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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Virtual Beauty - The 2020 Walcott Truckers Jamboree Hosts Virtual Super Trucks Beauty Contest



COVID-19 may have cancelled the in-person, 2020 Walcott Truckers Jamboree, but the show still went on, albeit virtually! The People's Choice Winner was Eva Knelsen, from Ingersoll, ON, Canada, and her beautiful 2018 Kenworth W900L & 2018 Wabash, Kenworth. And look at that cute puppy! Turn to pages 10 & 11 for more photos and the complete Winners List.

McClymonds Marks 75th Year



Some of the 550 Peterbilts in the McClymonds fleet.

McClymonds Associated Companies is proud to celebrate its 75th year as a respected leader in the dry bulk trucking and supply industry, both on the state and national level. With three-quarters of a century worth of experience, the family-owned company has established a reputation as the best in the business, providing customers with excellent service using reliable vehicles and a commitment to best practices.

Commemorating the company's 75th Anniversary takes on a special significance considering the crucial role truck drivers and the trucking industry have played during the Covid-19 Pandemic. It is a great time to pay respect and thank all their professional truck drivers and the entire organization for their hard work and commitment in undertaking one of our economy's most demanding and important jobs. 2020 is a year like no other and

McClymond's team worked together to create solutions to these unique challenges. These professional men and women not only deliver the goods safely, securely, and on time, they also keep our highways safe. This award-winning trucking company has been a fixture in the Pittsburgh area since 1945.

"I think that 75 years shows that we've not only been will-

continued on page 8

Brian Dreher Captures Best of Show at Virtual Shell Rotella® SuperRigs®



Brian Dreher's 2016 Peterbilt 389 won Best of Show at the virtual 38th Annual Shell Rotella® SuperRigs®.

Brian Dreher has won the Best of Show award with his 2016 Peterbilt 389 at the 38th Annual Shell Rotella® SuperRigs® <http://www.rotella.com/superrigs> which was held virtually this year. Shell Rotella announced the winners as part of the celebration for National Truck Driver Appreciation Week, a time where the nation

thanks hardworking truck drivers for their essential role in keeping our economy moving.

"Congratulations to Brian Dreher for winning Best of Show at Shell Rotella SuperRigs and to all of the award winners," said Annie Peter, North American marketing manager, Shell Rotella. "Our 38th Annual Shell Rotella Su-

perRigs looked a little different this year, but the same spirit of community rose to the top. It was important to Shell Rotella to continue the great tradition of honoring hardworking truckers through SuperRigs as our community continues to help North America persevere

continued on page 17

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Westlake, Ohio... TravelCenters of America Inc. (Nasdaq: TA), nationwide operator of the TA, Petro Stopping Centers and TA Express travel center network, is launching its first point-of-sale fundraising campaign to help professional drivers who may be out of work due to an illness or injury. Starting today, customers shopping in the travel stores will have the option to round up their order to the nearest dollar.* 100% of the donated amount will benefit the St. Christopher's Trucker Relief Fund (SCF).

in 2010 and has raised nearly \$3 million for the organization. According to SCF, studies have shown that more than 70% of the 3.5 million professional truck drivers in the U.S. have one or more serious health problems such as obesity, diabetes, sleep disorders and cardiovascular disease. Truck drivers also lack the same access to health that most Americans enjoy due to irregular working hours, long durations away from home and inability to take their trucks to clinic locations. One third of truck drivers do not have health insurance.

"We're committed to giving back to the millions of professional drivers who call us their home away from home," said Barry Richards, president of TA. "These men and women sacrifice so much for our country, including their own physical health. This point-of-sale campaign provides an easy way for fellow drivers, our other customers and our employees to help those in need."

"We're honored and humbled by the support we receive from TravelCenters of America," said Donna Kennedy, director of SCF. "Professional drivers always support each other and we're confident when they see the point-of-sale fundraiser at TA registers across the country, they'll be compelled to help. This campaign will have an immense impact for those in need."

The campaign will run at participating TA, Petro and TA Express travel centers through November 30, 2020.

*Promotion not applicable in Mississippi or South Carolina. For more information, visit www.ta-petro.com.

The St. Christopher Truckers Development and Relief Fund (SCF) is a 501(c)(3), nonprofit organization that provides financial assistance to over-the-road/regional semi-truck drivers when an illness or injury takes them out of work. The SCF provides programs that benefit professional drivers and the trucking industry, such as free vaccines, a tobacco cessation program, and health and wellness challenges. For more information, please visit www.truckersfund.org or call (865) 202-9428.

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Peterbilt and PacLease Offer Special Lease Financing for Model 220EV



Denton, TX... Peterbilt is excited to announce a special introductory lease offer on the Peterbilt Model 220EV through PacLease. The six-year lease will feature a lower monthly payment for the first year and then transition to a regular payment for the remainder of the lease. This introductory lease offer can be used in conjunction with regional and state grants that are available for battery-electric vehicles.

220EV offered as part of the special lease program is a non-CDL variant featuring a 100-mile range rating, 218" wheelbase and a 24' Morgan Body with a lift gate, making it ideal for pickup and delivery applications. The battery packs on the Model 220EV are warranted for a full 6 years or 200,000 miles, whichever comes first, providing ease of mind during its service life.

"Adding the Peterbilt Model 220EV to our SmartSpec® Tool was a big

first step and now with this special introductory lease offer through PacLease, Peterbilt again leads the charge in providing a flexible, innovative solution for customers looking to add electric cab-over-vehicles to their fleet", said Jason Skoog, Peterbilt general manager and PACCAR vice president. "In the near future, several dealers will offer Model 220EVs as part of their rental programs so customers can try the Model

220EV for themselves and see all the benefits that electrification offers."

Get in contact with your local Peterbilt dealer and PacLease representative to take advantage of this special introductory offer before it ends on October 31, 2020.

Complimentary Customer Assistance is available 24/7/365 through 1-800-4-PETERBILT. For more information about Peterbilt, visit www.peterbilt.com.

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Off The Beaten Path

by Pam Pollock



Battle of the Sexes

My spouse has been recently diagnosed with Type 2 Diabetes and it's pretty much thrown both of us for a loop. We're learning all kinds of new medical jargon and how to pronounce prescription drugs. We're treading new territory – and we're doing it together – well, I am bossing him around and yelling at him if he tries to eat a popsicle or a handful of pretzels...

We met with a Nutritionist. We went to the meeting armed with all kinds of Diabetes books and cookbooks. We nervously fidgeted with our masks and shuffled in our seats. The man was incredibly kind and extremely helpful. He spent over 2 hours talking to us. We learned that Steve would now have to read ALL the labels on food items and count carbs. I sat up in my chair and declared that, I, too would adapt to this new way of eating – heck, I'm overweight and I can stand to eat healthier. And that, my friends, is when I got sucker punched in the gut.... The Nutritionist said that was really wonderful that I was doing this and then he explained that males are to eat between 3-4 carbs per meal (preferably 3) but that females only get to eat 2-3 carbs per meal (preferably 2). The young man was sincerely regretful in informing me this bit of news. I said that was fine. I lied. Did you know that a single banana is 2 carbs? And that a hamburger bun is 2 carbs? Don't even get me started on a bottle of pop – which, by the way, I gave up drinking 3 weeks ago.

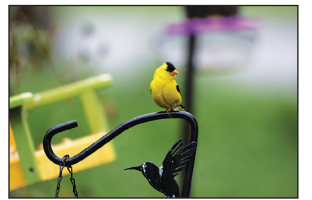
I've been seething about the injustice of being a woman ever since that meeting. And then one morning, as I was out for my twice daily birding jaunts, I realized that the female birds are also getting the short end of the stick. The males always get to have the bright and pretty colored plumage – Red Cardinals, Rose-Breasted Grosbeaks, stunning Blue Indigos, black and orange Orioles and on and on and on. And the females? Dull, usually a faint yellow or a brown color. I feel sorry for my female compadres, I want to buy them a Dolly Parton wig and slap on some Tammy Faye Baker face make-up on their little beaks. Who am I kidding – I need to buy myself a Dolly Parton wig and some Tammy Faye Baker make-up.

I have been doing so-so on the counting carb thing, I've lost 10.5 pounds so far. My weight loss would be better, but I have been sneaking candybars and DQ milkshakes and then burning the evidence as soon as I get home. I should feel guilty that I refuse my spouse that occasional popsicle and then I remember that he gets an extra carb per meal, has no cellulite on his butt and thighs and he doesn't have to apply under-eye concealer to his face before going out in public. All's fair in love and war – and this battle of the sexes is just heating up.

- photo by Steve and Pam by Carlie Lipke Photography -



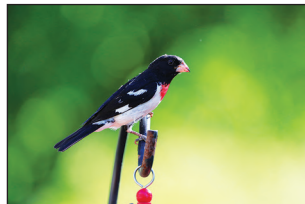
Male (top) and Female (bottom) House Finches



Male (top) and Female (bottom) Goldfinches



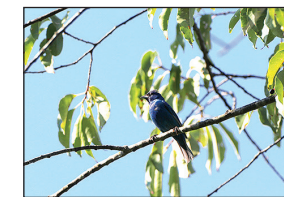
Male (top) and Female (bottom) Cardinals



Male Rose-breasted Grosbeak



Eastern Towhees
Pictured at the left: Female Oriole



Male Indigo Bunting

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PGT Services LLC Becomes New Company, Independent of PGT Trucking Inc.

Aliquippa, PA... PGT Trucking Inc., a leader in the transportation industry, is pleased to announce the formation of PGT Services LLC as a separate and independent company. PGT Services will provide freight management services to customers in a wide range of industries. The new company has raised investment capital from an independent group of shareholders, as well as from PGT Trucking, Inc. PGT Services began independent operations on September 1, 2020.

PGT Services will address a market need for customer-focused, asset light transportation with a differentiated knowledge of flatbed and specialized freight. PGT Services will benefit from pursuing its own strategy, drive substantial opportunities for growth, and extend its leadership position in open deck freight services.

"Personal customer relationships have been a fundamental cornerstone to the success of PGT for nearly four

decades," said Pat Gallagher, Owner. "And it is with these principles that PGT Services will meet and exceed the demands of this ever-changing and fast-paced industry."

Barret Rea leads PGT Services as President. Rea was previously Chief Financial Officer of PGT Trucking where he had responsibility for Finance Administration & Accounting, Risk & Safety, Information Technology, and Freight Brokerage Operations. Prior to joining PGT Trucking in 2018, Rea was a senior investment banker at Bank of America Merrill Lynch where he held the title of Managing Director.

Justin Burgh is Vice President of PGT Services. Prior, he served as Director of Services at PGT Trucking, managing the company's brokerage services division. Responsible for driving revenue and profitable growth, Burgh has 12 years of experience in transportation, including experience with supply chains of many Fortune

500 companies. Before joining PGT in early 2019, Burgh worked for JB Hunt Transport in Sales Executive and Director of Transportation roles.

"At PGT Services, we pride ourselves on unparalleled customer service, providing complete door-to-door shipping solutions," said Rea. "We are excited for this opportunity to grow our diverse transportation offerings across North America."

PGT Services LLC provides a portfolio of transportation solutions across the United States, Canada and Mexico. Built on quality customer service and personal relationships, PGT Services is focused on being the safest, most reliable transportation provider in the industry. With offices in Aliquippa and Sewickley, PA, PGT Services is dedicated to moving America, every day. For more information visit www.pgt-services.com.

PMTA's New Director of Safety

CAMP HILL, Pa. – The Pennsylvania Motor Truck Association is pleased to announce the addition of John Rigney to the staff as of Director of Safety.

Rigney comes to PMTA with more than 35 years of experience in transportation safety including 25 years with the Pennsylvania State Police which included heavy involvement with Motor Carrier Safety. After transitioning to the private sector in 2011, Rigney received his Certified Safety Supervisor accreditation and is a NATMI Certified Driver Trainer.

After graduating from the PA State Police Academy in 1984, Rigney filled multiple roles with the PSP in his career there including a Patrol Trooper, Motor Carrier Inspector, Staff Services Section Supervisor, Physical Readiness Coordinator and a Troop Motor Carrier Safety Unit (MCSAP) Coordinator.

Since he retired from the PSP, he has worked as a CSA Analyst for Keen Transport, Inc, and a Compliance, Safety and Asset Protection Manager for Walmart. Through his involvement with those PMTA member companies, Rigney has worked as a volunteer at the PMTA Truck Driving Championships.

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High Performance Diesels with Bruce Mallinson

With great pleasure I am introducing you to a very special old school owner operator from Mississippi. JR Hillhouse's beautiful black 2007 379 Peterbilt is powered by an NXS Caterpillar that JR's gets his hands on every Saturday. You see the old school way of trucking was to drive for 5 days and work on your truck the 6th day. This is what JR does. He changes his own oil (Mobil 15-40), greases, replaces the brakes, tires, washes and waxes the truck. This

Pete gets hand washed at home every Saturday, waxed every 2 months with McGuire's and an F-11 topcoat with every wash. I personally use Lucas Slick Mist on my vehicles with every wash. JR's Pete produces 626 horsepower to the ground or 736 horsepower to the flywheel. Every time I talk to JR and ask him how the Pete is running his answer is "She'll do anything you ask her to do", and I can see the smile on his face. JR even has his own 4000-gallon above

ground fuel tank at home and usually purchases 3,500 gallons of fuel at a time. He treats it with 1.25 gallons of our Max Mileage Fuel Borne Catalyst. His overall fuel mileage average was 6 miles per gallon, once he started using the catalyst it jumped to 7.2 miles per gallon before settling to 6.8 to 7.0 mpg. He feels it is time to set the valves and injectors. Why the big jump in miles per gallon with the catalyst that is meant to burn the soot and carbon in



JR Hillhouse's Peterbilt



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the combustion chamber? It may be the catalyst is having a catalytic effect on the warm fuel while sitting in the tank above ground in the Mississippi heat. JR also commented that the soot that used to come out of his stacks each morning when he started the engine is now gone, and that is very important to anyone that loves a clean truck. This Caterpillar has 1,078,000 miles on her and only 1 set of injectors installed at 973,000 miles. The oil analyst is very clean, running at 12 parts per million on iron, zeros and 1 parts per million on all of the wear metals, and 3 to 4 parts per million on the silicone, which is ingested dirt getting past the air filters. These oil samples are impeccable, and this NXS caterpillar, with the care that JR gives her will run in excess of 2 million miles!

Most experienced diesel technicians can use their sense of hearing to diagnose things like a misfire, but do you know a technician who can hear things like minor liner scoring on cylinder 5, a head gasket leak on cylinder 1, or an injector releasing too much fuel in cylinder 3? We have some exciting technology that measures pressure changes to diagnose even the smallest mechanical problems saving technicians

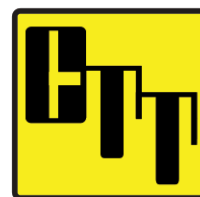
hours on disassembly and diagnosis. It's called the Engine Polygraph and it uses highly sensitive microphones to record soundwaves coming from the oil fill tube and exhaust. It identifies the sounds coming from each individual cylinder and computes a score based on how much extra scraping and rumbling it detects. Certain mechanical problems typically make the same sound no matter what engine. For example, improperly seated piston rings create a high pitched frequency. It combines all the data points and gives you an overall score for your engine health. The scale is from 1-10, the lower the score the better. The engine polygraph is an amazing tool and takes much of the guesswork out of diagnosing an engine.

We tested this new machine out on a few trucks already. One was a brand new Detroit with a DD15, and we found it was getting blow-by which was likely caused by piston rings that were not properly seated. Another was a 2008 Cummins ISX15 with 500,000 miles and ran particularly well. It didn't have any major issues so we decided it would be a good candidate to run some Max Mileage FBC in the fuel and see what changed. We took samples

at idle and at 30% load. Scores for both idle and load tests showed improvement proving again that Max Mileage allows your engine to run smoother and quieter. One highlight from the test was a 20% improvement for upper cylinder score at idle. There are so many possible uses for this new tool including pre-purchase inspections to find out if you are buying a lemon or not. We will be conducting additional testing at the Pittsburgh Power facility and are anxious to see what we find!

"Don't forget to make it to Pittsburgh Power for The Victory Road Truck Show hosted by us and our neighbors Long Haul Truck Detailing on October 3rd. You will be able to see the Engine Polygraph in action as well as get your truck on our Dyno for \$100 off and great deals on our signature tunes. We'll see you there!"

Written by: Bruce Mallinson & Andrew Wilson; Pittsburgh Power Inc.; 3600 S. Noah Dr. Saxonburg, Pa. 16056. Phone 724-360-4080 Website: PittsburghPower.com



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Jaro Transportation Saves Time And Money With Windmaster



Windmaster on a stepdeck.



Windmaster on a 3-Axle flatbed.

By Steve Pollock

WARREN, OH.... Time is money in the transportation industry and Jaro Transportation of Warren, Ohio has been saving both with Load Covering Solutions Windmaster Series Tarping Systems. The company has been using the systems for six years now with 58 units in the fleet, 34 on dropdeck trailers and 24 on 3 axle flats.

The tarping systems are designed with an aerodynamic nose with a access door from the trucks deck plate to the trailer's interior. Stepdeck models are built in two pieces and both deploy to the front or rear of the trailer. Jaro is especially pleased with the stepdeck models as they offer a lower profile than standard stepdeck coverings.

Tom Halula has been Director of Maintenance at Jaro for the past 14 years. Tom said, "The Windmaster series of tarping systems requires very little maintenance. The stainless wheels ride in a stainless insert that mounts to the outside of the rub rail. About once a month we wipe them down with WD40 and they are good to go. Our drivers love the Windmaster units. They save the drivers a lot of time and effort, which gives them a bit more driving time. We pull our trailers with Freightliner Cascadia tractors spec'd with DD15 engines and DD12 automated transmissions. Our heavy haul fleet is averaging 6.4 mpg."

Jaro Transportation Services was founded in 1980. Today the company operates a fleet of over 250 tractor-trailers serving the aluminum and steel industries throughout the Northeast and Midwest.



Jaro's Warren, Ohio corporate offices.

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McClymonds Marks 75th Year



Autism truck – driver Jason Fellows.

bulk tank, step-deck, flatbed, and roll off truck and trailer services. McClymonds also has a truck terminal in Somerset and Kennerdell, PA. McClymonds owns 2 river terminals: one in Crescent, PA and the other in Monaca, PA. They also have 2 rail terminals: one in Monaca, PA and the other in New Castle, PA.

The company supplies dry bulk materials to commercial, residential, highway construction companies, landscapers, industrial manufacturers, mills, oil and gas industry, among others. While the company still does over 90% of their hauling within 150 miles of Western Pennsylvania, they have diversified to providing services to all 48 contiguous United States and into Canada.

The only thing limiting growth for McClymonds these days is not the pandemic but finding qualified Class A and B CDL drivers to join their already incredible team. All the trucks in the fleet are 5-years or newer Peterbilt trucks.

McClymonds has the best of both worlds: all the benefits of a large company but the dedication and values of a family-owned business.

To learn more about the vast driver and diesel mechanic opportunities at McClymonds Supply and Transit, log onto www.McClymonds.com or call (724) 368-8040.

In 1987, Mark and his wife Jan bought property at 296 Currie Rd, in Portersville, PA, just off Interstate 79 north of Pittsburgh. The location continues to serve as McClymonds Supply and Transit's main operational and maintenance terminal and corporate offices. In 1998, the company purchased Don

Martin Trucking in Sarver, PA and continued to grow rapidly. Today, the McClymonds fleet has grown to over 550 company owned trucks and over 600 employees. While McClymonds Supply and Transit has become known for dump truck and trailer hauling, they also provide heavy hauling, pneumatic



"RED" Remember Everyone Deployed – driver Rick Prine.



Custom built for Mike Gaurrich.

continued from page 1

ing to diversify and adapt to the market but that we have the best team in the business," said Mark McClymonds, owner. "We look forward to continuing our leading position in the Pittsburgh area for at least another 75 years."

McClymonds was founded in 1945 by George R. McClymonds and his wife Gladys in Portersville, Pennsylvania after

George's return from serving in the US Army in Germany during World War II. George and Gladys were kept very busy running the trucking business and raising six amazing children. George's youngest son, Mark, was hired in 1976 after graduating high school to drive a dump truck during the day and work as a mechanic on the trucks in the evening.

When George retired in 1983, Mark bought the company that consisted of 7 trucks operated by good drivers and serving a solid customer base that George had created over his 38 years of business. McClymonds had established a reputation for consistent and reliable service, supplying sand, gravel and limestone to homebuilders and developers.

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McClymonds Marks 75th Year



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Christian Success: Having Strength To Help Others

Everybody who lives long in this life reaches the place where he can't help himself.

It is said of Jesus Christ, He could save others, but Himself He could not save. It is likewise said of the Apostle Paul, he healed many people, but could not heal himself.

When Christ and Paul could not do anything for themselves, they helped others. This point of truth we need to take as individuals in our day and time. Of course, we are going to come against impasses.

We are going to come down where the road is narrow and sometimes at a dead end, but when we cannot help ourselves, if we will look around, we'll see someone who needs help, and as we lose ourselves in helping others, we gain victory and strength to go on.

Christian living is not to back up. Christian living is the most forward movement man has ever met.

Jesus commissioned His disciples to go into all the world. Never did He tell them to back up, back out, try to go around, try to go over, He said, "Onward!"

If we could divorce ourselves from selfishness and become servants to others and to God, we would find out in the time when we cannot help ourselves, we gain help by helping those who are in need.

So, seek out somebody and help him today. Success is to find a need and fill it.

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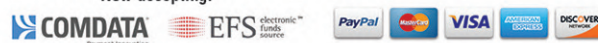
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2020 Virtual Walcott Truckers Jamboree Super Trucks Beauty Contest

2020 Virtual Walcott Truckers Jamboree Super Trucks Beauty Contest Winner's List

WT: Cabover: WINNER: Matt Schleuger, Wesley, IA, 1993 Kenworth K100E, Not Daddy's Money

WT: Company Truck – Bobtail: 1st-Steve Bradford, Waterloo, IA, 2003 Kenworth W900L, Blue Bull; 2nd-Jeff Whited, Pakmyra, MI, 2020 Peterbilt 389, Hickabilly; 3rd-Gunny Ange, Phoenix, AZ, 2021 Freightliner Cascadia, Honor

WT: Company Truck – Combination: 1st-Su Schmerheim, Commerce Township, MI, 2008 Kenworth T800 & 2016 Doyle Horse Van, Act with Class; 2nd-Zach Pletcher, Elkhart, IN, 2015 Peterbilt 389 & 2015 MAC, Simply Red; 3rd-Michael VanNess, Georgetown, IL, 2018 Peterbilt 567 & 2018 Walker, Nancy Mae

WT: Specialty: 3rd-Dan Horst, Cedarburg, WI, 2005 Peterbilt 379, Legendary; 2nd-Gary Geib, Waldo, WI, 2019 Western Star 4900 SF, The Gambler; 1st-Rod Hannifey, Dubbo, NB, Canada, 2011 Kenworth K200, Truckright

WT: 2020-2017 Bobtail Conventional: 1st-Aaron Walters, Pipestone, MN, 2019 Peterbilt 389, Blue Moon; 2nd-Greg Nelson, Earlville, IL, 2020 Kenworth T800, Somewhat Satisfied; 3rd-Shawn Swanson,

Prophetstown, IL, 2019 Kenworth T800, Proflin

WT: 2016-2010 Bobtail Conventional: 1st-Erik Heidenreich, Ancona, IL, 2011 Kenworth W900;

2nd-Robert Barnette, Lake City, FL, 2011 International ProStar, Fat Boy Boogie

WT: 2009-2002 Bobtail Conventional: 1st-Paul Saline, Rio, IL, 2009 Kenworth W900L, Satisfaction; 2nd-Shawn Swanson, Prophetstown, IL, 2002 Kenworth W900B, Pure Attitude;

3rd-Duane & Cindy Anwiler, Pingree, ND, 2003 Peterbilt 379, Razzberrys & Chrome

WT: 2001-1996 Bobtail Conventional: 1st-John Biddle, Maple Park, IL, 1996 Kenworth W900L;

2nd-John Balmer, Fort Madison, IA, 2001 Peterbilt 379; 3rd-Kenneth Liddle, Camanche, IA, 1999 Kenworth W900L

WT: 1995 & Older Bobtail Conventional: 1st-Scott Sokach, Kernersville, NC, 1986 GMC General; 2nd-Kenneth Liddle, Camanche, IA, 1985 Peterbilt 359, Class of '85; 3rd-Dan Nerison, Westby, WI, 1987 Peterbilt

WT: 2020-2015 Combination: 1st-Eva Knelsen, Ingersoll, ON, Canada, 2018 Kenworth W900L & 2018 Wabash, Ken Worth;



Show Class: 2nd – **Cory Soucy**, Clair, NB, Canada, 1993 Ford LT9000

2nd-Shawn Barnhardt, New Florence, PA, 2020 Kenworth W900L & 2016 MAC

WT: 2014-2006 Combination: 1st-Wade Riffey, Reedsburg, WI, 2014 Peterbilt 386 & 2018 Timppte; 2nd-Scott Meisel, Ottawa, IL, 2011 Peterbilt 388 & 1976 Fruehauf; 3rd-Nick Kaufman, Ramsey, MN, 2013 Kenworth W900L & 2016



WT: 2020-2015 Combination: 2nd – **Shawn Barnhardt**, New Florence, PA, 2020 Kenworth W900L & 2016 MAC

Fontaine, Ruby
WT: 2005 & older Combination: 1st John Jaikes, Nanticoke, PA, 1999 Kenworth, W900L & 2005 Utility, Only Class; 2nd-Gerald Nelson, Earlville, IL, 2002 Kenworth T800 & 2018 Wilson, Still Never

Satisfied; 3rd-Chad Cooper, Fort Loramie, OH, 1996 Peterbilt 379 & 2016 Reitnouer, I Was Framed
Show Class: 1st-Larry DeGroot, Sioux Falls, SD, 1979 Peterbilt 352H; 2nd-Cory Soucy, Clair, NB, Canada, 1993 Ford LT9000;

3rd-Donald Arnauckas, Oakville, CT, 1977 Kenworth W900A, Ken
People's Choice: WINNER: Eva Knelsen, Ingersoll, ON, Canada, 2018 Kenworth W900L & 2018 Wabash, Kenworth



WT: 2005 & older Combination: 2nd – **Gerald Nelson**, Earlville, IL, 2002 Kenworth T800 & 2018 Wilson, Still Never Satisfied



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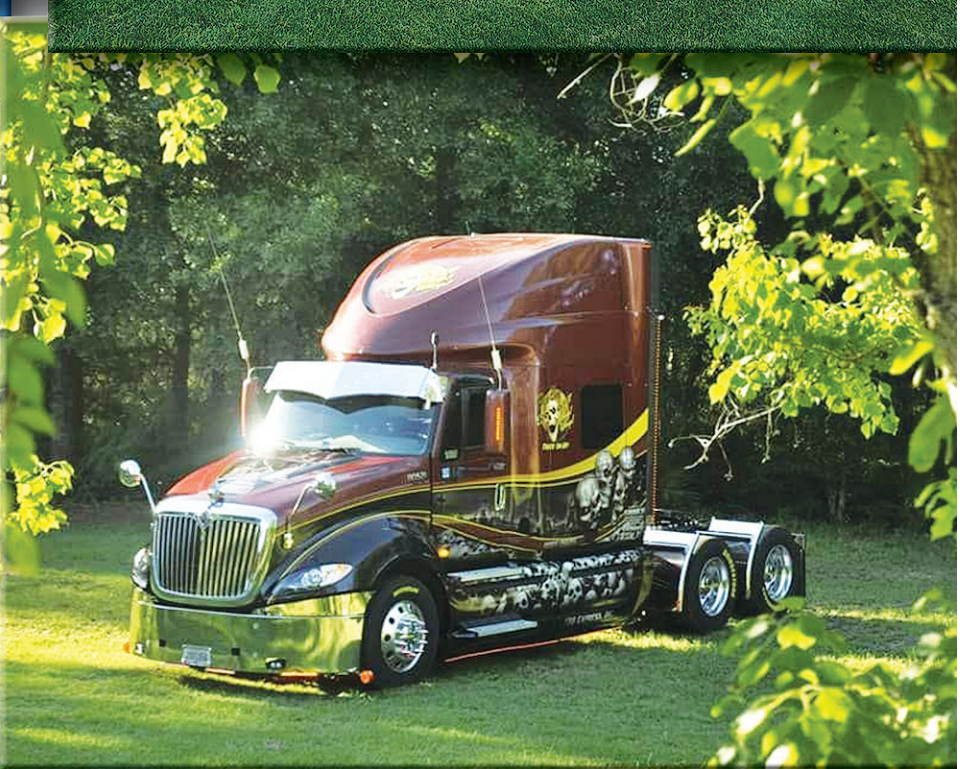
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Latest Trucking Industry News

U.S. Senator Steve Daines: Don't Break The Backbone Of Our Country! - Small-Business Truckers Get Congressional Backing In Battle Against Higher Insurance Rates

Washington, DC... A group of U.S. Senators have said that small-business truckers and other industries that rely on trucking cannot bear the financial burden of a policy that could end up in the next transportation reauthorization bill. The Owner-Operator Independent Drivers Association commends U.S. Senator Steve Daines (R-MT) for encouraging his colleagues to sign a letter opposing an unnecessary increase in federal liability insurance requirements for motor carriers.

The letter was sent to leaders of the Senate Committee on Commerce, Science and Transportation in response to a provision added to House Democrat's version of a highway bill (H.R. 2) that would increase the liability insurance requirement from \$750,000 to \$2 million per truck.

"The only thing this would do is destroy small trucking businesses," said Lewie Pugh, Executive Vice President of

OOIDA, who spent 22 years as an owner-operator. "Trial lawyers are simply trying to increase their payouts at the expense of those deemed essential, including truckers, farmers and manufacturers." The letter points out that current insurance requirements adequately cover 99.4 percent of crashes.

"Increasing insurance rates on our hard working folks who transport goods across our nation would destroy jobs in our transportation industry," Daines said. "During these challenging times, we must promote economic recovery and growth for our truckers, farmers, and manufacturers, not burden them by increasing insurance rates further."

This summer, OOIDA also led a coalition of 62 trade associations that sent a letter to Senate transportation leaders contending that higher insurance levels would significantly increase operational costs while doing nothing to improve highway safety.

Contrary to proponents of

an increase, the diverse and growing coalition justifies its position based on data and research. In fact, the coalition letter points out that there is no reputable research to suggest an increase of any amount would help reduce crash rates, and even cites an FMCSA-commissioned study which concludes that "...the vast majority of CMV-caused crashes have relatively small cost consequences, and the costs are easily covered with the limits of mandatory liability insurance."

OOIDA will continue to work with industry stakeholders and lawmakers to promote economic recovery and growth.

"This is the time we should be helping those on the front lines," said Pugh. "Congress is great at lip service. Lawmakers are quick to praise truckers and refer to them as essential during times of crisis, then they support policies that would put many out of business. Unfortunately, this sort of mentality is common inside the Beltway."

ATA Expresses Disappointment In Hair Testing Guidelines

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement regarding the Department of Health and Human Services' announced guidelines on the use of hair samples for government-mandated drug testing: "As currently written, today's proposal by HHS on hair testing is a tremendous disappointment for the trucking industry. President Trump and his Administration have successfully tackled difficult, contentious regulatory challenges with environmental and labor issues, yet on a top-tier priority for highway safety, the Administration allowed HHS to deliver a weak and misguided proposal more than three years late. "Sadly, the positive impact this rule could have had to make both highways and truckers safer will have to wait. ATA will be working again with Congress to fix what HHS has failed to do - it's job."

FMCSA Proposes New Under-21 Commercial Driver Pilot Program

WASHINGTON - The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today announced that it is proposing and seeking public comments on a new pilot program to allow drivers aged 18, 19, and 20 to operate commercial motor vehicles (CMVs) in interstate commerce.

"This action will allow the Agency to carefully examine the safety, feasibility, and possible economic benefits of allowing 18 to 20-year-old drivers to operate in interstate commerce. Safety is always FMCSA's top priority, so we encourage drivers, motor carriers, and interested citizens to review this proposed new pilot program and share their thoughts and opinions," said FMCSA Deputy Administrator Wiley Deck.

FMCSA's Federal Register notice requests comments on a new pilot program that would allow younger drivers to operate in interstate commerce. The Agency proposes a pilot program to allow drivers to participate if they fall within two categories: 1) 18 to 20-year-old commercial driver's license (CDL) holders who operate CMVs in interstate commerce while taking part in a 120-hour probationary period and a subsequent 280-hour probationary period under an apprenticeship program established by an employer, or 2) 19 and 20-year-old commercial drivers who have operated CMVs in intrastate commerce for a minimum of one year and 25,000 miles. The study group drivers would not be allowed to operate vehicles hauling passengers or haz-

ardous materials or special configuration vehicles.

Currently, 49 states and the District of Columbia already allow 18 to 20-year-old CDL holders to operate CMVs in intrastate commerce—meaning under-21 drivers may currently drive within state borders, such as from Houston to El Paso or from Miami to Tallahassee.

In July 2018, FMCSA announced the details of a Military Commercial Driver Pilot Program, which allows certain 18 to 20-year-olds with military training to operate CMVs in interstate commerce.

To view this Federal Register Notice and learn more about the proposed pilot program, visit: <https://www.fmcsa.dot.gov/registration/commercial-drivers-license/proposed-pilot-program-allow-persons-ages-18-19-and-20>.

Meal Allowance Change: Government of Canada Invests and Supports Canada's Commercial Truck

The Canadian Trucking Alliance is applauding Transportation Minister Marc Garneau's announcement that the Government of Canada will be providing needed relief by increasing the federal meal allowance for commercial truck drivers [grappling with soaring food costs](#) as a result of the Covid-19 crisis.

The simplified method (flat rate) for meal allowance will now increase from \$17 to \$23 per meal. The new policy is effective immediately and retroactive to January 1, 2020. To learn more about this [policy change](#) [click here](#).

Prior to COVID-19, truck drivers had many more options to rest and eat, including cost-efficient, full-menu or buffet-style establishments where they could pick and choose a variety meal options based on price, value and dietary needs. The constrained supply of restaurants has left drivers with less healthy and more expensive options, which have only escalated in price since the outbreak of COVID-19 - especially in the more remote areas many truckers find themselves while on the road.

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Latest Trucking Industry News

Extension of the Modified Expanded Emergency Declaration No. 2020-002 Under 49 CFR § 390.25

The Federal Motor Carrier Safety Administration (FMCSA) hereby declares that the continuing national emergency warrants the extension of Emergency Declaration No. 2020-002. This extension continues the exemption granted from Parts 390 through 399 of the Federal Motor Carrier Safety Regulations (FMCSRs) for the fifty States and the District of Columbia as set forth below. This notice extends the exemption through December 31, 2020, subject to the restrictions and limitations set forth in this Extension.

Emergency Declaration No. 2020-002 was issued following the declaration of a national emergency by the President pursuant to 42 U.S.C. § 5191(b) in response to the Coronavirus Disease 2019 (COVID-19), the public health emergency declared by the Health and Human Services Secretary, and the immediate risk COVID-19 presents to public health and welfare. Emergency Declaration No. 2020-002 was previously set to expire on September 14, 2020. FMCSA is continuing the exemption because the presidentially declared national emergency remains in place, and because a continued exemption is needed to support direct emergency assistance for some supply chains. FMCSA is extending the modified expanded Emergency Declaration No. 2020-002 and associated regulatory relief in accordance with 49 CFR § 390.25. This extension addresses national emergency conditions that create a need for immediate transportation of essential supplies, and provides necessary relief from the FMCSRs for motor carriers and drivers.

By execution of this extension of Emergency Declaration No. 2020-002, motor carriers and drivers providing direct assistance in support of relief efforts related to the COVID-19 public health emergency are granted emergency relief from Parts 390 through 399 of the FMCSRs, except as restricted herein. Direct assistance means transportation and other relief services provided by a motor carrier or its driver(s) incident to the immediate restoration of essential services (such as medical care) or essential supplies related to COVID-19 during the emergency.

The extension of Emergency Declaration No. 2020-002 provides regulatory relief for commercial motor vehicle operations providing direct assistance in support of emergency relief efforts related to COVID-19 and is limited to transportation of (1) livestock and livestock feed; (2) medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19; (3) supplies and equipment necessary for community safety, sanitation, and prevention of community transmission of COVID-19 such as masks, gloves, hand sanitizer, soap and disinfectants; and (4) food, paper products and other groceries for emergency restocking of distribution centers or stores. Direct assistance does not include routine commercial deliveries, including mixed loads with a nominal quantity

of qualifying emergency relief added to obtain the benefits of this emergency declaration. In its modification of Emergency Declaration No. 2020-002 effective June 15, 2020, FMCSA concluded that there was no longer a need for emergency relief with respect to the other categories of supplies, equipment, and persons covered by the May 13 extension and expansion of Emergency Declaration No. 2020-002, and modified the Emergency Declaration to remove those categories. Effective August 15, 2020, FMCSA reinstated emergency relief for emergency restocking of food, paper products and other groceries at distribution centers or stores. This extension continues the relief granted in Emergency Declaration 2020-002 as modified on June 15, 2020 and August 15, 2020.

Emergency Declaration Restrictions & Limitations

By execution of this extension of the modified expanded Emergency Declaration No. 2020-002, motor carriers and drivers providing direct assistance to the national emergency are not granted emergency relief from, and must continue

to comply with, the following Federal Motor Carrier Safety Regulations and conditions:

1. 49 CFR § 392.2 related to the operation of a commercial motor vehicle in accordance with State laws and regulations, including compliance with applicable speed limits and other traffic restrictions.

2. 49 CFR § 392.3 related to the operation of a commercial motor vehicle while a driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him/her to begin or continue to operate the motor vehicle.

3. Motor carriers shall not require or allow fatigued drivers to operate a commercial motor vehicle. A driver who informs a carrier that he/she needs immediate rest shall be given at least ten consecutive hours before the driver is required to return to service.

4. 49 CFR §§ 392.80 and 392.82 related to the prohibitions on texting while driving and using a hand-held mobile telephone while driving.

5. A motor carrier whose driver is involved in a crash

while operating under this emergency declaration must report any recordable crash within 24 hours, by phone or in writing, to the FMCSA Division Office where the motor carrier is domiciled. The carrier must report the date, time, location, driver, vehicle identification, and brief description of the crash.

6. Nothing in the Emergency Declaration or this Extension shall be construed as an exemption from the controlled substance and alcohol uses and testing requirements (49 CFR Part 382), the commercial driver's license requirements (49 CFR Part 383), the financial responsibility (insurance) requirements (49 CFR Part 387), the hazardous material regulations (49 CFR Parts 100-180), applicable size and weight requirements, or any other portion of the regulations not specifically exempted under 49 CFR § 390.23.

7. Motor carriers or drivers currently subject to an out-of-service order are not eligible for the relief granted by this declaration until they have met the applicable conditions for its rescission and the order

has been rescinded by FMCSA in writing.

8. Direct assistance terminates when a driver or commercial motor vehicle is used in interstate commerce to transport cargo or provide services that are not in support of emergency relief efforts related to COVID-19 or when the motor carrier dispatches a driver or commercial motor vehicle to another location to begin operations in commerce. (49 CFR § 390.23(b)). Upon termination of direct assistance to emergency relief efforts related to COVID-19, the motor carrier and driver are subject to the requirements of 49 CFR Parts 390 through 399, except that a driver may return empty to the motor carrier's terminal or the driver's normal work reporting location without complying with Parts 390 through 399. When a driver is moving from emergency relief efforts to normal operations a 10-hour break is required when the total time a driver operates conducting emergency relief efforts, or a combination of emergency relief and normal operations, equals 14 hours.

In accordance with 49

CFR § 390.25, this extension of Emergency Declaration No. 2020-002 is effective at 12:00 A.M. (ET), September 15, 2020 and shall remain in effect until 11:59 P.M. (ET), December 31, 2020, or until the revocation of the Presidentially declared COVID-19 national emergency, whichever is sooner.

U.S. Department of Transportation Requests Public Comment on a Pilot Program for Additional Hours of Service

WASHINGTON – The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced that it is seeking public comment on a pilot program to allow additional hours of service regulatory relief by allowing participating drivers to pause their on-duty driving period with one off-duty period up to three hours.

"Truckers are American heroes - they keep our supply chain moving; they carry essential goods we need to maintain our daily lives. The Department is seeking public comments on providing additional flexibility for truckers as they work to serve our country during this public health crisis," said U.S. Transportation Secretary Elaine L. Chao.

FMCSA requests public comments on a new pilot program to allow drivers one off-duty break of at least 30 minutes, but not more than three hours, that would pause a truck driver's 14-hour driving window, provided the driver takes 10 consecutive hours off-duty at the end of the work shift. Participation in this pilot program would be limited to a certain number of commercial driver's license (CDL) holders who meet the criteria specified for participating. This pilot program—scheduled to operate for three years or less—would gather statistically reliable evidence to analyze the safety and feasibility of such a modification to the hours-of-service rules.

"FMCSA wants to hear directly from drivers about the possibility and safety of an hours-of-service pause pilot program. The Agency remains committed to exploring ways to improve safety on our roadways, while increasing flexibility for truckers. We encourage drivers, motor carriers, and interested citizens to review the proposed pilot program and provide substantive public comments for FMCSA to review," said FMCSA Deputy Administrator Jim Mullen.

The comment period will be open for 60 days. To review the proposed pilot program, please visit: <https://www.fmcsa.dot.gov/regulations/hours-service/hours-service-drivers-pilot-program-allow-commercial-drivers-pause-their>.

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Truck World Hosts Driver Appreciation Events

A Likely Story



Truck World held simultaneous Driver Appreciation Events at all three of their Ohio locations during the recent Truck Driver Appreciation Week (September 14-19, 2020).

Drivers were treated to a free lunch and free t-shirts Tuesday-Friday at all three Truck World locations: Hubbard, Ohio, North Jackson, Ohio and their newest location on I-90 in Conneaut, Ohio.

Top photo: Driver Appreciation Day at Truck World in Hubbard, Ohio.

Bottom photo at left: Melissa, Nicole and Laura serve up lunch at Truck World in North Jackson, Ohio.

by Roger Clark

I've been to court a few times in my life, and it's not like it is on TV. But then, nothing is like it is on TV, including hospital rooms, baseball games, the legal process, and trailer trucking. Just to remain grounded in reality, in fact, I've stayed tuned into Keith, Kenneth, Creflo, Joyce, and Benny.

I grew up, according to close friends, somewhere around age fifty. Family members have fond memories of my childhood, when I would run away from home, and they'd rent out my room. The first time in court, accused of stealing library books, the judge revoked my glasses for a year.

My parents were politically conservative public servants, with a bent for law and order, so when I ran away with the circus, they made me bring it back. They were mostly right, usually Christian, always certain, and often wrong. Yet we were taught to work hard, serve well, fear the past, and respect decorum in the courtroom.

As a result, my siblings and I have all been part of the criminal justice system. One as an attorney, another as a witness, one more as a juror, and the fourth became a defendant. It was not a front-page story. It didn't even rate space in the small print police blotter, but "Failure To Display IFTA Tag" required a personal appearance. In the interest of full disclosure, I POSSESSED the sticker, I just hadn't done the hard work of placing it on the truck.

The defendant who represents himself has a fool for a client, and my mama didn't raise no fool. Well, okay, maybe she did, but it was my brother, not me. Unfortunately, he was my lawyer that day, and had better luck negotiating a plea bargain with a candy machine

than with the crusty old judge. As a result, I was fined fifty dollars and brother got busted for contempt.

It wasn't his fault. As we were waiting in the courtroom to be called up front, I opened my briefcase which held a pair of my shorts.

"What's that?" he asked quietly, and I responded with a whisper, "My legal briefs!"

Well, I didn't expect him to laugh out loud, and he didn't anticipate a fine from the judge, but we were both wrong, thanks to the legacy of our parents.

Some years later, accused of leaving the scene in my bright orange Chevy S-10, witnesses claimed I was bearded, skinny, and driving a dark blue jeep. Well, I've never had to shave, say no to a cheeseburger, or driven anything 4-wheel drive, so I was released without charges. But I did have to sign an affidavit confirming I was non-Hispanic before I could testify.

I never did learn why that document was even necessary, but it has transformed my life. From that day to this, I'm driving nothing but Fords, eating only healthy foods, and changing my name to Michael Martinez. As a result, I can resist anything but temptation!

Like so many other things in our lives, not just prime time, the legal system can be an intimidating circus, but remember what FDR said. There is nothing to fear but fear itself. And snakes. And lawyers. And wimmen. And believe me, as someone too familiar with divorce court, sometimes they're all the same person.

With a little bit of luck, however, sprinkled with years of hard work and personal sacrifice, I finally found the perfect mate. I even said to her once, don't judge me until you're perfect. Don't worry, she told me with a smile, I am!

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Dependable Highway Express Begins Piloting Volvo VNR Electric Heavy-Duty Trucks in its Southern California Fleet



From left to right: Aravind Kailas, Advanced Technology Policy Director, Volvo Group North America; Troy Musgrave, Director of Process Improvement, Dependable Highway Express; Joe Finney, Chief Operating Officer, Dependable Highway Express; Janice Rutherford, County Supervisor, San Bernardino County and South Coast Air Quality Management District Board Member; Mike Reardon, General Manager, TEC Equipment.

Through the Volvo LIGHTS project, leading freight company Dependable Highway Express will demonstrate the ability for battery-electric trucks to successfully transport goods in daily routes. Leading freight operator, Dependable Highway Express (DHE), has received two Volvo VNR Electric trucks, the first battery-electric Class 8 trucks to join DHE's fleet. The electric trucks will be added to DHE's existing

fleet of more than 500 Volvo trucks operating across North America. Deployed as part of the Volvo LIGHTS (Low Impact Green Heavy Transport Solutions) project, the Volvo VNR Electric trucks will operate in a pilot project through the end of 2021 to demonstrate the ability for battery-electric trucks to successfully transport goods in DHE's daily routes. DHE will begin operating the two Volvo VNR Electric

trucks out of its facility in Ontario, California, which manages a fleet of 40 Class 8 trucks. The Volvo VNR Electric trucks will run daily routes varying between 60 to 80 miles, transporting goods from Ontario to warehouses throughout Southern California. By completing several different routes, the trucks will collect performance data under various operating conditions, producing crucial real-world operational data on the trucks'

power, performance, and range. This information will help Volvo Trucks validate customization measures to provide the most seamless transition to battery-electric trucks for its customers.

In addition to zero tailpipe emissions, the Volvo VNR Electric trucks simplify maintenance and improve working conditions for drivers by offering state-of-the-art responsiveness, a quieter cab free of engine-related vibrations, and by eliminating exposure to diesel fuel and exhaust.

"DHE is incredibly proud to be one of the first fleets to deploy Volvo VNR Electric trucks in North America," said Joe Finney, chief operating officer, Dependable Highway Express. "DHE is a family-run business that considers our employees as family, which is why we want only the best for our drivers. Volvo's entire line-up of Class 8 trucks offer our drivers the safest and most comfortable environment on the market, which is why we've only purchased Volvo trucks for our fleet since 2014. The Volvo VNR Electric truck cabin is nearly identical to its diesel counterpart, but with a whisper-quiet engine, a super smooth ride, and zero emissions. Our drivers can't wait to get behind the wheel of the VNR Electric trucks and put them to work."

Dependable Highway Ex-

press (DHE) is a core division of Dependable Supply Chain Services, a full-service logistics provider established in 1950. DHE's services include trucking, warehousing and distribution, harbor drayage, third-party logistics, air and ocean freight forwarding, and freight transport.


The Volvo VNR Electric trucks were deployed as part of the Volvo LIGHTS project—an innovative collaboration with the South Coast Air Quality Management District (South Coast AQMD) and 13 other organizations to develop a blueprint to successfully introduce battery-electric trucks and equipment into the market at scale.

"The Volvo LIGHTS project is figuratively paving the road toward achieving meaningful emission reductions in the freight movement sector—the largest single source of air pollution in our region," said Janice Rutherford, San Bernardino County, second district supervisor and South Coast AQMD board member. "I am pleased to see these zero-emission Volvo VNR Electric trucks driving through my district in San Bernardino County and look forward to larger scale deployments." In June, the first Volvo LIGHTS VNR Electric truck was deployed at Volvo Trucks North America TEC Equipment dealership in Fontana, California, which will

provide DHE with ongoing maintenance support for the Volvo VNR Electric trucks. On the near-term horizon, additional announcements about fleet customer demonstrations will be made.

The Volvo VNR Electric model was recently certified by both the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) enabling the vehicle to be commercially sold in all 50 U.S. states. This step helps Volvo Trucks move one step closer towards the highly anticipated commercial launch of the VNR Electric. Beginning in 2021, Southern California businesses will have the opportunity to lease commercial Volvo VNR Electric trucks from TEC Equipment to gain firsthand experience with these advanced trucks in their fleet operations.

Volvo LIGHTS is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment—particularly in disadvantaged communities. To learn more about the Volvo LIGHTS project, visit www.lightproject.com.



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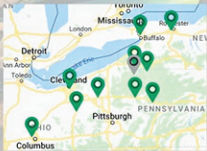
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Brian Dreher Captures Best of Show at Virtual Shell Rotella® SuperRigs®



JG Photography

Kiegan Nelson's 2013 Peterbilt 389 won 1st place in the Tractor Trailer division



Jason Koch's 2010 Peterbilt 389; won 2nd Place Best of Show



Truett Novosad won 1st place in the Tractor Division with his 2007 Peterbilt 379



Jake Roba's 2006 Peterbilt 379 Car Carrier won 3rd Place Best of Show

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2020 Virtual Shell Rotella® SuperRigs®



David Foster won the Classic Division with his 2005 Kenworth W900L

continued from page 1 during a challenging year.”

Additional first place winners include: Truett Novosad in the Tractor Division with his 2007 Peterbilt 379, Kiegan Nelson's 2013 Peterbilt 389 in the Tractor Trailer division and David Foster won the Classic Division with his 2005 Kenworth W900L. Each award winner will receive MyMilesMatter reward points and a limited-edition Shell Rotella jacket. All of the trucks entered this year can be viewed at MyMilesMatter <<http://www.mymilesmatter.com/SuperRigs>>.com.

Jeron Whittmore has been named by the judges as the Hardest Working Trucker, and Jay Palachuk was selected as the winner of the People's Choice award by the fan votes for his 1996 Kenworth W900.

Best of Show winner, Brian Dreher will appear in the 2022 Shell Rotella SuperRigs calendar. The 2021 Shell Rotella SuperRigs calendar will be a special edition, celebrating the past 37 years of the famed event and feature 'Legends of the Road' from previous SuperRigs calendars.

The Shell Rotella SuperRigs competition is the premier truck beauty contest for actively working trucks from across the United States and Canada. For more information about Shell Rotella Su-

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Complete 2020 Shell Rotella® SuperRigs® Results:

Best of Show: 1st place - Brian Dreher, 2016 Peterbilt 389; 2nd place - Jason Koch, 2010 Peterbilt 389; 3rd place - Jake Robak, 2006 Peterbilt 379 Car Carrier

Tractor: 1st place - Truett Novosad, 2007 Peterbilt 379; 2nd place - Dave Koliha, 2018 Peterbilt 389; 3rd place - Aaron Walters, 2019 Peterbilt 389 Glider

Tractor Trailer: 1st place - Kiegan Nelson, 2013 Peterbilt 389; 2nd place - Jacob Bonham, 2007 Peterbilt 379 Extended Hood Legacy Edition; 3rd place - Jamie Walker, 2001 Peterbilt 379

Classic: 1st place - David Foster, 2005 Kenworth W900L; 2nd place - Ethan Russel, 1998 Peterbilt 379; 3rd place - Daniel Snow, 1996 Freightliner Classic XL

Hardest Working Trucker: Jeron Whittmore

People's Choice Award: Jay Palachuk, 1996 Kenworth W900

Pacifico Reflections - Challenges And Opportunities

by: Mike McGough

Although the words challenge and opportunity may appear to be somewhat opposite, they are actually closely tied. The outbreak of Covid-19 has demonstrated the interrelatedness of these words in harsh and unmistakably clear terms. For some the challenges have been far greater than for others. Those who faced health concerns and those who have lost loved ones, have confronted the worst of the challenges and thus the worst of the impact of the corona virus. Our hearts go out to them.

Even if untouched by the physical manifestations of the virus, it is hard to imagine that anyone totally escaped the impact of Covid-19 and the resulting challenges. Although sometimes difficult to discern, those challenges brought with them opportunities. In what often looked like the dread dark of a fearful night, there were glimmers of light. They restored hope and provided some lull in the struggle against that which often resided just under the surface of both public

and private emotions. In these lights, there resided optimism, and in optimism there is always opportunity.

Certainly, the corona virus, like numerous other plagues, is a foe to be vanquished, and enemy to be defeated, and a scourge to be eliminated. Nonetheless, there can be lasting good, meaningful progress, and some measure of benefit, if the opportunities it brought become its legacy. Although it has been an unwelcome and miserable invader, its effect may best be measured by the opportunities seized by the best among us, to make the most of a troubling and frightening time.

As we move forward, some of what we have learned as individuals, as families, and as a nation should not be lost. Even when the enemy has been defeated, some of the lessons learned, lessons born out of the opportunities that always accompany challenges, should live on. Consider the following:

1. Just because we can't imagine something, does not mean it can't happen. Taking the time to at least consider the unimaginable and give

prudent thought as to how best to respond, should the inconceivable come to call, is time well spent.

2. The old adage that, "One bad apple can spoil a bunch," takes on a whole new meaning in the microscopic world of a virus. In that same world of minuscule foes, the phrase "out of sight, out of mind," can be a fool's folly. Appreciating that our impact on those around us can be serious, even deadly, is always prudent.

3. In any war, there are those who find themselves on the front lines of the battles. Many are called on to pay the ultimate price. Their sacrifice cannot be forgotten, and our resolve to do our part in the war must be steered by their example.

4. Things as simple as a hair cut, toilet paper, and the daily special at a local restaurant should never be taken for granted.

5. A routine can become a rut when taken for granted. When interrupted or lost, a routine can quickly become a mountain top well worth the struggle and the climb to reclaim it.

6. Parents have always been,

are now, and will always be their children's first and most enduring teachers. At the same time, all that teachers do for their students too often goes well beyond what most people ever realize.

7. We belong to numerous personal, social, professional, and geopolitical groups, but none compare to, or should ever be threatened by the most loving, supporting, and enduring bond we have in this life—our family.

8. Everyone who attempts to profit from the suffering of others, play to the fears of the anguished, or exhort the pain of the vulnerable stand as the worst among us. They should be recognized as such. Those with a public voice in troubled times, have a sacred obligation to use it for the public good. Those who abuse their voice, should be ignored to limit the harm they can cause.

9. There always has been and there always will be simple pleasures that bring their own sense of peace and calm. Old movies, photo albums, songs you haven't heard in years, board games, and home-cooked

meals can be as comforting as they are simple.

10. And finally, Covid-19 taught us that even in the depths of difficult and trying times, some things just can't be ignored or passed over. They need our creative, patient, and committed efforts to preserve, protect, and defend that which we hold dear. Easter, Moth-

er's Day, Memorial Day, and graduation days are a few of those things. Our collective hats should be off to those who rise to such occasions, for they too stand as some of the best among us!

Learn these lessons, lest we forfeit the progress we have made!

Top 10 Finalists Named in Search for Top Rookie Military Veteran Driver

KIRKLAND, WA... FASTPORT recently announced its Top 10 finalists for "Transition Trucking: Driving for Excellence," a program dedicated to find America's top rookie military veteran. The program recognizes top drivers who have made the successful transition from active duty to driving for a commercial fleet.

For the fifth consecutive year, Kenworth has teamed with the FASTPORT Trucking Track Mentoring Program and the U.S. Chamber of Commerce Foundation's Hiring our Heroes Program to put on "Transition Trucking: Driving for Excellence."

Kenworth will provide The Driver's Truck™ – a Kenworth T680 with a 76-inch sleeper – to serve as the program's award to this year's overall winner. The Kenworth T680 features the complete PACCAR Powertrain with a PACCAR MX-13 engine, PACCAR 12-speed automated transmission, and PACCAR 40K tandem axles.

The Top 10 drivers, listed

with their military branch of service and current truck fleet, include:

- Patrick Blevins/U.S. Air Force/Melton Truck Lines
- Matthew Fowler/U.S. Marines/EPES Transportation
- Ivan Hernandez/U.S. Army/Werner Enterprises
- Gail Losee/U.S. Army/Stevens Transport
- Marcia Luchenbill/U.S. Army/Knight Transportation
- Shaun Mason/U.S. Army and Marines/Prime Inc.
- Ray Miller/U.S. Army/Stevens Transport
- John Shepard/U.S. Army/Roehl Transport
- Kyle Smith/U.S. Air Force/Averitt Express
- Wade Wanner/U.S. Navy/US Xpress

“. The ultimate winner will be determined by a popular vote and will be announced on December 18, 2020.

For further information on the Transition Trucking: Driving for Excellence award program, please visit transitiontrucking.org.

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October 3 - Trucks For Smiles - 6th Annual Somerset Area Make-A-Wish® Truck Convoy - Somerset County Fairgrounds, Meyersdale, PA. Hosted by W.W. Friedline, Inc. All proceeds benefit Make-A-Wish®. For more info or to preregister, contact Mark or Keri Friedline at 814-445-2193, email: Keri@wwwwf101.com or visit www.TrucksForSmiles.com

October 17 - 11th Annual LargeCarMag Southern Classic Truck Show - LeeHi Travel Plaza, Lexington, VA. For more info email: michele@largecarmag.com or phone 717-806-8907

July 16-17, 2021 - Expedite Expo - Allen County War Memorial Coliseum, 4000 Parnell Ave, Fort Wayne, Indiana 46805. For more info go to www.expediteexpo.com

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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MOVIN' OUT

Working Show Truck Of The Month

Mike Hennem - Young Truck Lines



By Robert Conrad

Mike Hennem has been around trucks for pretty much his entire life, and he says it was his dad who got him into trucking by taking him on deliveries when he was around 15. Mike's dad has since retired after a 40 year career as a beer delivery driver, but Mike has followed in his footsteps by getting his CDL and purchasing his own truck at age 22, a 2003 KW W-900L. Mike has trucked in every state in the lower 48 multiple times and he says trucking into

California has been his favorite thus far during his 15+ years as an owner-operator.

His current ride is a 2017 KW T-660 that has a Paccar MX-13 engine putting out 500 HP that's paired up with an 18 speed transmission and 3:25 rears. Mike said this was one of the very last T-660's built by Kenworth, and he's nicknamed the truck "Siiick 60". The 280" wheelbase has a modified front suspension along with an AG 400L rear suspension and the truck sits on 24.5 aluminum

polished spoke KW wheels all around.

Mike is a Minnesota native and he's currently leased on with Young Truck Lines based in Lyle, MN. Mike has added a long list of custom touches to his "Siiick 60" KW, all of which have been fabricated & installed or just installed in house by him and his dad Mark, who Mike wanted to send a big thank you out to for helping him get where he is today!

Mike has added a Roadworks grille insert that sits in

a custom, painted grille shell, a 12 Gauge Customs' visor with 14 dual revolution amber/blue lights, as well as a set of BadAss rear fenders. He has installed a custom made box which sits in between the frame rails and holds 4 extra batteries & a power inverter. Mike says this will power the truck when his new stereo is installed, and he has the truck shut off. There is also a custom airline box sitting between the frame rails as well as an APU unit that is hidden in the frame on the rear of the truck!

Jim Higgins, a well-known trucking industry designer, came up with the custom stripes for the truck and they accent the brilliant blue paint perfectly. The interior is a combination of polished items and matching blue paint from the exterior, and Mike has plans for new cabinets, carpet, and stereo in the near future. He also says he's planning on adding custom deck plates on the frame as well as a rear T-bar and I-panel. Mike sits on Bostrom Pro-Ride low

base seats in his "office" while turning the SCI steering wheel and shifting gears using a shifter that features a custom shift knob & painted cover.

One thing's for certain, Mike Hennem takes a great deal of pride in his ride and he turns heads up & down the interstate in this awesome aerocab! Representing the trucking industry in style, Movin' Out salutes Mike as our October 2020 Working Show Truck of the Month & driver!



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