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**"THE JOURNAL OF THE TRUCKING INDUSTRY"**

## Carlisle Truck Nationals Weekend Sets NEW Showfield Record for the FOURTH Straight Year



The Movin' Out Choice Trophy was presented to Michael Dively and his 1985 Peterbilt 361. - Photo by Steve Pollock - Turn to pages 10 & 11 for story and more photos.

## Hail to the Mother-Truckin' King



Joe Plaziak, from Temple, Texas is the Grand Prize Winner of the third annual National Truck Driver Appreciation Sweepstakes (NTDAS). - photo courtesy of Sheetz

Sheetz is excited to announce that Joe Plaziak, from Temple, Texas has claimed the grand prize from the third annual National Truck Driver Appreciation Sweepstakes (NTDAS).

The NTDAS is a way to recognize the dedication

that truck drivers bring to their essential jobs every day of the year. Many folks simply don't fully understand how demanding and dangerous it can be to drive a truck for a living, and Trucker Path does a spectacular job of making sure we see the efforts of these

men and women.

The winner of this year's Sweepstakes, Joe Plaziak, is a recently knighted warrior of the road, regularly hauling dry freight on routes between North-eastern PA and Greensboro, NC for the Missis-

continued on page 12

## R&J Trucking Delivers Supplies To Victims of Hurricane Helene

By Steve Pollock

MARIETTA, OH... It started with a text from local R&J Trucking Professional Truck Driver Mitch Williams to Marietta, Ohio Terminal Manager Jared Pauley. Mitch asked, "What can we do to help the victims of Hurricane Helene?" 48 hours later, R&J Trucking's Marietta and Boardman terminals had collected four 53' trailer loads of food, paper products, pet food, diapers, formula, cleaning supplies, and even some cribs and lots and lots of bottled water.

The trucks were dispatched to Erwin, South Carolina, With R&J Trucking driver Mitch Williams in the lead truck, Casey Griffin in truck #2, Tina Hardman in truck #3, and Cameron Hamrick, driver for RO Wetz Transporta-



R&J Driver Mitchell Williams and Jared Pauley, Manager of the R&J Trucking Marietta, Ohio terminal.

tion in truck #4.

Individuals, companies and even large corpora-

tions banded together to donate supplies, which continued on page 2

# R&J Trucking Delivers Supplies To Victims of Hurricane Helene



R&J Trucking Driver Mitchell Williams



R&J Driver Tina Hardman



R&J Driver Casey Griffin



RO Wetz Trans. Driver Cameron Hamrick



Left to right: Evan Wetz and Jared Pauley

continued from page 1

were collected at R&J's Marietta, Ohio terminal warehouse and the company's (American Bulk Commodities) Boardman, Ohio corporate headquarters. In North Carolina the goods were loaded in pickup trucks, UTVs and private and military helicopters, even horses to reach the stranded storm victims. The drivers reported that the devastation was surreal.

An additional 2 trailers full of goods were collected at the Canfield, Ohio fire/police station and left on October 11<sup>th</sup> for the relief effort as well.

What a fantastic effort by an amazing group of people. From the R&J staff at the Marietta and Boardman, Ohio terminals that collected the goods and

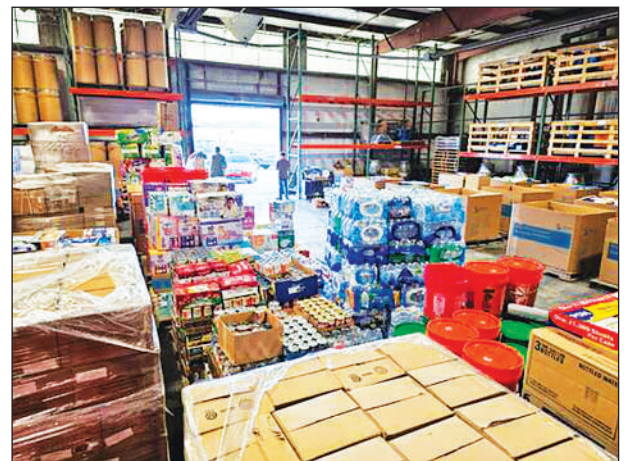


Teresa Dallies and Andy Straley sort and load a trailer with donations at the American Bulk Commodities Corporate Headquarters in Boardman, Ohio.

loaded the trailers to the Professional Truck Drivers that donated their time

to deliver them, and the owners of American Bulk Commodities and Wetz

Companies that provided the equipment and filled the trailers as well. It was a



Donations fill the R&J Trucking warehouse in Marietta, Ohio.

tremendous effort that took place very quickly and required a lot of coordination

to make it happen. God Bless everyone involved.



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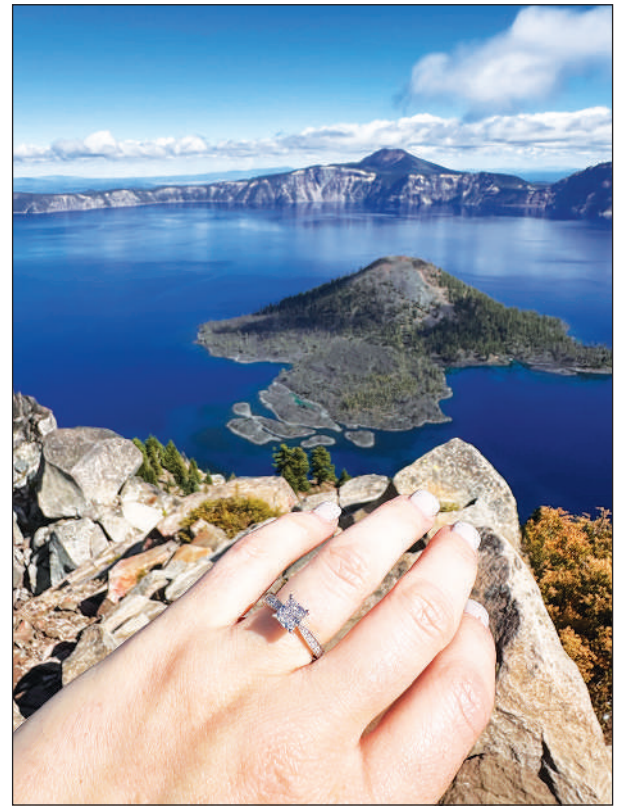
BY PAM POLLOCK



- photo by Shawna Nebel, Nebel Images -



Welcome to the Pollock Clan, V~



Moments after she said yes! V shows off her engagement ring. That's Crater Lake below the rocks.



- photo by Shawna Nebel, Nebel Images -

## Cheers To A Lifetime Of Adventures Together!

My son was born 21 days early – very healthy but it was a big shock that he arrived so soon. The nurses wanted him to stay in the nursery that first night, just to make sure that he was ok. I kept getting out of my bed and would walk to the windows of the nursery and plaster my face against the window pane. I just could not let him out of my sight. Finally one of the nurses opened the door, pulled up a rocking chair and told me to sit down. She then placed Dan in my arms. I sat up the entire night holding him. I thought to myself, “No one can ever love this little baby as much as I do.”

I held that thought throughout his toddler and little boy years. And I was right – well, except for my husband (his Dad) and his Gram June. I repeated those words through his middle and high school years. I cried the entire drive home after dropping him off at college, lamenting, “No one will ever love and miss this young man like I do.” Faster than I could blink my eyes, he was a young man – an extremely kind, thoughtful, funny, loving young man. He rolls his eyes at me plenty of times and we can get snarky with each other but we are always there for each other. He has been known to rescue me when I get into brawls in the mosh pit at Dropkick Murphys concerts. Surely, no one could ever love this young man like I do...

I was wrong. Almost three years ago, Dan asked if he could bring a friend from college whom he had recently reconnected with to my Dad's birthday dinner and Victoria (or V, as we all call her) entered our lives.

I liked her instantly – we all liked her instantly.

Dan was smitten and we suspected in love. They are perfect for each other – they share the same warped, zany sense of humor! Like Dan, V is kind, thoughtful, funny and loving. They enjoy cooking together and fine dining. V soon became a fan of Dropkick Murphys. They go camping, hiking, browsing antique stores, and traveling together. After a rocky start, their dogs Jäger and Bear have become like brothers.

I sat and watched them when I thought they weren't

looking (they probably were because I was not very stealth in my staring). What I saw was admiration and gasp! LOVE when they looked at each other – there was handholding and sweet embraces when they thought no one was looking. Soon I would overhear, “I love you” being said to one another. “Could it be,” I pondered – “could V love Dan as much as I do?” No, I was wrong, she loves him more – so much more than a Mother's love. And that makes this Mom's heart soar with joy and happiness.

Dan and V embarked on a trip to the coasts of Ore-

gon and the Redwoods of California this past September. Dan had an engagement ring hidden in his suitcase. They spent 8 days hiking and camping out in nature. He had plans to propose at the top of Crater Lake at sunset. Mother Nature had other plans as heavy fog enveloped the National Park and the temperature dropped to 37°! Dan rolled with the punches and waited an extra day until the sun finally came out and the fog lifted. On the afternoon of September 12<sup>th</sup>, they hiked up the trail to Crater Lake and on bended knee, he asked V to marry him. Her reply? “Of course I will marry you!”

Dan's post on his Facebook page summed it up best: “She said yes to being my adventure buddy forever, and we are so excited to plan what comes next. I love you, V!”

Congratulations D and V! And welcome to our wild and crazy Clan, V! We love both of you so very, very much!



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# A Likely Story - A History Lesson

**By Roger Clark**

Whether you're 93 or 23, you have a history in trucking, and one of the fun parts of writing this column is sharing space with awesome photos of classic rigs. I would imagine a rookie climbing into a '77 Freightliner COE today would have the same glazed look I had climbing into it in 1980. I'm sure Steve, Pam, and Dan have watched hundreds of young drivers jump in and out of cabovers, just like I did back in the day.

But I'm also sure they've watched drivers my current age struggle with every step, just like I did the other

day. I wasn't surprised. I was stunned. It's only ten months since I stepped away from trucking, but suddenly the only way to get out of that Freightliner appeared to be falling out. We laughed about it while getting my breath back, but my knees didn't stop shaking till I sat down for a cold one.

You might recall the 1975 movie "White Line Fever", starring Jan Michael Vincent and Slim Pickens. The real star was the "Blue Mule", a 1974 Ford WT9000. My first truck was just like that, though not nearly so new

or purty. Also, Vincent's co-star Kay Lenz was kinda purty too, at age 22. My co-star was stuffed in a pack of Marlboro's, but that's a whole 'nother story.

Anyway, eventually I wound up driving another Ford, the big ol' CL-9000, and learned really quick how thin the air was up there. We hauled chip spuds right out of the fields in North Dakota, driving non-stop to Indiana, and ricocheted right back to the Badlands state. Then the boss wanted his truck back, trading a Pete long hood for 'my' cabover. The change was dramatic, and

I've been in conventionals ever since.

Back at the truck show, at the famous Newell's Truckstop, we spied an '81 Kenworth W900 painted a beautiful black. Powered by a Cat 425, geared with a 13-speed, and built with a single-bunk coffin sleeper, I learned the driver had purchased it new. So now it's 43 years later, and he's still working that truck, so I asked a crazy question.

How many miles on the odometer, I asked, and he instantly said four million. How many parts had he replaced, I asked, and his response should surprise

no one reading this. "All of them!" he replied without hesitation. I don't know about you, but I'm still trying to wrap my head around the idea of driving the same truck for more than four decades!

People often ask me if I miss the good ol' days. Well actually, in the spirit of full disclosure, no one asks me anything about my trucking career. But I know, and you know, that we've been there. We did that. We've been from Jersey to SoCal, and Canada to Calexico, with an antique GPS known as a road atlas.

We didn't do it the hard

way on purpose, but with a purpose. That was to keep Cheerios on the table back home. I do miss breakfast at Stockman's, supper at the Flying J buffet, and movies at the Triple T, but haven't forgotten showers behind their shop bay, either. Or creepy people banging on the driver's door. Or spending an entire holiday weekend behind an Arkansas convenience store on a dirt parking lot.

No, I couldn't drive the same truck for forty years, even if we replaced all my own parts, but somehow, we all got through it with our good looks still intact!

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1. **How long have you been with Sheetz?**  
I have been with Sheetz for nearly 23 years. I started when I was 17 years old and fell in love with the customer service industry.
2. **How do professional drivers sign up for the My Sheetz Rewardz for Truck Drivers card at your location?**  
A professional driver can sign up for the My Sheetz Rewardz for Truck Drivers card by coming into our location and getting the card from the employee at the fuel desk. To receive the most rewardz, I suggest downloading the Sheetz app to unlock personalized discounts and freebies.
3. **What are some of the perks offered to drivers through the My Sheetz Rewardz for Truck Drivers program?**  
We offer a standard three-cents-per-gallon discount with all registered My Sheetz Rewardz cards. The Sheetz app will also give you personalized discounts on food, drinks and snacks based on your purchases. Some examples of that would be your getting your sixth coffee on us as well as a free 24-pack water with a 10 gallon fill up, to name a few.
4. **What other amenities do truckerz love?**  
It is no secret that time is one of the most important things to a driver. If a driver comes to our location, we need to meet all of their needs so that they do not have to stop anywhere else. Examples are free showers, made-to-order food, fresh coffee, and a vast variety of snacks and drinks to choose from. Our goal is to be the ultimate one-stop shop with clean restrooms and a clean facility.
5. **What do truckerz order the most?**  
Some of the drivers' favorites are our burritos, Quesaritos, and flatbread pizzas as well as our large selection of fried appetizers, like mozzarella sticks, chicken wings, and macaroni and cheese bites.

**STORE 701 - DANIEL A'S ANSWERS**

# High Performance Diesels with Bruce Mallinson

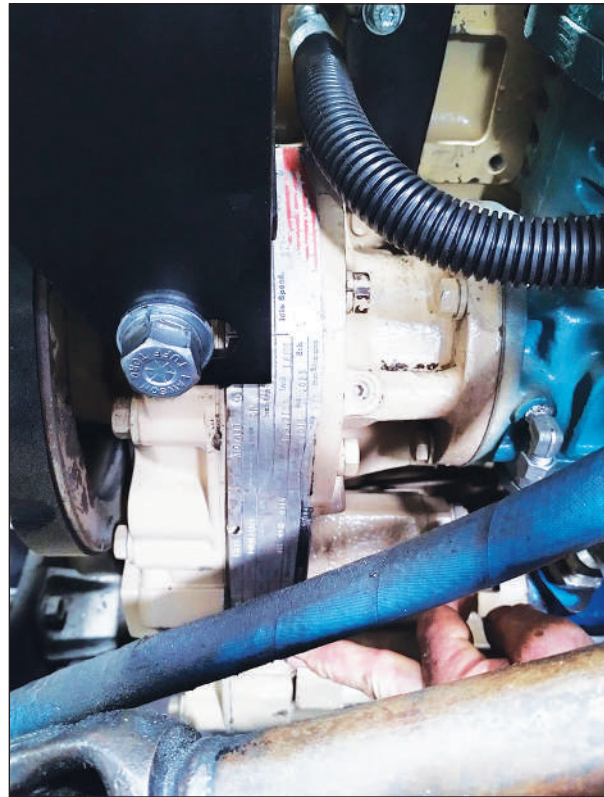
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15L Cummins test engine produced the same amount of horsepower while using 12-14% less diesel fuel. This is the direct result of the Max Mileage FBC causing the combustion reaction to proceed faster and burn fuel more completely thus releasing more heat during the power stroke of the piston. More force is produced while the piston is still moving. This translates to more work being produced by the engine for

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Max Mileage FBC



are the Control Parts List (CPL) or Engine serial number (ESN). We can get the CPL number from the Engine serial number if you don't have it. Both the CPL and ESN are on a tag that is the part of the block that the accessory drive mounts to (See Picture). If you don't have a tag in that location, which happens often, you can get the engine serial number off the block on the left side of the engine below the 3rd head.

With the ESN, we can pull up the CPL and get everything we need to direct you to the best solution for your engine. The CPL stands for Control Parts List.

The top picture is a page out of our CPL book with notes that we've gathered over the last 40-plus years of different parts that work best for this specific CPL. In the lower picture, you can see that this engine is a Big Cam 3. The CPL tells us what Injectors, Pistons, Turbo, Cam and the Timing that are specific to this engine. These are the things that make a difference in what we can do with your engine. Depending on how deep you want to go also affects what we can do. If you have a lower-power CPL and are rebuilding it, we can put together a kit of parts to make your engine a GREAT running Big Cam. It can get tricky if you are not doing a rebuild. If your CPL has the wrong piston compression ratio, wrong timing, turbo, and injectors, we can only do up to what you are willing to change. If you are willing to change these parts, we have a large collection in stock to choose from that can increase power. If you don't want to change these parts, we can only go so far safely. I am more than willing to answer your questions, but please be prepared with the information we need to help you. No matter what you have, we can make an improvement you will be happy with.

Written by: Jane Gates and Brian Moan; Pittsburgh Power inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080 Email: [Information@Pittsburghpower.com](mailto:Information@Pittsburghpower.com) Website: [www.PittsburghPower.com](http://www.PittsburghPower.com)

is widely available as an aftermarket product for the truck transport industry and stands alone as the proven leader for all but eliminating DPF regeneration problems. In contrast, there are perhaps hundreds of "other" types of fuel additive retail products available. These come in the form of cetane or octane improvers, fuel lubricants, detergents or anti-stiction agents, emulsifiers or surfactants, anti-gelling or de-icing agents, anti-oxidants or fuel stabilizers. It's important to recognize that each is a different type of chemical that target different aspects of fuel properties. Most are aimed at improving a specific fuel property as a remedy for related issues. As a simple example, emergency de-ice products will melt any ice crystals that block fuel filters.

Many of these additive chemicals are combined in formulas that are marketed as multi-functional blends. The product advertising often includes claims of better fuel economy. Indeed, a number of these multi-functional fuel additive blends may indirectly improve fuel efficiency either by improving fuel ignition properties, or by reducing friction, or by simply restoring the gradual loss of fuel economy that occurs with the formation of engine

and fuel injector deposits. All of these products can and should be used along with Max Mileage FBC for even better protection against problems caused by today's fuels. However, unlike Max Mileage FBC, none of these other types of additives, when used alone, will likely show any statistically significant increase fuel economy under a controlled engine test. That comes down to one reason and one reason only, these other types of fuel additives, while beneficial, they do not work to increase the rate of the combustion reaction directly. That is something that can only be accomplished through the use of Max Mileage FBC.

Help us, help you.

Hi, I'm Brian from Pittsburgh Power. I've been with the company for over 35 years and have been working with the Big Cam Cummins since the beginning. I get a lot of calls from people who want to upgrade the power of their Big Cam, but they do not have any details on the engine other than that it is a Big Cam Cummins. If you do not know the engine's specifics, then there is no way I can tell you what Pittsburgh Power can do for you. The more information you can give me about the engine, the better! The two most important pieces of information from these engines

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# TAT Announces 2024 Harriet Tubman Award Winner



**Pictured left to right: Debi Boffa, TA CEO; Charles Bernsen, Harriet Tubman Award Winner and General Manager at Petro Florence, SC; Nikki, human trafficking survivor; and TAT Executive Director Esther Goetsch.**

WESTLAKE, OH... Charles Bernsen, General Manager of the Petro in Florence, South Carolina, has been named the winner of the 2024 TAT Harriet Tubman Award presented by Progressive Commercial.

Bernsen received the award, which includes a trophy and check for \$5,000, from TAT Executive Director Esther Goetsch and TA CEO Debi Boffa at TA Florence, South Carolina on Oct. 2, the location where he worked as general manager when the incident occurred for which he's being recognized. As an added surprise, the trafficking

survivor Bernsen aided, Nikki, also attended the awards presentation. This marked the first meeting between the two since the incident that brought them together originally.

Bernsen, one of 18,000 TA employees who receive TAT's human trafficking training annually, noticed a distressed young woman hanging around the store. She would disappear for periods of time into the restroom but then reappear in the lobby area. After a couple days of seeing her repeatedly, Bernsen approached her and asked if she needed help. She burst into tears, telling him she

had escaped a man who had been holding her captive in a hotel across the street from the TA where he'd been selling her for sex.

Bernsen offered her food, clothing, a blanket and information about TAT. He had her call the National Human Trafficking Hotline and speak to them, and then purchased a bus ticket for her to get home and provided money for expenses along the way. The young woman, Nikki, later made a video with TAT about her experience and said Bernsen's soft-spoken demeanor and compassion enabled her to trust him.

Bernsen said the TAT training definitely better prepared him for this situation. "Once you've been exposed to all this evil," he shared, "it's always in the back of your mind that this could be happening, and it could happen in the blink of an eye. The education, the videos and conferences we've gone to have been a huge help."

Speaking about the award, he said, "It's very humbling. The main thing about this is that it can make everyone else in our company aware that we can make a difference if we pay attention and treat people better. That's the main take away for me."

"Charles's vigilance, empathy, and acute actions for Nikki exemplify TAT's mission," Goetsch stated. "He knew exactly what to do

when he found himself in the right place at the right time, a crucial moment that changed everything for her. Instead of turning a blind eye, he acted with compassion and courage. We are proud and grateful to present Charles with our 2024 Harriet Tubman Award."

TAT (formerly Truckers Against Trafficking) created the annual award to honor a member of the trucking, bus or energy industry, whose direct actions help save or improve the lives of those exploited or prevent human trafficking from taking place.

The award was named in honor of famed abolitionist Harriet Tubman, whose courageous personal actions resulted in the transportation of 300 slaves to freedom through the Underground Railroad and

whose overall role in the freedom movement was instrumental in the freeing of thousands more.

"We are extremely proud of the actions Charles took when encountering Nikki and are so grateful for the positive outcome in this situation," said Boffa. "Charles is a true role model for all our team members, and I know his actions and this award will inspire others when they see something. Here at TA, we remain committed to educating all of our team members on human trafficking awareness and empowering them to take action; they are the eyes and ears of our nation's highways, and, as Charles has shown, we can make a difference."



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# Latest Trucking Industry News

## U.S. House of Representatives Speaker Mike Johnson, Candidate Rob Mercuri Visit PGT Trucking



U.S. House of Representatives Speaker Mike Johnson



Rob Mercuri, congressional candidate for PA's 17th Congressional District

Aliquippa, PA... PGT Trucking, Inc., a multi-service transportation firm offering flatbed, dedicated, international, sustainable and specialized solutions, were visited by Speaker of the House Mike Johnson and Rob Mercuri, congressional candidate for PA's 17th Congressional District. Speaker Johnson and

Mercuri stopped at PGT Trucking's headquarters in Aliquippa on Friday to discuss the importance of the trucking industry in the November election. The trucking industry provides one in 15 jobs in Pennsylvania, according to the Pennsylvania Motor Truck Association and the American Transportation

Research Institute. Truck drivers move an average of 414,630 tons per day in the state. PGT Trucking, which was founded and headquartered in Beaver County, part of PA 17, since 1981, had the opportunity to showcase their impact on the local economy.

The company employs over 200 employees and company drivers in the Pittsburgh region, with more than 600 staff and drivers nationwide, and partners with over 500 owner-operators and agents. Mercuri spoke to PGT Trucking's staff, drivers and guests about the need to strengthen PA's in-

dustrial roots. "It is time to get Western PA and America back on track," said Rob Mercuri, candidate for U.S. Congress. "We need to bring common sense back to Washington, and we need to bring jobs back to Western PA."

Speaker Johnson also addressed the crowd of supporters, acknowledging the work ethic of truck drivers and PGT's Proud Professionals. "PGT Trucking was honored to host Speaker Johnson and candidate Rob Mercuri," stated Gregg Troian, PGT Trucking President. "As a state representative, Rob Mercuri has supported our business and the trucking industry as a whole, and we are excited to see him continue his work in the U.S. House of Representatives."

PGT Trucking, Inc. is a multi-service transportation firm offering flatbed, dedicated, international, sustainable and specialized solutions. PGT is the leader in innovative freight transportation, building the Future of Flatbed®. PGT was recognized as a 2023-2024 Best Fleets to Drive For®. At PGT, "Safety is Everyone's Job - All the Time." U.S. Representative Andy Harris (MD) and congressional candidate Julie Fedorchak (ND) were in

attendance as well. www.pgttrucking.com

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## Truckstop and OOIDA Collaborate Exclusively to Support and Protect Owner-Operators

*This article was originally published on PR Newswire.*  
 BOISE, ID... Truckstop and OOIDA (Owner-Operator Independent Drivers Association) announced an exclusive collaboration to provide tools that help protect and grow owner-operator businesses. As part of this collaboration, OOIDA has designated Truckstop as its exclusive load board partner, further solidifying the company's reputation as the most trusted freight network.

For nearly three decades, owner-operators have trusted Truckstop to help manage, safeguard and expand their businesses. As experts in the fight against fraud, Truckstop has implemented numerous security enhancements to build the most trusted network in freight.

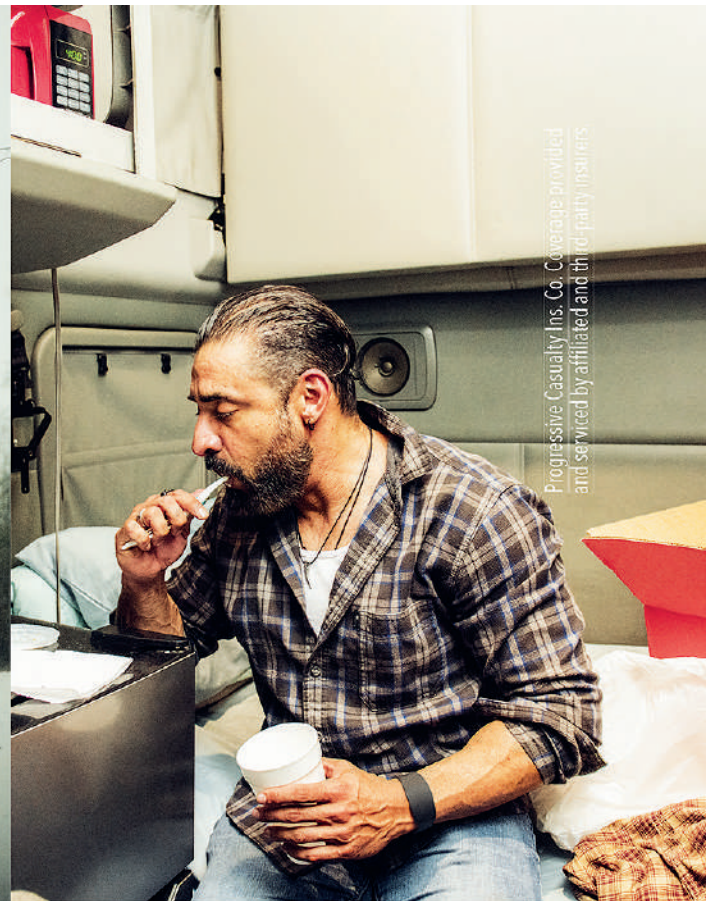
"We're thrilled that Truckstop has teamed up with OOIDA as their exclusive load board partner," said Kendra Tucker, chief executive officer, Truckstop. "This partnership is a testament to our commitment to putting owner-operators first by empowering them to manage, protect and grow their businesses like never before."

For owner-operators, access to quality freight at fair rates is critical, but so is knowing that the freight is legitimate and that the brokers and shippers are quality.

"Over the years, Truckstop has continually demonstrated its dedication to empowering owner-operators and small fleet truckers. When rampant freight fraud hit the trucking industry a few years ago, Truckstop swiftly dedicated significant efforts and resources to protect small business truckers," said Todd Spencer, president of OOIDA. "With OOIDA's 50 years of advocacy for owner-operators and Truckstop's longstanding commitment to small carriers, this partnership is a natural fit."

Truckstop is a trusted partner for carriers, brokers, and shippers, empowering the freight community through a platform of innovative solutions for the entire freight lifecycle to increase efficiency, automate processes, and accelerate growth. As one of the industry's largest neutral freight marketplaces, Truckstop provides the customer service as well as scale of quality loads and trucks to give customers of all sizes, whether on the road or in the office, the transparency and freedom to build lasting relationships and grow their businesses. To learn how Truckstop is helping move the freight community forward, visit <https://truckstop.com>.





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# Carlisle Truck Nationals Weekend Sets NEW Showfield Record for the FOURTH Straight Year



Tow Truck; 3<sup>rd</sup>-Towing, Lehmans, 2025 International MV  
 Large Roll Back: 1<sup>st</sup>- Hunter, Kevin, 2020 Peterbilt 567; 2<sup>nd</sup>-Albright, Sean, 2019 Freightliner 122 SD  
 Small & Medium Wrecker: 1<sup>st</sup>- Richcreek, Jacob, 2023 Peterbilt 567; 2<sup>nd</sup>- Bennett, Rob, 2022 International MVM; 3<sup>rd</sup>- Richcreek, Jacob, 1998 International F9370  
 Large Wrecker: 1<sup>st</sup>- Richcreek, Jacob, 2023 Peterbilt 389; 2<sup>nd</sup>-Chick's Towing, 2023 Peterbilt 567; 3<sup>rd</sup>- Richcreek, Jacob, 2013 Kenworth T800  
 Construction & Service Truck: 1<sup>st</sup>- Laster, James, 2015 Kenworth T370; 2<sup>nd</sup>-Johnson, Scott, 2022 Oshkosh S2204; 3<sup>rd</sup>-Richcreek, Jacob, 2024 Ford F550  
 Specialty Truck: 1<sup>st</sup>- Discount, Drew, 2024 Kenworth W900L; 2<sup>nd</sup>-Shirey, Jesse, 1996 International 9370 3<sup>rd</sup>-Cass, Jr. Richard, 2002 International Bus/Truck  
 Tractor Trailer Combo 2014 & Prior: 1<sup>st</sup>- Harclerod, Mark, 2002 Peterbilt 379; 2<sup>nd</sup>-Folley, Samuel, 1999 Kenworth W900L; 3<sup>rd</sup>-Sirko, Brad, 1995 Peterbilt 379  
 Tractor Trailer Combo 2015 To Present: 1<sup>st</sup>- Lemley, Christopher, 2020 Kenworth W900L; 2<sup>nd</sup>- Reid, Jamon, 2021 Kenworth T680; 3<sup>rd</sup>-Zirkle, Billy, 2023 Peterbilt 389  
 Antique: 1<sup>st</sup>-31 Shirey, Jesse,

1990 Ford LTL 9000; 2<sup>nd</sup>-32 Kline, Ben, 1959 Dodge D700; 3<sup>rd</sup>-3 Richcreek, Jacob, 1004 Peterbilt 379  
 Military: 1<sup>st</sup>- Baker, Deb, 1993 AM General  
 Car Carrier: 1<sup>st</sup>- Santoro, Mike, 2020 Peterbilt 389; 2<sup>nd</sup>- Cunningham, Dave, 2024 Peterbilt 389; 3<sup>rd</sup>-Di-fiore, Ryan, 2014 Peterbilt 388  
 Movin' Out's Choice: Michael Dively - 1985 Peterbilt 361  
 Large Car Magazine's Choice: Tim Viersma - 2015 Peterbilt 389  
 Bill Miller's Choice: Kevin Hunter - 2023 Kenworth W900L  
 Best Truck Name: Charlie Miller - "Creep In The Sleeper"  
 Best Graphics: Mike Berger - 2024 Kenworth T880  
 Best Paint: Charlie Brake - 2020 Kenworth W900  
 Best Interior: Jesse Jones - 2024 Peterbilt 389  
 Best Custom Chrome: Timothy Hough - 2004 Peterbilt 379  
 Best Sleeper: Collin Newman - 2021 Peterbilt 389  
 Best Lights: Dave Cunningham - 2024 Peterbilt 389  
 Best Fleet: 1<sup>st</sup>- HJ Towing; 2<sup>nd</sup>- Hunter Contracting  
 Best Of Show: Jason Faber - 2001 Peterbilt 379  
 Largest Fleet Challenge: H.J. Towing  
 Coolest Convoy: Hunter Contracting



er, Howard, 2024 Kenworth W900L; 2<sup>nd</sup>-Hilario, Dylan, 2004 Peterbilt 379; 3<sup>rd</sup>-Vogel, Dan, 2007 Peterbilt 379  
 Dump Truck - Triple Axle & Up: 1<sup>st</sup>-Hobbs Trucking, 2023 Peterbilt 389; 2<sup>nd</sup>-Hobbs, Joan, 2003 Kenworth W900L; 3<sup>rd</sup>-Hobbs Trucking, 2019 Peterbilt 389  
 Dump Truck - Single Axle & Up: 1<sup>st</sup>- Fitzer, Ryan, 2008 Kenworth T270  
 Small & Medium Roll Back: 1<sup>st</sup>-Pellas Towing & Recovery, 2024 Peterbilt 536; 2<sup>nd</sup>- Watson, Brandon, 1996 International 4700



- All Photos by Steve Pollock and Pam Pollock -

## 2024 Carlisle Truck Nationals Winners List

Conventional Cab Over Bobtail Sleeper 2013 & Prior: 1<sup>st</sup> Pine Oaks Truck-

ing, 2005 Peterbilt 379; 2<sup>nd</sup>- Watt, Kyle, 2009 Peterbilt 388; 3<sup>rd</sup>- G & M Dill And Sons Trucking & Far 2000 Freightliner FLO 120  
 Conventional Cab Over/ Bobtail Sleeper 2014-24:

1<sup>st</sup>-emley, Christopher, 2020 Kenworth W900L; 2<sup>nd</sup>- Reid, Jamon, 2021 Kenworth T680; 3<sup>rd</sup>- Zirkle, Billy, 2023 Peterbilt 389  
 Conventional Cab Over Tractor-Day Cab: 1<sup>st</sup>-Cleave-

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# 2024 CARLISLE NATIONALS BIG RIG SHOW AND SHINE

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# Hail to the Mother-Truckin' King

continued from page 1  
 -sippi-based transportation and logistics company Big M Transportation in the year since he took up the wheel.

"I became a commercial truck driver a little over one year ago because I saw it as an opportunity to make a good living," Plaziak said. "Being named the Grand Prize winner in the NT-DAS was a complete surprise, but it is very much appreciated because it will be a big help on the road. Especially as a new driver, I'm grateful to know that suppliers recognize how hard a job truck driving can be, and that they appreciate our dedication."

In total, \$5,000 in Sheetz Gift Cards were handed out across multiple drawings over the course of weeks, which is a LOT of fuel and M.T.O's.

Mr. Plaziak's Grand Prize winnings include:

- \$2,500 in Sheetz gift cards
- \$2,500 AMEX gift card, compliments of Double Coin Tires
- 25 complimentary one-night vouchers, good at any US Motel 6
- \$500 ExxonMobil fuel card
- Apple iPad, compliments of ZOA Energy Drinks
- Beats by Dre Bluetooth Headphones, compliments of ZOA Energy Drinks
- ZOA Energy Drinks RTIC Wireless Bluetooth Speaker Cooler
- ZOA Energy Drinks-branded clothing
- 12 months of SiriusXM, compliments of Trucker Path

As far as his winnings go, Joe sees them as the cherry on top of what has already been a great start to his new career, and he was sure to shout out Big M for giving him such an awesome opportunity. "Thank you so much for all the prizes and recognition! As a relatively new driver I appreciate the gift cards and prizes and will definitely make use of them," said Joe. "Also shout out to Big M, I got lucky signing on with them right out of school and I know how good I have it as a company driver."

"I'm sure all the spon-



Joe Plaziak, Grand Prize Winner (pictured in the center wearing a blue shirt and a ball cap) poses with company reps who donated prizes.

sors would agree that it's great to see a new driver to the industry win the grand prize this year," said Chris Oliver, CMO for Trucker Path. "We started this sweepstakes three years ago as our way of recognizing professional truck drivers during National Truck Driver Appreciation Week. Each year the number of sponsors, and thus the number of prizes, increases. We're looking forward to next year!"

Sheetz is proud to be one of the sponsors of the NT-DAS. We recognize that truckers are the blood that pumps through the veins of America, carrying with them the food, fuel, and goods that provide us with the means for our daily lives. Our sponsorship of

these annual Sweepstakes is just one small way that we can show our thanks.

While Joe Plaziak is this year's winner, we believe that any person who takes it upon their self to brave the highways in the cab of a truck, through long days of inclement weather and the lonely pitch black of nights with only the headlights to keep them company, deserves our recognition and gratitude.

While the controversial figure of Jimmy Hoffa was certainly divisive in his day, there's one thing he said that we can all stand up for: If you got it, a truck brought it.

So thank you, truckers. And may you continue to bring it for us all.



Lakhwinder Singh fueling up at the Sheetz North Jackson, Ohio during National Truck Driver Appreciation Week.



Junior Aquino at the Sheetz North Jackson, Ohio location.



A driver for Kamal Logistics fuels at the Sheetz North Jackson, Ohio location.





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# Allies Storm The Beaches of Conneaut!



**By Steve Pollock**

CONNEAUT, OH.... The invasion was launched at 3 o'clock in the afternoon on August 15-17 during the largest D-Day Reenactment in the Country, held in Conneaut, Ohio on the shores of Lake Erie. The event commemorated the 80<sup>th</sup> Anniversary of the Normandy Invasion. The Allied

Forces landed from LSTs that transported them on Lake Erie to the beach head. After encountering fierce resistance from the entrenched German troops, the combined British and American soldiers eventually forced the Germans to retreat to bunkers on the bluff, where they were captured after a hard

fight. This has become an annual event at Conneaut, Ohio with 1,200-1,300 reenactors showing up each year. In addition to the D-Day Invasion there were Sherman tanks, German BMW motorcycles with side cars, B-25 bombers, and C-47 paratrooper transports. Attendees

could ride on the LSTs, B-25s, and C-47s during the three day reenactment while strolling the American, German, and British camps. A paratrooper drop was held off site as well. The historically accurate reenactment is held annually at Conneaut over three days and was an amazing spectacle to watch. Veter-

ans can attend for free and have a special seating area. For more information, go to [www.ddayohio.com](http://www.ddayohio.com) Our gratitude and thanks to the Greatest Generation who stormed the beaches at Normandy and to all of our Veterans.

**- All Photos by Dan Pollock and Steve Pollock -**

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# Something to Think About - Thoughtful & Compassionate Optimism

**by: Mike McGough**  
She was raised on a ranch in the territories, during the

1870s and 80s. At that time and in that place, there was lots of boundary pushing and

limit testing, and she could hold her own with the best of them. There was also lots of

riding, herding, roping, hunting, and hard work, and she could hold her own there as well.

As a child, her Dad took her to meet a guy from back east who had moved west after the death of both his wife and his mother. He bought land and started a ranch. He was trying to deal with his grief by throwing himself into life on the frontier. This guy had an exuberance and charm that was electric. He and her Dad worked together for two years, so she was around this guy often and learned a great deal from him, particularly about life and politics.

When they'd get together there was always ample food and conversation, and this easterner loved both. He talked long and earnestly about opportunities, possibilities, an optimistic outlook, and the power of individual initiative to make good things happen. Although she was a girl in a male-dominated setting she never got the notion that this guy or her Dad felt that should or would keep her from grasping opportunities, exploring possibilities, and living life on her terms. Instead, they encouraged her!

At eighteen, she headed east to college. This full-of-life guy had returned to New York. He helped make her entrance into the Ivy League possible. After graduating with a degree in political science and history, she emersed herself in politics. When a vacancy occurred on the Board of County Commissioners in her home county, she became a candidate.

Her gender was an immediate issue to the businessman running against her.

He was a long-time resident who operated a chain of dry good stores. Imbued with a seriously undeserved sense of himself, he believed anything he said was credible just because he said it. His campaign was proposals with no real details he could share, aggressive and hate-filled solutions to grossly exaggerated grievances, absurd assertions based on something he heard from sources he could never identify, and childish attacks on his opponent. Anytime he was at a loss for words, he'd introduce some bizarre notion with a phrase like, "Well, everybody knows," when in fact no reasonable, in-touch-with-reality person actually did.

Having studied the contemporary social, political, and economic landscape of the county, the state, and the nation, she tapped into what the county residents wanted and needed. She shared opportunities to be explored and challenges to be resolved. When she offered data and facts, they were well-researched, and she offered sources. And when she shared her proposals, she also explained her plans for how those proposals could become realities. She never said she could do it alone; instead, she spoke about working together. She made no attacks, and she never responded to her opponent's.

One of the most recognizable differences between them was that she spoke with voters, not at them like he did. At stump events, which were the backbone of campaigning in that era, she took questions; he never did! When asked about her

growing base of support and why she never responded to him she said, "I know what I want to show the voters about myself, and I'm perfectly willing to allow the other candidate to show voters how he wants to be perceived. What he does is not my concern. In the end, the voters will decide which they prefer." She made it clear that she saw a campaign as a time for candidates to introduce themselves to voters, demonstrate what they see as critical issues and opportunities, and explain how they intend to represent their constituents.

Right before the election, they both ran ads in the county newspaper. His was a full page that included several self-serving comments about himself, replays of baseless attacks on her, and repeats of plan-less proposals. It also included his litany of hate-filled grievances and even a few new absurd assertions.

With limited campaign funds, hers was a small ad. It read as follows: "In any election, voters must decide which candidates are fit to serve. They must determine, each in their own way, which candidate offers a vision for a future they want for themselves, their Children, and their Grandchildren. Only by doing so can they reasonably hope to live life, as much as possible, on their own terms and in their own way. Please vote, trusting your thoughtful minds and your compassionate hearts. Thank you!"

The optimistic legacy of that easterner, President Theodore Roosevelt, lived on through her; and it can live on through you!



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**June 5-8, 2025 - 22nd Annual Wheel Jam Truck Show** – "Memories of Scot" – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit [www.wheel-jamtruckshow.com](http://www.wheel-jamtruckshow.com)

**June 5-7, 2025 - American Truck Historical Society National Convention and Truck Show** – Alliant Energy Center, 1919 Alliant Energy Center Way, Madison, WI 53713. More details will be released in upcoming months. [www.ATHS.org](http://www.ATHS.org)


**July 10-12, 2025 - 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/>

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**September 25-27, 2025 - Guilty By Association Truck Show** – 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck Convoy for Special Olympics, Food Vendors. Sponsored by 4 State Trucks, OOIDA, and Joplin 4 Petro. For more info visit [www.chromeshopmafia.com](http://www.chromeshopmafia.com)

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## Truckers Applaud House Transportation Committee on Fighting Freight Fraud

WASHINGTON, DC... The Owner-Operator Independent Drivers Association (OOIDA) applauded the House Transportation & Infrastructure Committee for taking action to combat freight fraud by passing the bipartisan Household Goods Shipping Consumer Protection to combat freight fraud. The legislation introduced by Congresswoman Eleanor Holmes Norton (D-DC) and Congressman Mike Ezell (R-MS) would enhance the Federal Motor Carrier Safety Administration's (FMCSA) ability to crack down on freight fraud. Motor carriers are victimized through unpaid claims, unpaid loads, double brokered loads, or load phishing schemes on a daily basis. This costs the trucking industry over \$800 million annually.

"Freight fraud committed by criminals and scam artists has been devastating to many small business truckers simply trying to make a living in a tough freight market," said OOIDA President Todd Spencer. "OOIDA and the 150,000 small-business truckers we represent applaud the House Transportation & Infrastructure Committee for its bipartisan approach in providing FMCSA better tools to root out fraudulent actors, which are also harmful to consumers and

highway safety. Because of the broad industry support for these commonsense reforms, we hope this legislation will move to the full House of Representatives for a vote without delay."

**Problem:** Professional truckers have been telling the U.S. Department of Transportation for decades about inadequate broker regulations that are rarely, if ever, enforced. This has resulted in an inequitable economic environment for truckers, especially small-businesses who are victimized by unscrupulous brokers and other fraudulent entities. The current regulatory framework limits fraud enforcement, enables bad actors to operate with impunity, and forces out drivers who want to build sustainable trucking careers.

**Solution:** The Household Goods Shipping Consumer Protection Act restores and codifies FMCSA's authority to issue civil penalties against bad actors. The legislation also requires that brokers, freight forwarders, and carriers provide a valid business address to FMCSA in order to register for authority.

The bill has been endorsed by the Transportation Intermediaries Association (TIA), American Trucking Associations' Moving & Storage Conference (ATA-MS), Owner-Operator Independ-

ent Driver Association (OOIDA), the National Association of Small Trucking Companies (NASTC), Commercial Vehicle Safety Alliance (CVSA), Institute for Safer Trucking (IST) and Road Safe America.

Additionally, the Committee passed the Motor Carrier Safety Screening Modernization Act, which would require states to implement an impartial process to review challenges against incorrectly issued citations or violations. Under current practice, states have the authority to establish their own review process. Unfortunately, nearly all of them have established a system where a review is conducted by the same person or agency who issued the violation, which creates an inherent conflict of interest. The Motor Carrier Safety Screening Modernization Act will require that a "Request for Data Review," or "DataQ," is adjudicated by someone other than the officer that issued the citation. This change will finally ensure some level of due process for truckers in the DataQ process.

Both bills now move on the full House of Representatives for consideration. Truckers and the traveling public are welcome to go to [fightingfortruckers.com](http://fightingfortruckers.com) to encourage their lawmakers to support the bills.

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## From The Chaplain's Desk



By Ron Fraser, Transport for Christ President

"Meaningless! Meaningless! , Everything is meaningless," said the wisest man ever. In the book of Ecclesiastes, Solomon expressed this conviction around 35 times. "I have seen all the things that are done under the sun; all of them are meaningless, a chasing after the wind" (Ecclesiastes 1:14).

In Ecclesiastes, Solomon analyzes life's experiences with a theme that all of life is meaningless, hollow and fruitless if it isn't rightly related to God. Solomon opined that life without God has no purpose or hope; man's worth comes only from the Lord. People apart from God unsuccessfully search for fulfillment and enjoyment to calm their restlessness and compensate for their spiritual emptiness.

Solomon claimed to have followed all his whimsical passions only to realize that it was like "chasing after the wind". He affirmed that without the Lord, nothing could satisfy man for true satisfaction comes from knowing God's purpose for our lives and living it. How interesting that this came from a powerful king who had great wealth, wisdom,

respect and everything he could want on earth. Have you been searching for contentment and fulfillment apart from God?

Ecclesiastes' somewhat cynical chapters contain gold nuggets of wisdom. One that captured my attention was, "He has also set eternity in the hearts of men" (3:11). God has created in us a yearning for the kind of perfect world that existed before sin entered it. Injustice, wickedness and sickness affecting us increases this yearning and causes believers to look forward to their promised paradise after death.

Current events are appalling; our nation and world evils are being exposed. America is now funding abortions worldwide. Many politicians are calling for the persecution of Christians by labeling them a hate group and trying to pass the "Equality Act" which is a misnomer. Being a Christian in the Middle East is dangerous and deadly. Christians are hunted and massacred in African countries, and they are persecuted, tortured

and left to starve and die in prisons in North Korea and China.

Acknowledging the oppression and injustice in the world, Solomon and David asserted that God doesn't ignore those wrongs but will bring them to an end at His appointed time (Ecclesiastes 12:14). Psalm 37 reveals God's coming judgment and compares the eternal rewards of the righteous to the wicked's permanent destruction. Therefore, we live with eternal values in view, believing that justice will eventually be given. The hope Christians have is not for this world, but for the one to come.

What are you chasing after? Do you want to know rest, joy, peace, and security? Surrender and commit your life and your heart to Christ. I guarantee that you can not only have peace with God, but you will know the peace of God that comes from accepting Jesus Christ as your personal Savior. Peace of soul, peace of mind and joy such as you have never experienced.

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# Scenes from the 2024 National Truck Driver Appreciation Week



Owner-Operator Curtis Castle at Sheetz in North Jackson, Ohio.



Pete Strauss, Company Driver for Schneider at the PA Turnpike Oakmont Exit during the National Truck Driver Appreciation Event.



Left to right: Ambere McFall, General Manager at the Girard Ohio Shell, Jamie Wright, General Manager-Food Operations at Truck World, and Carissa Burkey, Truck World North Jackson serve up a delicious lunch to Professional Truck Driver Jaime Zavalza at the Truck World North Jackson, Ohio location.



LaTonya Salter from Truck World Hubbard employee fixes lunch for a Professional Truck Driver.



Travis and Marty, driver of the OOIDA Spirit of the American Trucker truck at Truck World in Hubbard, Ohio.



A catered meal was served from noon to 5 pm for R&J Trucking Drivers and Employees at the Boardman, Ohio location.

Pictured below: A Truck Driver stops by the PMTA Driver Appreciation Event on the PA Turnpike.



John Brown Trucking of Portersville, PA treated their Professional Truck Drivers to a catered lunch from Grannies Kitchen. - photo courtesy of John Brown Tlrg.



Boholan Klymcuak takes a spin on the prize wheel at Truck World North Jackson



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# ATA Truck Tonnage Index Increased 1.8% in August

Washington, DC... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index grew 1.8% in August after rising 0.4% in July. In August, the index equaled 115.8 (2015=100) compared with 113.8 in July.

"August tonnage levels rose to the highest level since February 2023," said ATA Chief Economist Bob Costello. "Not only does the latest robust gain show freight levels are coming off

the bottom, but so does the sequential pattern over the last eight months. Starting earlier this year, every time tonnage falls, it is higher than the previous low. For me, this month-to-month pattern is more important than looking at the year-over-year percent changes since we are at an inflection point in the freight market."

July's increase was revised up from our August 20 press release.

Compared with August 2023, the index increased

0.7%, just the second year-over-year gain in the last eighteen months (the other being in May 2024). In July, the index was down 0.9% 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 119.4 in August, 2.2% above July. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to traditional 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.

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# MOVIN' OUT Working Show Truck Of The Month

Woody Stoltzfoos/  
Woody's Transport



**By Robert Conrad**  
Woody Stoltzfoos calls PA home, but he's been racking up the miles in his 40 years of trucking, delivering sheds to his happy customers wherever the load takes him. In fact, he's just shy of 4 million miles of shed hauling and he makes his deliveries these days in this impressive 2005 Peterbilt 389.

since Woody purchased it new in March of 2005 from All State Peterbilt in Philadelphia, OH as a glider kit. He initially sent it to Hoover's Truck & Equipment and they installed a 3406E CAT motor and a 13 speed transmission. He set it up for shed hauling and put a driver in it, but after just 3 years, his driver decided to quit.

In 2015, he took things a step further, by moving the cab & sleeper back 8" making the truck an extended hood and a 48" stand-up sleeper, but he decided to make some changes when equipment requirements began changing in the shed-hauling industry. He converted his '05 to a twin screw in 2010 and found a 70" ultra sleeper, painting it tan & purple.

In 2023, he made plans to reskin the sleeper & repaint the entire truck. L&S Truck Painting created a masterpiece in December of 2023 and Randy Martin worked his magic on the all new interior at his SpareTime Fab

shop. Woody was able to get a new trailer to go along with his "new" truck, winning 1st Place in March of 2024 at the Shed Haulers Bash in Salisbury, NC. He wanted to thank L&S Truck Painting & SpareTime Fab for all of their work on the truck, and especially his wife for her love & support along the

way. He thanks God for his good health, business opportunities, and 40 successful years of shed hauling! Movin' Out applauds Woody Stoltzfoos for all of his efforts and we hope he keeps hauling sheds for many years to come!

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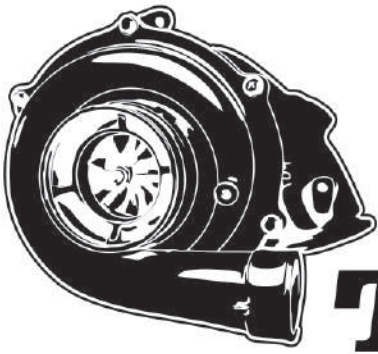
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**(10) 2025 FONTANE 55LCC**, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, **\$108,750**

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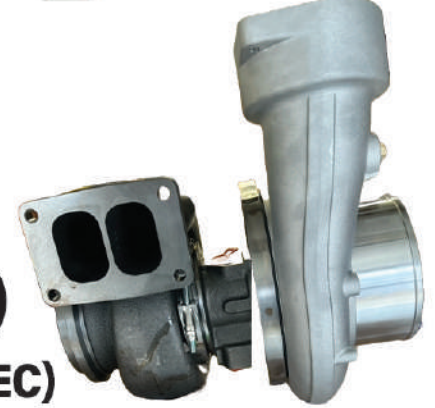
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