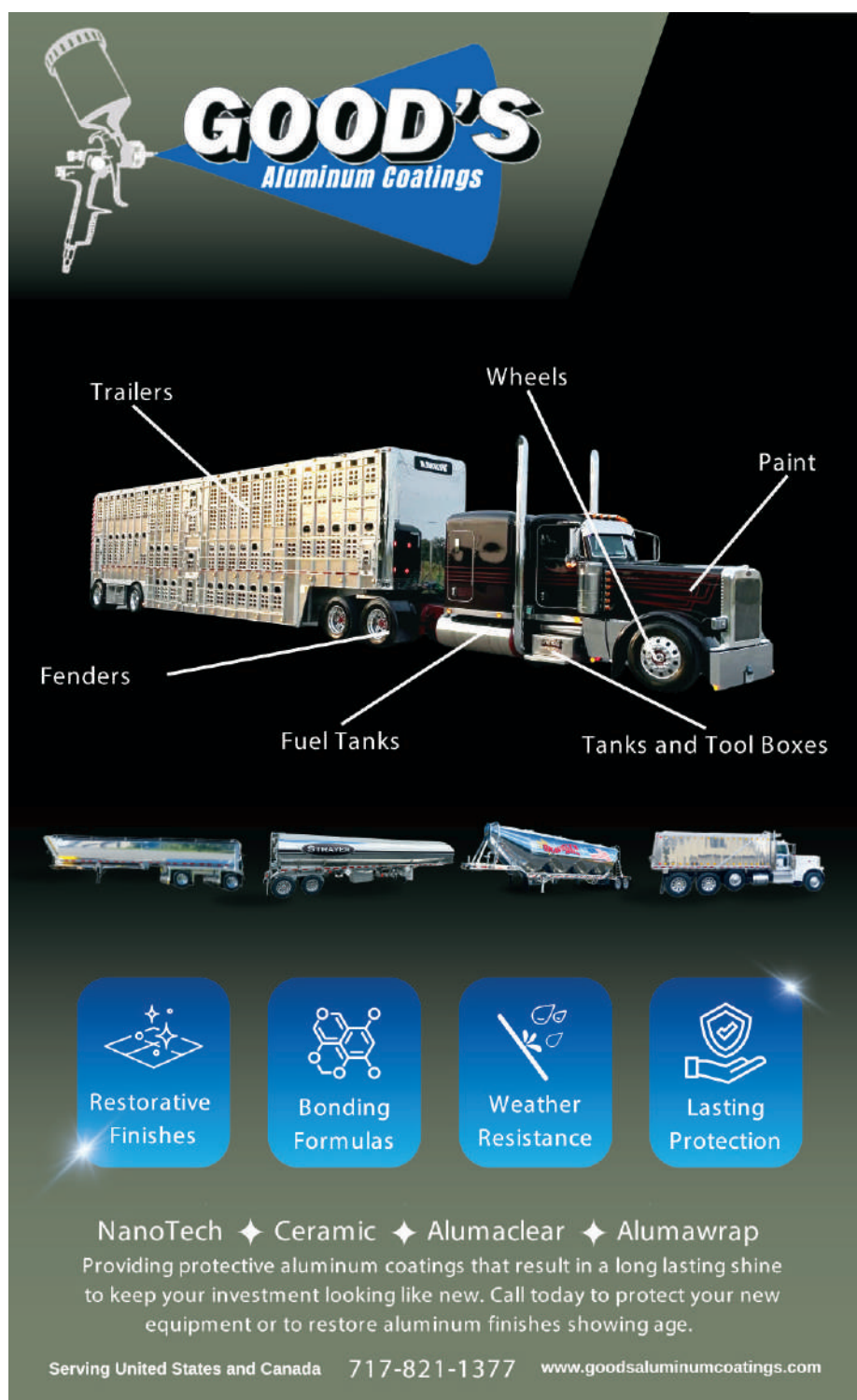
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# Summer Travel is Heating Up



**By: Megan Magensky, Pennsylvania Motor Truck Association, Director of Communications**

It's that time of year again. School is almost out and we're heading into the busy summer travel season.

It's a fact that people travel more during the summer than any other time of year. This results in a shift in traffic flow. Instead of piling onto highways during the typical morning and evening rush hours, folks are traveling at other times of day.

According to a AAA travel survey, about 84 percent of Americans plan to travel in 2024, 44 percent of people say they will be taking more vacations than last year.

Nearly 40 percent of people responding to the survey say they

plan to drive instead of flying this year in an attempt to steer clear of sold-out flights, high costs and large crowds.

Which means even more summer congestion on the roads.

The American Transportation Research Institute (ATRI) releases a study every year that reveals the annual "Cost of Congestion" to the trucking industry.

This year the study showed congestion on U.S. highways added almost \$95 billion in costs to the trucking

industry because of driver compensation, fuel, repair and maintenance.

The study also shows Nevada, Louisiana, Georgia and California saw the largest increases in congestion.

Here are some things to keep in mind while driving in traffic:

- Make smart driving decisions in heavy traffic

- Avoid aggressive driving and weaving from lane to lane.

- Keep a safe distance, at least three seconds, between you and the vehicle ahead

of you. This will help you avoid frequent braking and rear end collisions.

- Watch the traffic ahead closely. When cars in front brake, take your foot off the accelerator to slow down gradually before you brake. Be cautious not to brake abruptly.

- Stay focused. Keep your mind on driving by avoiding distractions such as eating or using your cell phone.

On a personal note, I've been working with PMTA for almost one year. There are many things I've found myself in awe of in the

trucking industry. One of them being a professional driver's ability to stay calm.

As I've learned more about how to drive around big trucks (something most drivers are not taught!), and about our member companies, I've become more aware of the trucks I'm driving alongside. Professional drivers sit through traffic and deal with aggressive

drivers daily.

As someone who will admit to falling prey to my own feelings of minor road rage at times, it is unfathomable that professional drivers spend the time on the road they do and manage to stay calm through it all.

Thank you for the work you do!

Safe travels!



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# Iowa 80 to Celebrate 60th Anniversary by Giving Away \$60,000 in Cash!



Walcott, IA ... Iowa 80 Truckstop is celebrating 60 years of serving America's drivers in 2024 by sponsoring a \$60,000 cash giveaway as well as other prizes. The Iowa 80 60th Anniversary Sweepstakes kicks off April 1 and ends October 4, 2024.

Customers will receive a chance to win with purchases made at participating Iowa 80 Group locations, including the Iowa 80 Truckstop in Walcott, Iowa, Kenly 95 Petro Truckstop in Kenly, North Carolina, Joplin 44 Petro Truckstop in Joplin, Missouri, all Truckomat Truck Wash locations, Effingham Chrome Shop in Effingham, Illinois, and purchases made from [www.Iowa80.Com](http://www.Iowa80.Com), the online truck accessories superstore. The Sweepstakes is open to U.S. residents who are at least 18 years of age (other restrictions apply).

The Iowa 80 60th Anniversary Sweepstakes will run from April 1, 2024 – October 4, 2024. Entries will be made online at [www.iowa80sweepstakes.com](http://www.iowa80sweepstakes.com) by creating an account and uploading a photo of the receipt. No purchase or payment necessary to enter or win. Open to legal residents of the 48 U.S./D.C., age 18+. Void in AK, HI, outside the U.S./D.C. and where prohibited.

Sweepstakes ends at 11:59:59 PM CT on 10/4/24. For full Official Rules and details on how to register for the sweepstakes, how to enter with purchase or without purchase,

prizes and odds of winning, visit [www.iowa80sweepstakes.com](http://www.iowa80sweepstakes.com). Sweepstakes is sponsored by Iowa 80 Group, Inc., 515 Sterling Drive, Walcott, IA 52773.

# BlackHawk to Take the Stage at 45th Annual Walcott Truckers Jamboree



WALCOTT, IA... Iowa 80 Truckstop is thrilled to announce that BlackHawk will be this year's Friday night headliner for the 45th Anniversary Walcott Truckers Jamboree. The


Walcott Truckers Jamboree is a summer event you won't want to miss, featuring an antique truck display, a Super Truck Beauty Contest, Iowa Porkchop cook out, exhibits,

fireworks, and more!

"We look forward to celebrating America's truckers and the work they do each day to keep this country rolling." Says Heather DeBaillie, Vice President of Marketing. "We're thrilled to welcome BlackHawk to the Iowa 80 Truckstop this year." BlackHawk is set to take the stage on July 12th at 7:00 pm. "You may recognize BlackHawk's iconic sound from their hits "I'm Not Strong Enough to Say No", "Goodbye Says It All", and "Every Once In a While". Also performing on the main stage: Royale Lynn, Shane Proffitt, Matt Stell, and Dani Lynn Howe Band. Check concert dates and times and the rest of the event schedule at [www.truckersjamboree.com](http://www.truckersjamboree.com).

The 45th Anniversary Walcott Truckers Jamboree, will be held July 11-13, 2024, at Iowa 80 Truckstop, I-80 Exit 284, Walcott, Iowa. Admission and parking are FREE! Concerts are FREE! Complimentary shuttles will be provided from the parking area to the event grounds.


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# Big Rig Build-Off Competition Held At The 2024 Mid-America Trucking Show



Brian and Thomas Davis of Davis Brothers Design and their 2024 Peterbilt 389 (pictured above) won the Big Rig Build-Off Competition held this

past March during the Mid-America Trucking Show.

Randy Stroup of First Class Services Inc sponsored this year's Big Rig Build-Off. The competition was part of the 2024 PKY Championship and featured builders in a winner-takes-all competition for a grand prize of \$20,000.

The featured builders, primarily past featured entrants in the PKY Truck Beauty Limited Mileage Category, created builds that highlight uniqueness and creativity. Competing in this event was Adam Johnson of Johnson Hill Customs, Dustin Dickerson of Dickerson Custom Trucks, and Brian and Thomas Davis of Davis Brothers Design.

fourth-generation truck owner and the owner of Johnson Hill Customs, a full-service diesel repair and customization company.

Brian and Thomas Davis were originally grain farmers, but now own a full-service custom semi shop based in Owensville, Indiana.

Dustin Dickerson began his career in vehicle customization and now owns Dickerson Custom Trucks, a full-service shop operating out of Thorntown, Indiana.

A special panel of judges evaluated each entry based on creativity, craftsmanship, and overall impact.

Adam Johnson is a



Big Rig Build by Adam Johnson of Johnson Hill Customs



Big Rig Build by Dustin Dickerson of Dickerson Custom Trucks

- All photos by Dan Pollock -

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# MOVIN' OUT Calendar of Events



**April 25-28 - 75 Chrome Shop's 26th Annual Big Rig Truck Show** - Presented by Dynaflex Products. 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. Over \$25,000 in prizes will be given out during the show! For more info visit [www.75chromeshop.com/truck-show](http://www.75chromeshop.com/truck-show)

**May 3-4 - Midwest Pride In Your Ride Truck & Tractor Show** - Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-923-3724 or visit [www.midwestprideinyourride.org](http://www.midwestprideinyourride.org)

**May 4 - 4th Annual Family & Friends Gathering Truck Show** - Equipment Express, 1109 Foundation Dr., Caldwell, TX 77836. People's Choice Award, Crawfish sponsored by East Texas Truck Center, Live Band, Kids Zone, Food. Hot Rods & Motorcycles Welcome! Register online at <https://form.jotform.com/240844331735051>

**May 4-5 - Truck Meet At The Crossroads** - The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. Truck Show, Supper and Light Show on May 4th, Church Service and Free Lunch on May 5th. For more info, call 573-796-1927.

**May 9-11 - East Coast Truckers Jamboree** - Kenly 95 Petro, Kenley, NC. For more info contact Alicia Bedford, 919-502-7071. Email: [alicia.bedford@iowa80goup.com](mailto:alicia.bedford@iowa80goup.com)

**May 12 - 35th Annual Make-A-Wish Mother's Day Convoy & Family Carnival** - Manheim Pennsylvania Auto Auction, 1190 Lancaster Road, Manheim, PA 17545. For more info, visit [www.wishconvoy.org](http://www.wishconvoy.org) or phone 717-283-4868, email [ldietrich@philadesv.wish.org](mailto:ldietrich@philadesv.wish.org)

**May 25 - Semi-Crazy Cornfield Round Up** - Waspys Truck Stop, 2079 US Hwy 71, Audubon, Iowa. Free Truck Show, Midwest Plains Chapter American Truck Historical Society/Multiple AHS Chapter Event. For more info contact Russell Spawn, Jr. @ 402-680-6121 or Wade Beck @ 515-229-2147.

**May 30-June 1 - 42nd Annual Shell Rotella SuperRigs** - Texas Motor Speedway, Dallas/Fort Worth, Texas. Numerous events and activities will honor the hardworking spirit of Truck Drivers. 20 awards up for grab, including Best Chrome, Best Lights and the prestigious Best of Show. Over \$25,000 in cash and prizes, plus 12 drivers will earn the honor of having their truck featured in the 2025 Shell Rotella SuperRigs Calendar. No fee to enter. Register your truck online at <https://super-rigs.mymilesmatter.com/>

**June 6-8 - AHS National Convention and Truck Show** - York, PA. More details will be released in upcoming months. [www.AHS.org](http://www.AHS.org)

**June 6-9 - Wheel Jam Truck Show** - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition, Parade and Convoy through downtown Huron. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com) or phone 605-354-2809

**June 21-22 - 12th Annual Ohio Vintage Truck Reunion** - Ashland County Fairgrounds, 2042 Claremount Ave., Ashland, OH. 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Trucks, Trucking Memorabilia Display, Swap Meet, On-site Camping, Truck Crawl, Jake-Off, Light Show, Truck Model Contest, Country Convoy and more! In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciation. For more info contact Bill Peters @ 330-682-1707, email: [wep515@gmail.com](mailto:wep515@gmail.com), website: [www.ohvintkr.com](http://www.ohvintkr.com)

**June 21-23 - Kuhnle Motor Sports Canadian Style Truck Uphill Racing** - 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**June 22 - The Jane Harting Cancer Benefit Truck Show Picnic** - Elite Service, Inc., 905 Stone Hill Road, Denver, PA. 44805. Proceeds benefit Help The Fight. \$25/Unit\* Registration Fee (If you are registering a truck and trailer, that is 2 units.) Classic Cars/Small Trucks are welcome! \$15 each registration fee. Bring Lawn Chairs/. For more information, visit [www.eliteattitude.com](http://www.eliteattitude.com) or see Elite Service, Inc's Facebook Page.

**June 23 - American Truck Historical Society AHS Nutmeg Chapter Show** - Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8 am - 3 pm. For more information, call Charlie Dainton @ 860-933-5407.

**June 29-30 - Texas Trucking Show** - NRG Center, Houston, Texas. For more info, phone 832-323-2900. Email: [almaguer@texastruckingshow.com](mailto:almaguer@texastruckingshow.com) Website: [www.texastruckingshow.com](http://www.texastruckingshow.com)

**July 11-13 - 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 13 - 12th Annual International Motor Truck Gathering** - 92 Industrial Park Rd., Muncy, PA. - All model International trucks - big or small, rusty or restored, from 1907 to present. No registration fee. All makes of trucks welcome. Also will be having an auction. For more info email: [billandsuebs4@gmail.com](mailto:billandsuebs4@gmail.com) or call Lenny @ 272-202-8253.

**July 13 - Tri-State Antique Truck Club Show** - Kenworth of PA, 530 N Center Ave., New Stanton, PA. 10 am-3 pm. All Trucks Welcome! No registration fee. Dash plaques to first 50 trucks. For more info, call 724-557-4467 or Facebook @Tri-State Antique Truck Club.

**July 19-20 - 7th Annual Gear Jammer Magazine Truck Show** - New England Dragway, 280 Exeter Rd., Epping, NH. 03042. Show N Shine, Tractor Pulls, Awards, Live Music. Benefits the Doug Flutie, Jr. Autism Foundation. For more info call Bob @ 508-212-9998 or email: [mttconrad7@aol.com](mailto:mttconrad7@aol.com)

**July 26-27 - Gulf Coast Big Rig Truck Show** - MS Coast Coliseum & Convention Center, 2350 Beach Blvd., Biloxi, MS 39531. Showcases the working truck, supports the transportation industry as well as raising money for the Wounded Warriors Project. The two day event ends with an escorted convoy along the beach displaying the trucks from the Chrome on the Coast Contest! For more info, call 985-630-9171. Email: [pattimccleney@gmail.com](mailto:pattimccleney@gmail.com)

**July 27 - Keystone Chapter ATCA Truck, Tractor, and Machinery Show** - 139 Municipal St., East Freedom, PA. 8 am-5-m. Dash Plaques while supplies last. No Judging, No Registration Fee. For more info contact Ken Claar at 814-224-2084 or visit [www.keystonetruck.org](http://www.keystonetruck.org)

**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 2-4 - Kuhnle Motor Sports Canadian Style Truck Uphill Racing** - 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**August 16-17 - Big Rig Truck Show** - Rock Falls Raceway, Eau Claire, WI. Show Trucks, Backwoods Truck Drag Racing, Kids Zone Lego contest, Memorial Light Parade. All trucks are welcome. Free Driver Dinner Friday night. For more info call 715-875-4233 or visit [www.bigtruckshows.com](http://www.bigtruckshows.com)

**August 17 - Trivista Antique Truck Show** - Call Ray for details - 440-570-5859. Trivista Companies, 5751 Cerni Pl, Youngstown, OH 44515. People's Choice Awards, Fun for the whole family, Food. All trucks welcome. Proceeds to benefit charity. <https://www.facebook.com/trivistatruckshow/>

**September 20-22 - Kuhnle Motor Sports Canadian Style Truck Uphill Racing** - 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**October 3-5 - 7th Annual TenFourDC** - National Mall, Washington DC. One of a kind Truck Driver Appreciation Event to promote Professional Commercial Drivers. Bobtails will convoy to the National Mall and be on display. Entertainment, Awards, Prize Drawings, Auctions. Donations will be accepted for charities. For more info call 937-402-0924, email: [tenfourdc@yahoo.com](mailto:tenfourdc@yahoo.com), or visit [www.tenfourdc.org](http://www.tenfourdc.org)

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

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## From The Chaplain's Desk



By Ron Fraser, Transport for Christ President

Life has changed in so many ways due the culture in which we live and the negative impact that still exists from the Pandemic.

What has not changed is the mindset I see in so

many men and women about the existence of God.

It always seemed very logical to me to believe in God; how else can you explain how the universe got started? Why do some

people refuse to believe in God, in spite of the evidence?

People who deny that God exists may give several reasons for their unbelief. For example, they may say they reject God because they can't understand why He doesn't do something about all the evil in the world. Or they may say they're turned off by the hypocrisy of Christians they've known.

But the real reason most deny God's existence can be summarized in one word: pride. They want to run their own lives, and they don't want anyone—especially God—to interfere with the way they're living. They want to be in control of everything they do, and they know that if they were to believe in God, they'd have to change their lifestyle. Instead of living by their own list of what's right and wrong, they'd have to take seriously God's moral standards.

To live without God, however, is to live without hope—hope for His presence with us right now, and hope for eternity. Instead of knowing that God has put us here for a purpose, they end up living without any ultimate meaning in life. No wonder the Psalmist declared, "The fool says in his heart, 'There is no God'" (Psalm 14:1).

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# 2024 Carlisle Truck Nationals Welcome Metal-Crushing Monster Trucks Avenger and Brutus Set to Square Off, Crush Cars, and Wow the Crowd



Avenger



Brutus

Carlisle, PA ... Family fun abounds at the 2024 Carlisle Truck Nationals and this year, the fun is taken to an all-new level with the addition of two new monster trucks. The annual excitement offers car-crushing thrills and it's all happening August 2-4 at the Carlisle PA Fairgrounds. More than a dozen cars will forever be augmented by way of Avenger and Brutus; each making their first-ever appearance at Carlisle and the truck event. They'll be flanked by a monster ride truck; the Virginia Giant, making it an interactive showcase for guests of all ages.

Monster truck rides are ongoing throughout the weekend, with shows happening on Friday, Saturday, and Sunday.

Rides are backed by monster truck Hall of Fame driver Diehl Wilson, with Wilson also serving as emcee and host of the monster truck shows. As the shows go, Avenger and Brutus will take center stage, crushing the cars with an adrenaline-filled burst of acceleration followed by a mighty crash onto the prone vehicles.

These family-friendly activities have been commonplace at the truck show since its inaugural year in 1991 and with each year, comes a new set of trucks and a new batch of drivers. But, who exactly are Avenger and Brutus?

Avenger will be driven by Columbus, Michigan native Jon Koehler, while Brutus is piloted by his dad Jim. Each truck has ties to the

Monster Jam circuit, with Brutus having a 20-year run on the tour. Brutus was a World Finals Freestyle Champion in 2003 and has earned Extreme Air of the Year recognition almost annually since 2012.

As mentioned above, the Virginia Giant ride truck is owned by former Monster Jam regular Diehl Wilson. It's cool because it's interactive. It's interactive because guests can climb aboard the iconic truck and go for a heart-pounding, car-crushing, no-hold-barred edge-of-their-seat ride. Ride, crush, enjoy and repeat!

A ticket for the Carlisle Truck Nationals is just \$15 with kids 12 and under FREE. All monster truck shows are FREE with admission to the grounds, though a nominal fee does apply for rides on the Virginia Giant. Seating goes quickly for each show, so guests are encouraged to arrive early, enjoy all that the truck show has to offer, and then find a spot. Complete details on truck weekend including how to show a truck or buy spectator admission tickets at a discount online can also be found at [www.CarlisleEvents.com](http://www.CarlisleEvents.com) or by calling 717-243-7855.



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Monster truck shows featuring Avenger and Brutus, monster truck rides with the Virginia Giant, High Truck Competition, Low Truck Limbo, Frame Dragging Competition, Club Challenge & Coolest Club awards, Fleet Challenge & Finest Fleet awards, and the Big Rig Glow Show.

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# Something to Think About - What's Right

by: Mike McGough

He had no specific plan for what he wanted to do after high school, so he decided to take a gap year and check out some possibilities. He also needed to build up some savings.

Shortly after graduation, he went to work in a local drug store. It was one of the larger retail drug stores in his neighborhood. In addition to the pharmacy, this store offered a wide array of other products. He start-

ed stocking shelves and working at the front registers.

When one of the pharm-techs who assisted the pharmacists was transferred to another store, he was asked to fill in temporarily. He enjoyed working in the pharmacy. He was a quick study, so he picked up on procedures in no time at all. Although he was always under the supervision of a pharmacist, he had demonstrated that he was a real asset. As the end of his first year approached, the lead pharmacist asked if she and one of the other pharmacists could take him to lunch. He agreed.

He was flattered by the compliments they offered as lunch began, but that wasn't why they were there. They also outlined some recent changes in health care

procedures affecting pharmacists. They explained that the field of pharmacy was evolving and the role of pharmacists in comprehensive healthcare systems was expanding continuously. Then they began sharing why they had invited him to lunch. It was a potential game changer for him.

They told him that the store's corporate office has a program whereby employees can apply for assistance with tuition and other costs, if they're part of a college or university program leading to a doctorate in pharmacy—a PharmD. They told him that they didn't need an answer right then, but really wanted him to consider the possibility. As their lunch continued, the lead pharmacist explained why they thought this might be a good opportunity for him.

"You clearly have the in-

tellect and aptitude to handle a pharmacy program, and you seem to be a good fit in the pharmacy. You appear to be comfortable, and you're a real asset. They're all important factors, but you have something extra that we've all noticed and really like about you. You always seem to be focused on what's right instead of what's wrong." She then shared a very poignant example.

"About a month ago a customer was standing waiting to have his prescriptions filled. It was obvious that he was still recovering from a lengthy hospital stay. As you were giving him his prescriptions, you said how nice it was that he was out, was feeling better, was able to be on his own, and was getting back to his routine. If you recall, he smiled, thanked you, and offered a slow but heart-felt fist bump. To be very honest with you, we've lost track of the number of times you've had similar encounters with people coming to the pharmacy."

Then the other pharmacist added, "A PharmD program is going to provide you with the academic knowledge, technical proficiencies, professional skills, and essential experiences needed to be a good pharmacist. What can't be taught are the soft skills, the interpersonal talents, the knack for looking to find something right in situations where what's wrong seems to loom so large. You've got that, and 21st

century health care needs all the practitioners it can find to make that a big part of what drives what we do."

Later that year, he enrolled in a program leading to a doctorate in pharmacy. After four years of intensive course work, lab work that's been both interesting and challenging, and an array of experiences in the various fields of pharmaceutical sciences, he's within two years of completion. Time and time again, he reminds himself how happy he is to have the opportunity to be involved in this field of study. And there is little doubt that the field of pharmacy is going to be pleased to have the opportunity to welcome him to their ranks.

Regardless of what job, line of work, or career you pursue in life, do it from a positive perspective. Look for what's right. When you focus on what's wrong, that's what you'll tend to see. When you focus on what's right, that's what you'll tend to see. That focus not only impacts the way you go through your days, but it can impact how you interact with others, as they're trying to make it through their days.

When we see someone who looks disgruntled, we often ask, "What's wrong?" The next time you encounter someone who isn't having a great day, consider offering them something positive or something that's going right to think about. You may just lighten their day!

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# MOVIN' OUT

# Working Show Truck Of The Month

Ben Schultze



was a 2003 with over 2.3 million miles on it that now looks factory fresh!

Power comes from a CAT 6NZ motor paired up with an 18 speed, and Ben says he hauls refrigerated freight, primarily for Hormel, around the Midwest.

He wanted to thank Damon, Dacoda, and Jace (seen in our photo) for helping build the truck, along with Tyler at Van Der Zwaag Customs for the paint work, EAG Custom Upholstery for their interior work, and JR Schleuger & Lifetime Nut Covers for all the custom items. Ben also thanks his mom (Chris) & dad, his wife Tana, and his kids Lauren, Molly, & Emerson for all of their love & support in his trucking journey.

Movin Out sends a big round of applause out to Ben for all of his hard work that helped turn this '03 KW into a showstopper that defines Working Show truck perfectly!!

getting him into trucking and he says it was actually his dad's idea to "go all out" on this build since they purchased the truck so cheap.

Ben ended up selling his '06 KW W-900 to help fund the project, and he drove a company truck for Commercial Services for several years during the build. He says it was a learning process, as they built a number of parts themselves, including the deck plate & rear bumper. Ben even painted the dash & several other interior parts in house! The end result

**By Robert Conrad**

It's hard to believe that Ben Schultze's K-Dub is over 20 years old, but it has plenty of "Midwest Cool" from the front bumper to the tail lights on the 305" wheelbase!

Ben gave the truck a complete facelift after he purchased it in 2020. He bought the truck from a

driver who was leased on with Commercial Services, the same company his father, Scott Schultze, was driving for until 2002. Scott Schultze actually purchased Commercial Services in 2002, moving it to Algona, IA, & brought his son Ben on board to work with him. Ben credits his dad for



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**Qty 10** - New Vanguard 53' Reefers, Carrier X4 7300, Air Ride, Swing Doors.



**Qty 25** - New Fruehauf 53' High Base Rail Dry Vans- Air Ride, Swing Doors, 9" Crossmembers, Tire Inflation.



**Qty 6** - New XL Specialized XL110HDGS15, 55-Ton, Hydraulic Detachable, 15" Deck Height, 26' Well, Some w/ Wheel Covers. **Black, Red and Galvanized Available**



**Qty (24)** 2015 / 2016 / 2018 Reitnauer Dropmiser 48'x102" Rear Axle Slide, Winch Track both sides, Toolboxes, Disc Brakes



**Qty 25** - New Vanguard 53' MaxCube (Sheet and Post) Dry Vans- Air Ride, Swing Doors, Plastic Lined.



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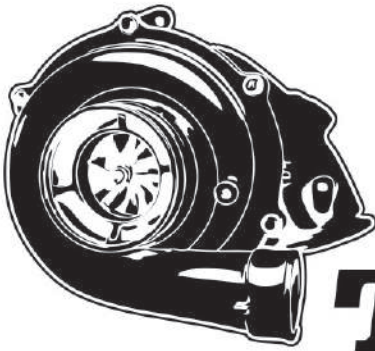
**Qty 10** - New Fontaine Workhorse 55LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Rear Lift Axle, Some with Wheel Covers, Both Red and Black.



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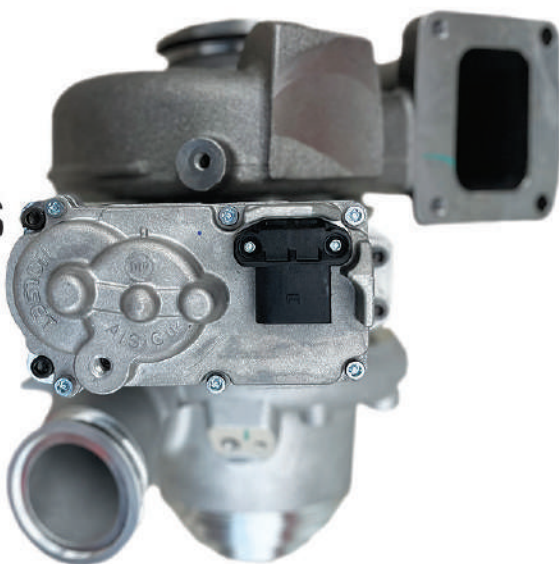
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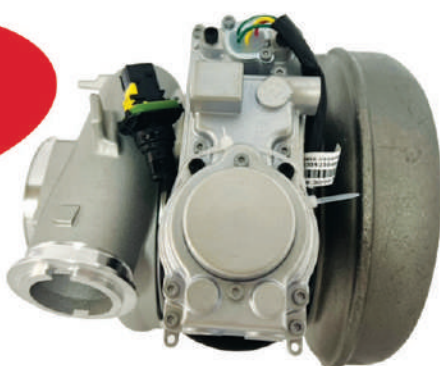
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