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Vol. 46 No. 10  
October 2021

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## Walcott Truckers Jamboree Attendance Tops 44,000!



DSD Transport's stunning tractor/trailer combo was one of the beautiful rides entered in the Super Truck Beauty Contest at the 2021 Walcott Truckers Jamboree, held this past July at the Iowa 80 Truck Stop. turn to pages 12 and 13 for the story and more photos. - Photo by Dan Pollock -

### Mercer's Women with a Mission: "MercHER"



"MercHER exists to create community within Mercer Transportation, to cultivate connections. This group is designed to develop and strengthen women's careers in the transportation industry." - Amanda Brown, third from the left.

Mercer Transportation is proud to announce the successful formation of "MercHER", pronounced with the emphasis on "HER." Spearheaded by two women at Mercer headquarters in Louisville, KY, MercHER will promote gender diversity and networking across the company and its fleet of independent contractors, specifically supporting the females within Mercer and the transportation industry. The members of MercHER will

also give their company a more active role in the industry-wide programs of Women in Trucking (WIT). Both MercHER and WIT are open to everyone, not only female employees. The MercHER group is co-chaired by Asst. Brokerage Operations Manager Amanda Brown and Contractor Relations Advocate Amanda Harper, two women who saw the need for more networking opportunities among Mercer colleagues. Amanda Brown

explains the group's mission statement is as follows, "MercHER exists to create community within Mercer Transportation, to cultivate connections. This group is designed to develop and strengthen women's careers in the transportation industry."

The four primary goals of MercHER are networking, community engagement, awareness, and mentoring:  
- To provide a sense of continued on page 8

### Shell Starship 2.0 Performance Demonstrates A Reduction In Carbon Emissions By Using Efficient Technologies



Houston, TX... The Shell Starship program exceeded its 2018 results in its second cross-country run using energy-efficient technologies to demonstrate what could be achieved driving a Class 8 truck in real-world conditions. The truck was designed to draw together these technologies in a single vehicle crafted to optimize performance and efficiency.

Following the initial program in 2018, the Shell Lubricants Solutions and Shell

Technology teams worked together to pair the learnings from the first run with recent advancements in technology to develop the Shell Starship 2.0 truck. The new truck features a new chassis and drivetrain, along with new safety and fuel-efficient upgrades while maintaining the bespoke body from the original truck.

Shell Starship 2.0 made a cross-country drive across the U.S. from San Diego to Jacksonville, following the same route as in 2018. A second,

shorter 400-mile evaluation run was conducted to provide additional data about its freight ton efficiency and fuel economy benefits. Both trips were monitored and verified by the North American Council for Freight Efficiency.

For the cross-country drive, Shell Starship 2.0 achieved 254 ton-miles per gallon[1] for freight ton efficiency – a 3.5 times improvement over the North America average freight ton efficiency[2] for trucks continued on page 2



## R&J Trucking Hosts Employee Appreciation Event



By Steve Pollock

BOARDMAN, OH.... R&J Trucking held a catered lunch, complete with dessert and gourmet popcorn, for drivers and employees at the company's corporate headquarters in Boardman, Ohio this past September 10<sup>th</sup>.

R&J Trucking is a subsidiary of American Bulk Commodities, who sponsored appreciation events at its other subsidiaries: John Brown Trucking, Southern Haulers and DSI Transport.

## Shell Starship 2.0 Performance Demonstrates A Reduction In Carbon Emissions By Using Efficient Technologies



continued from page 1

which is 72 ton-miles per gallon.[3] Freight ton efficiency is the most relevant statistic for judging the energy intensity associated with moving cargo from point A to point B since it combines the weight of cargo being moved with the amount of fuel consumed. Shell Starship 2.0 achieved an impressive 10.8 MPG on its cross-country run as compared to the 8.94 achieved by Starship 1.0 and the 6.4 MPG North American fleet average MPG. These numbers are made even more significant given Shell Starship 2.0 beat the 178 ton-miles per gallon for freight ton efficiency achieved in 2018 while carrying an 18% increase in payload, from 39,900 pounds of clean reef material in 2018 to 47,100-pounds this year.

"With increasing efforts to decarbonize road freight, we saw an opportunity to further demonstrate that the use of today's efficient technologies can offer significant benefits to fleets," said Jeff Priborsky, Global Marketing Manager for the On-Highway Fleet Sector, Shell Lubricant Solutions. "Understanding that not all fleets

run fully loaded from coast-to-coast we felt it was important to conduct a variety of tests to provide additional data that can show how trucking efficiencies work in different conditions, in order to provide tangible benefits to the freight transport industry."

The 400-mile short haul evaluation was completed in North Carolina with a cargo weight of 17.5 tons which was chosen to reflect more typical payload, commonly used by many fleets. The average fuel economy obtained was 12.0 mpg and the freight ton efficiency value was 210 ton-miles per U.S. gallon.[4] While both values are direct consequences of the reduction in cargo mass, these are significant numbers when compared to the U.S. average of 6.4 mpg and 72 ton-miles per gallon. The fuel mileage is almost double the U.S. average and the ton-miles is more than triple.

"The efficiency testing with different payloads and miles driven demonstrate that efficient technologies have significant benefits for long-haul and

shorter regional-haul applications," said Robert Mainwaring, Technology Manager for Innovation, Shell Lubricants. "Fleets and owner-operators can evaluate which technologies are most beneficial for them and pursue them today to find significant fuel savings and carbon emissions reductions."

The path to a low-carbon energy future will require a range of solutions and Shell Starship 2.0 demonstrates what is possible using efficient technologies and lubricants available today.

One of the most important metrics achieved by Shell Starship 2.0 is the potential reduction in CO2 emissions for the fleet industry. If every truck in North America could be as efficient as the Shell Starship 2.0, this could mean a potential reduction in CO2 emissions for North America of 275 million tons annually.

Shell Starship 2.0 engine operated on Shell Rotella® T6 Ultra 5W-30 Full Synthetic engine oil which features a high temperature high shear (HTHS) viscosity formulation for reduced fuel consumption. This oil reduces internal engine friction while providing superior protection required to meet the American Petroleum Institute FA-4 performance standards. Other Shell Lubricants products helped power the efficiency drives including greases, transmission fluid and coolant.

Join the conversation with #ShellStarship on social media and follow Shell Rotella on Facebook, Twitter and Instagram.

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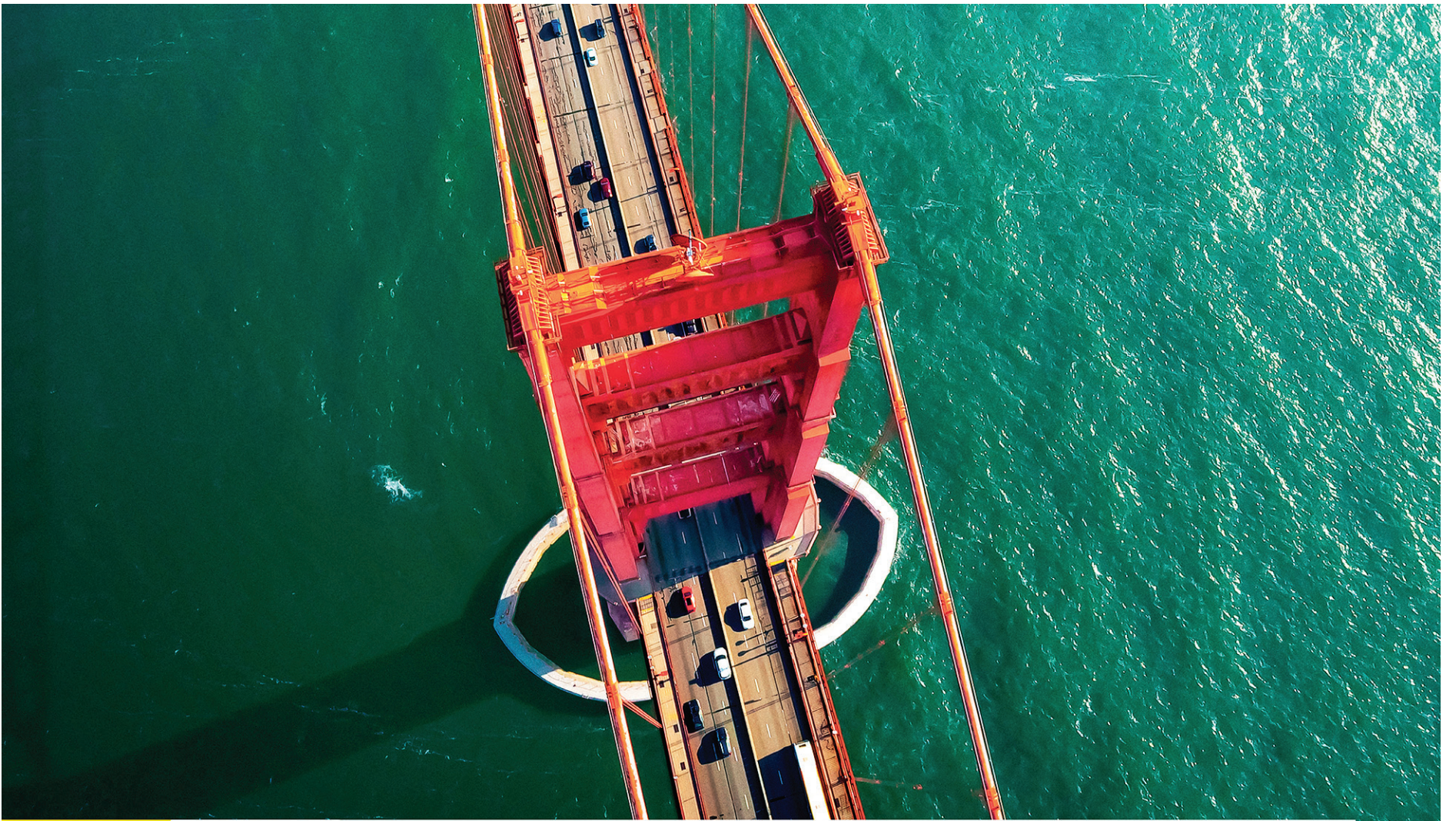
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# Off The Beaten Path

by Pam Pollock



the young ride attendant waved back and yelled, "It's ok. The ride is not \*that\* scary!"

I was in a panic mode at that time! I start hollering, "My glasses! My glasses! My glasses have fallen off my head and I need them to see!" To his credit, the young man, ran in and thankfully had a flashlight, found my glasses, and yelled, "I'll give them to your husband." And he did. And I entered that Devil's Den with its flashing strobe lights and pop-up creatures of the Netherworld, and everything was just a blur to me. When my husband and our other 2 granddaughters finished their ride, he gave me back my glasses, which I promptly stuck back on the top of my head.

As we were making our way out of the park a few hours later, my grandson asked to ride the Devil's Den again (he ended up riding it 6 times!). I didn't want a repeat of the last time, so I took my glasses off and put them in my backpack. After we left the amusement park, we headed up to the Spillway to feed the fish. On our way home, I realized that I could not find my glasses. And that's when I had yet another senior moment – did I actually put my glasses in the backpack, or did I lose them AGAIN on that blasted ride? The backpack was shoved into the very back of the SUV and I had to wait until we got home to double check. And no, I was not driving. Spoiler alert: I found the glasses in the backpack.

I wish I could say that everything I have just written is because I turned 60 – but that would be a lie. I've always been scatterbrained, short-tempered, and just generally a hot mess. I don't know what else to say, except, for the love of all that is holy, "Get outta my lane!"

## Get Outta My Lane!

I'm settling into the 60s rather nicely if I do say so. Knees that are constantly sore and achy? ✓ Lost my car keys? ✓ (although I have been doing that for at least 30 years!) Have to turn the TV volume up to at least 58? ✓ Overheard muttering, "Back in my day, kids never acted that way?" ✓

Driving to Illinois back in July to attend the Shell SuperRigs, my husband almost had a heart attack when I was behind the wheel of the car. I started muttering at all the bozos (in cars) who were out in Lalaland, just poking along. Then I began to yell, "Get Outta My Lane!" at the jerks. I got so frustrated that I did something I have never done in my 42 years of driving, I blew my horn at them and both times the distracted driver finally looked up from their cellphones and moved over to the right lane. And this folks is why I could never be a Professional Truck Driver. Well, that and because I can't drive a stick, or parallel park very well and pretty much everything else that a truck driver is required to do.

But wait, there's more! I have now started trying to park my SUV in the space beside the grocery buggy corral, so I don't have to walk very far back to my car. Speaking of the grocery store, I had this experience just last week – the fall college session is in full swing in our little town and for the first time in 18 months, classes have resumed to in-person. The population of Rock more than doubles when the students come back to college. The Iggle was packed with shoppers and only 2 registers were open with a cashier and the 2 self-serve checkouts had lines that extended clear up into the aisles. I had filled up my cart with a lot of food and as I was standing in a line that 'only' went up half the aisle, I did what I always do, I engage those standing around me in conversation. When I was finally able to move up in line to see the grocery conveyor belt, I walked around my cart to start organizing how I would place my items to be rung up. And that's when I looked down into the cart and spied 3 gallons of water and about 6 bottles of some kind of drink. Those weren't my items! Slightly enraged, ok, I was indignantly ticked off, I remarked to the young lady in front of me, "Somebody put their items in my cart! How could you do that? How on earth could you not realize that this wasn't your

cart?" I rambled on and on. I proceeded to leave the line and I don't know what my goal was – was it to have a throwdown in Aisle 6? Was I going to chuck the gallons of water at the soup cans? I honestly have no clue. I suspect that I thought some old geezer would be wandering through the store, muttering about how they lost their cart.

AND DANG IT, IT WAS MY CART!

Spoiler alert: it wasn't my cart. I was that old geezer. I was zipping up and down aisles and happened to stop and peruse the contents of my cart. I found my 2 boxes of cereal, my hot dogs, and a Twinkie cake. And that was all that was my stuff in that overflowing cart... I had taken someone else's cart.

I sheepishly began to search for MY cart and found it over in aisle 8 or 9 in the cereal aisle. It was pushed to the side, between displays of snackable Pop tarts and granola bars. Was I embarrassed? Mortified? Dang straight I was! I stealthily cast looks around me to see if some young whippersnapper was hiding and waiting to pounce on the jerk who taken his/her cart. No one confronted me, so I loaded up my cereal, hot dogs, and Twinkie, added a box of those snackable Pop tarts and returned the cheap brand of hot dogs that were in the other cart to the cooler.

I did the Walk of Shame back to the registers and got back into a very long line to await my turn. I could have played it cool and acted nonchalant but nah, that's not my style. I told my cart-napping story to everyone. They laughed, I laughed and then I felt like crying when the clerk told me the total of my purchases.

That same weekend, my husband and I took our grandkids to an amusement park that not only had we had gone to when we were kids, but our parents also went there when they were younger. I am fairly certain that the park will not reopen for business next summer and I was feeling nostalgic and wanted

the 4 generation of our family to have warm and fuzzy moments of joy that their Gaga Pam did for so many years. Spoiler alert: the park was pretty much a dive. There were 15 rides open in KiddieLand and only 4 or 5 rides that adults use. The historic Carousel was shut down. The wooden Blue Streak roller coast was shut down, which we knew prior to going. The bumper cars were gone, the Mouse was gone. Trees were chopped down. They even tore down the Midway with all of its games and food booths. There were 2 little food stands open. We were determined to make the best of it and to our surprise, the Devil's Den was still operational. I climbed into a car with my youngest granddaughter and my grandson, and we started chugging up the little hill as the Devil taunted us with his evil chortle. I reared my head back to give him a retort and whoosh, I felt something fall off my head. Yep, it was my glasses. Not a cheapo pair of sunglasses, nope, it was my prescription glasses. You know, the ones I need to see to drive or look for birds in the distance or double check to see if I have the right cart at the grocery store. I heard the glasses plop down on the track behind me. I started waving my hands and gesturing and

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ISSN 1524-2684 [www.movinout.com](http://www.movinout.com)  
E-Mail: [movinout@zoominternet.net](mailto:movinout@zoominternet.net)  
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# Truck World Hosts Driver Appreciation Events



Angel, Alexandria, and Daisy were serving up the free lunch at Truck World Conneaut.



Marie, Melissa, and Nicole greeted drivers at Truck World North Jackson and passed out free t-shirts and meals.



Dwayne Dopsie and the Zydeco Hellraisers performed at Truck World Hubbard.



Disco Inferno performing at Truck World Hubbard.



Free lunch at Truck World Hubbard.

By Steve Pollock

Truck World held three consecutive Driver Appreciation Events this past August in

honor of their customers and to also mark their 50th Anniversary. The appreciation events were

held at Truck World Hubbard, Truck World North Jackson and Truck World Conneaut,

Ohio. Drivers received a free lunch, t-shirt, and the chance to win some prizes. Truck

World Hubbard was host to two bands - Direct From New Orleans, Disco Inferno and

Dwayne Dopsie and the Zydeco Hellraisers.

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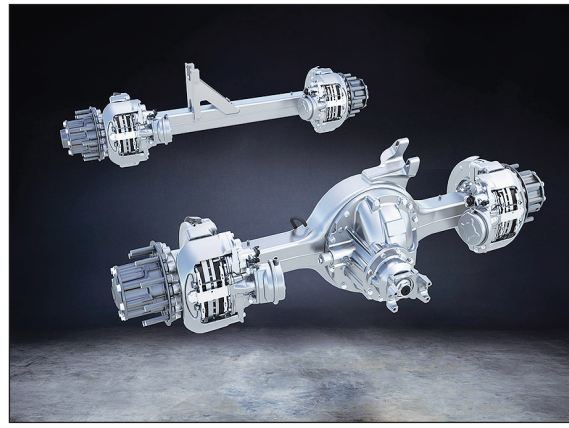


# High Performance Diesels with Bruce Mallinson

If you're looking for new ways to increase efficiency, one thing to keep in mind is the overall weight of the tractor. Lightweighting is a popular new trend fleets are using to increase fuel economy, but you can take advantage of Lightweighting as well. Efficiency gained can be up to 0.5% to 0.6% for every 1,000 lbs. of weight reduction. If you manage to lose 4,000 pounds of weight, that's a 2% MPG gain which is significant. Think of all the benefits of a lighter vehicle, less energy is needed

to accelerate, brake, and change direction. In addition to using less fuel, there will also be less wear and tear on the engine, brakes, tires, and driveline. It also allows you to take heavier loads when you need to. OEMs are looking into offering aluminum frames, carbon fiber cabs, and even a lightweight film instead of paint. But until those options become available, you can still spec a new truck to be lighter weight. A big sleeper cab might be comfortable, but they can add significant weight. Consider a shortened

wheelbase too. You can save 5 pounds per inch on a shorter frame. Consider a 6x2 axle configuration to save 400 lbs. This will also reduce mechanical inefficiency, increasing mileage even more. If you're looking to lighten up an old truck, air suspension will save you 275 pounds, aluminum wheels could be up to 500 pounds total in comparison to steel wheels, composite brake drums can be 50 pounds per wheel. Stationary 5th wheels are the lightest type of 5th wheel. It may seem obvious, but the first

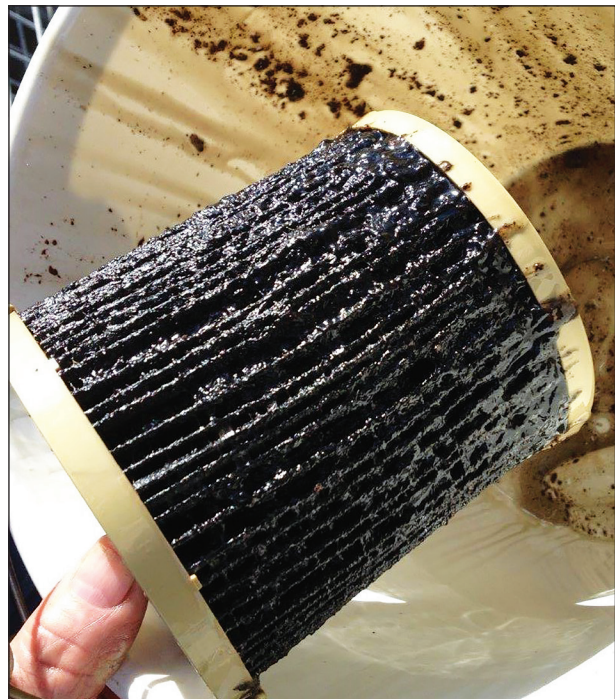


6x2 Axle Configuration

Good diesel fuel should be clear and slightly yellow in color. If it's opaque, like lemonade, you probably have water in the fuel. If it's dark amber, that usually means asphaltene, which is a black tar like substance caused from age, pressure, and heat. An amber color can also indicate microbes, which is a result of too much water in the tank. Both asphaltene and microbes will result in a black oily looking filter. If your filter has a white or cream color substance stuck on it, that's an indication of DEF in the fuel. There are several ways to find out what sort of condition your fuel is in. The easiest is to inspect your fuel filter while replacing it or ask your mechanic to check it out for you. You can also sample the tank to look at the fuel firsthand. If you want to be extra thorough, you can send a fuel sample to a lab to be tested. Diagnosing bad fuel is something almost anyone can do, as it's usually obvious by looking at it to see if there is an issue or not. Don't spend money replacing random parts until you find the root cause, which can often be as simple as bad fuel.



Fuel filter covered in DPF



Fuel filter covered in microbes or asphaltene

If you have an older truck, you may want to consider running Max Mileage for the injector cleaning properties. Some diesel fuels are sold with detergents, but many aren't. This means your injectors are prone to buildup which changes the spray pattern and will negatively affect performance and fuel mileage. Here is one such case where Max Mileage solved a pesky injector problem. The following was sent to us by Wendy Wolfe. "We started using Max Mileage over a year ago in our 1999 KW W900L with N14 Celect Plus. We've gained .5 mpg but even more important is the performance. Anyone with an N14 knows about injector issues. We used to replace one every month or 2. We put in 6 reman injectors when the engine was overhauled in December 2019. We replaced 3 of them before July. We haven't had a problem since we started using this product in July 2020. Our truck will never have a fill up without Max Mileage again."

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

place to start is to get rid of any junk you've been hauling around you don't need. We do recommend having some basic tools with you but refrain from bringing the entire tool chest if you can. The best part is this type of lightweighting is free. Overall, lightweighting might not completely transform your

truck, but every little bit helps when chasing more MPG.

We've had quite a few reports of bad diesel fuel recently. Quite often people are experiencing a rough running engine and don't think to check the fuel first. It's one of the most common causes of a rough, sputtering, or weak running engine.

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## Top 10 Finalists Named in Search For Top Rookie Military Veteran Driver - Winner To Receive 'Driving for Excellence Award' – Kenworth T680



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

For the sixth 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 support "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 T680 features the complete PACCAR Powertrain with PACCAR MX-13 engine, PACCAR TX-12 automated transmission, and PACCAR DX-40 tandem rear axles.

The Top 10 drivers, listed with their military branch of service and current truck fleet, include:

- Steven Brown/U.S. Navy/EPES Transport System
  - Lacresha Daniels/U.S. Navy/PRIME Inc.
  - Marcus Ellis/U.S. Air Force/Stevens Transport
  - William Gamez/U.S. Army, Army National Guard/Roehl Transport
  - Scott McFadden/U.S. Navy/Melton Truck Lines
  - Jimmy Reddell/U.S. Army, Army Reserves/Stevens Transport
  - James C. Rose/U.S. Marine Corps/PRIME Inc.
  - Christopher Slindee/U.S. Army/Knight Transportation
  - Brad Stonebraker/U.S. Army/Melton Truck Lines
  - Justin Utt/U.S. Marine Corps Reserve/Swift Transportation
- "We have an impressive group of drivers selected as finalists in the Transition

Trucking: Driving for Excellence program. Kenworth Truck Company thanks them for their military service to the country and appreciates their dedication on the road in pursuit of their new profession as truck drivers," said Genevieve Bekkerus, Kenworth marketing director.

To qualify, drivers had to meet three eligibility requirements:

-- Must have been active military or member of the National Guard or Reserve.


-- Graduated from PTDI-certified, NAPFTDS or CVTAMember driver training school, with a valid CDL.

-- First hired in a trucking position between January 1, 2020 and July 31, 2021.

The top three finalists in the "Transition Trucking: Driving for Excellence" program will be announced at the MHC Road Ready Center in Chillicothe, Ohio, on October 6, following a recognition event and tour of the adjacent Kenworth Chillicothe manufacturing plant. A popular vote will take place online from Oct. 28 until Veteran's Day on Nov. 11, then the ultimate winner will be determined by a Selection Committee. The winner will be announced on December 17 at the U.S. Chamber of Commerce in Washington, D.C.


For further information on the Transition Trucking: Driving for Excellence award program, please visit [transitiontrucking.org](http://transitiontrucking.org).

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CFD Tested 100" Ht. Windmaster in Comparison to 100" Ht. Flat Alum. @ 65mph



Windmaster GR8K  
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**• 5.17% Reduced Wind Drag • 2.59% Increased Fuel Efficiency**  
CFD Tested 100" Ht. Windmaster in Comparison to 100" Ht. Flat Alum. @ 65mph




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Windmaster  
SMARTLOOK - HIGH HAULER  
Aerodynamic Rolling Tarp Systems

\* WMSL sits 20" Ahead of Deck  
\* Cargo Control Equip Contained Interior.


**• 11.46% Reduced Wind Drag • 5.73% Increased Fuel Efficiency**  
CFD Tested 106" Ht. Windmaster in Comparison to 100" Ht. Flat Alum. @ 65mph  
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# Mercer's Women with a Mission: "MercHER"



continued from page 1

connection, creating opportunities for employees and other members of the Mercer system to mingle and interact.

- To increase employee engagement with extracurricular activities, supporting and empowering girls and women by volunteering in the community.

- To raise Mercer employee awareness about our company's involvement with Women in Trucking, taking advantage of their resources and programs.

- To connect new employees with same-gender mentors who can share their own experiences and insight for building a career at Mercer.

The idea for MercHER came from Brown, who was already spearheading Mercer's involvement with "Women In Trucking", while attending the Walcott truck show this summer and discussing the challenges that women face in the predominantly male trucking industry. The Mercer Transportation system includes quite a few women in professional roles, from the office staff at headquarters to female owner operators and independent agents, and yet those women may rarely interact face to face. Even the women working in different departments and different buildings at headquarters would benefit from networking, mentoring, and mutual encouragement. As Brown explained, "We wanted to establish a group for Mercer employees but also for our truck drivers and ladies that are out on the road...to feel like we support them."

The MercHER team also has a role to play in the broader community. The initial meetings have been tied in with local female-owned businesses (a bakery and a restaurant), and the group is planning to volunteer in the future with Habitat for Humanity during their women's build, and a local addiction recovery center called The Healing Place. Based in Louisville, The Healing Place has a successful detox and rehabilitation program with separate facilities for men and women. The MercHER team is also excited about getting more

involved with the Girl Scouts' program called, "Trucks are for Girls" where Girl Scouts in Louisville and the surrounding areas can earn a special trucking-themed Girl Scout patch.

Mercer has been a member of Women in Trucking since

2019 but the formation of MercHER should create new opportunities for collaboration, with Brown attending the upcoming WIT conference in Dallas. According to WomenInTrucking.org, 17 percent of their organization's members

are men. As for MercHER, Marketing and Media Manager Brian Helton and Marketing & Media Coordinator David Bennett are just two of the men who have already joined. Although the women at headquarters are particularly excited about

sharing their experiences and networking, everyone has a role to play in gender inclusion. When everyone is supported in achieving their professional goals, the whole Mercer team, and the entire Transportation industry, can succeed together.

For more information on MercHER and programs or support for women at Mercer and in the trucking industry, request to join our Facebook page, "MercHER Strong".

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## New Love's Truck Care, Speedco Technology Improving Fleets' Bottom Line

OKLAHOMA CITY, OK... Fleets conducting business at Love's Truck Care and Speedco locations are seeing bottom-line improvements through a new system integrating data between the shops and fleets. The Shop Connect VIEW platform is a cloud-based system allowing fleets to better manage maintenance needs on the web or on-the-go through a new app.

Shop Connect VIEW (Vehicle Insights Estimates Workorders) gives fleets an integrated and intuitive repair and maintenance process, a simplified parts and inventory management method, an easier way to use warranties and customized analytics for visibility and workflow.

The tool's dashboard allows fleets to easily schedule service, keep real-time tabs on maintenance, receive service reminders to prevent breakdowns and track the real cost of ownership for each vehicle. With Shop Connect VIEW, which is powered by Fleetrock, Love's Truck Care is the only network with the ability to bring all the benefits into one system with a low cost, easily adopted and quickly deployed solution.

Love's now uses the system to save time and money on its own fleet, Gemini Motor Transport. Since adopting Shop Connect VIEW, Gemini has achieved a more than 50% reduction in repair order data entry. Additionally, Gemini has gained improvements in scheduled maintenance compliance, warranty recovery, downtime reduction through better maintenance scheduling and productivity improvements.



# ATA Statement on Vaccine Mandates

American Trucking Associations President and CEO Chris Spear issued the following statement today regarding the Administration's proposed vaccine mandate on employers with more than 100 employees:

"The first rule of any public health policy should be 'do no harm.' Unfortunately, these latest mandates and the unintended consequences they'll create fall short of that standard.

ATA, its members and our drivers remain committed to delivering life-saving COVID vaccines, but these proposed requirements—however well-intentioned—threaten to cause further disruptions throughout the supply chain, impeding our nation's COVID response efforts and putting the brakes on any economic revival.

If these mandates are designed to protect

Americans, then why the discriminatory 100-employee threshold, picking winners and losers for both employees and employers?

As this proposal moves forward, ATA is examining all options and will choose a path that protects our industry—so that it can continue delivering on behalf of our country.



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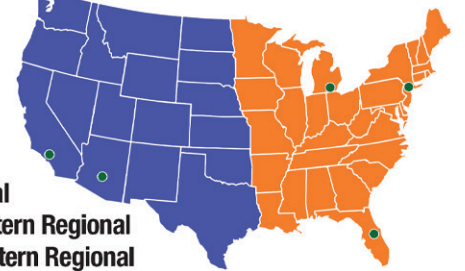
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# “Validation Drivers” from Shaffer Trucking Give Kenworth T680 Next Gen High Marks



Deb and John Bazier

LINCOLN, NE... Before Kenworth launched its new T680 Next Generation, drivers and fleets provided on-going feedback during the development process on what they would like to see in the new on-highway truck model.

“That valuable input and perspective guided the design of the T680 Next Gen,” said Jonathan Duncan, Kenworth design director. “We continue to validate how the truck performs in real-world operations with real drivers and customers.”

That meant a fleet of camouflaged T680 Next Gens hit the road for use with fleets and hand-picked drivers. That included a husband-and-wife team from Shaffer Trucking, the refrigerated division of Crete Carrier.

“We lobbied hard to be able to test the new Kenworth T680 Next Gen,” said Deb Bazier, who drives team with her husband John Bazier out of Portland, Maine. The couple earned ‘Team of the Year’ honors with Shaffer Trucking in 2015, which boosted their credentials.

“We felt we were more than qualified after having driven team for 23 years, including the past 17 with Shaffer. We had driven other truck brands over the years, but for the last several we had driven Kenworth T680s,” said Deb. “So, John and I knew we could give some candid feedback on the T680 Next Gen. Plus, since we have two drivers, we’d have twice the input and twice the miles to report as we typically run about 250,000 miles per year.”

The couple kept meticulous notes and reported findings to MHC Kenworth – Lincoln, Crete’s local Kenworth dealer. “Scott (Kidoo), our MHC salesperson, was fantastic to work with and quick to help address any issues in conjunction with Kenworth engineers and suppliers,” said Deb. “Overall, we were just so impressed with how the T680 had changed and become even more comfortable to drive. Plus, the styling – which we really got to see after the camo came off – was impressive. It’s a great looking truck.”

Driving the Kenworth Next Gen with camo for a little over three months meant the couple was routinely queried at fuel

islands, delivery points, and even at company terminals. “We had a non-disclosure agreement, so we couldn’t talk about the new model or give other drivers tours inside. When the camo came off and we could talk freely, John and I let them know what we thought, and we were happy to show them around. Many had seen

the Kenworth T680 Next Gen video, but seeing the truck in person really impressed them.”

According to John, the narrower hood gives more road view and better sight lines. “And little things, like the repositioning of the fuel fill spouts to the side, instead of behind the cab, makes fueling so much easier. Plus, the new



drop-down door for battery access is a big improvement over the old style where the

battery box had to be unbolted for access.”

“The steps into the cab

are great as well,” added Deb. “They’re very sturdy, nicely spaced and angled and seem to get less ice build-up.”

Inside, the couple gave high marks to the truck’s 15-inch, high-definition digital display, which can be customized for driver preference. “I like to see all the gauges, while John just likes to see the speedometer,” said Deb. “One roll of the dial on the (Kenworth Smart-Wheel®) steering wheel and I can have the information I want displayed. And I like the line gauges – so if the line gets in the red, you know you’re getting in a danger zone.”

Behind the wheel, both John and Deb said the new ‘torque assisted steering’ function on the steering column has made a difference. “Wyoming can be especially windy,” said John. “It takes very little pressure to keep the T680 Next Gen going straight, and helps keep your hands from cramping if you’re getting moved around by the wind.”

Now that the camo is off for good, the couple continue to drive the T680 Next Gen validation vehicle, which now has nearly 143,000 miles on the odometer. “It’s been such an honor to be involved in this project,” said Deb. “To be able to provide feedback and know that our comments are valued has been very rewarding. Kenworth engineers called us back regularly asking for more information and detail. It’s clear they want to make continuous enhancements.”

Going forward, the couple will drive the Kenworth T680 Next Gen until close to 300,000 miles. Then it will be transferred to a solo driver to run out the miles before trade in. “We’ve had a lot of drivers from our company come up to us and say, ‘I want the truck when you get out of it,’” said John. “That tells you something right there. The T680 Next Gen is going to be a big hit with drivers.”

According to Winston Ostergard, third generation owner of Crete Carrier and vice president of maintenance, input from drivers is always important to the company. “We want to put them in trucks they want to drive and the new Kenworth T680 Next Gen fits the bill,” he said. “The comments we heard back from Deb and John helped validate our decision to go with the Next Gen, and it’s why we recently placed an order for 150 of this new model.”

\*All photos taken at MHC Kenworth – Lincoln in Nebraska.



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By Laura Duryea

When developing the current orientation program, we asked ourselves several questions: What do professional drivers want from Boyle? What does Boyle Transportation want from the driver teams? What resources should Boyle provide to the professional drivers to make them successful? What training can we provide to give them the knowledge and confidence they will need to succeed?

In asking 'What do professional drivers want', we identified several important areas of focus. Professional drivers want to be successful. They want to feel valued by their company and be assured that they are upholding their worth to the organization. They want open and honest communication and to know that the company will keep their word. They want to be supported when making a decision to do the right thing and protect the safety of their

equipment and their own personal safety. They want to feel comfortable asking questions. They want to have clear expectations. They want to be paid well for a job well done. They want thorough training, so they have confidence to perform the job to the best of their ability. They want consistency in communications from all departments throughout the company. They want to be involved in the organization and to be asked for their opinion.

When asking ourselves 'What does the company want', we realized that some of our goals are the same. We want open communication, honesty, reliability, properly trained and confident professionals, and drivers that adhere to current regulations and policies. We want our professional drivers to support each other when there is a need. We want our drivers to present themselves professionally by wearing uni-

forms and always conducting themselves at the highest level. We want attentive drivers who develop good driving habits and participate in personal improvement while being a member of the Boyle team.

Through aligning our common goals of proper training, open and honest communication, and adherence to safety protocols in everything we do, we can meet and exceed the expectations of our new professional team drivers.

Due to the specific markets we serve, we have found that virtual training is not sufficient (and too impersonal) to fulfill the needs and expectations of our new professional drivers. Instead, we had discovered that in-person training with many hands-on sessions not only keeps new drivers engaged during orientation, but also produces more confident and competent drivers. Prior to orientation, the new teams are also assigned mentors, so they have someone within the fleet to rely on if they have any questions or problems after completing orientation. Boyle provides a company cell phone and email address to each professional driver and trains them on the use of all equipment and technology within the fleet. With each orientation section, our subject matter experts work directly with the new teams to make sure they understand the material and can replicate the exercises with ease once they are released and actively completing their work assignments. 30 days after orientation and through direct communication at any time, we also ask them what we can do to improve their experience. Through this feedback, we craft new modules to fulfill the current needs of our fleet.

When drivers are treated with respect and provided proper training and resources, we create competent and confident drivers who believe that Boyle Transportation can follow through on promises. They recognize the importance of communication and know that they have the support of all departments any time of day or night. By utilizing our drivers feedback and suggestions, we are continually improving their experience so that our drivers are oriented for success.

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# Walcott Truckers Jamboree Attendance Tops 44,000!



WALCOTT, IA... The World's Largest Truckstop celebrated America's truckers last week with an estimated 44,500 drivers, their families, and local residents in attendance during the 42nd Walcott Truckers Jamboree. Visitors came from 22 different states and three Canadian Provinces to display their trucks; drivers from Arizona, Texas, Vermont, and Canada traveled the farthest. The Walcott Truckers Jamboree has been celebrating truckers, "rain or shine", since 1979. "My parents started this event as a way to show their

appreciation for the hard work professional drivers do each day delivering the goods we need," says Delia Moon Meier, senior vice president. "It took a Pandemic for the rest of the country to realize what we've known all along; professional drivers are essential to our everyday lives and they deserve to be celebrated. That's exactly what the Walcott Truckers Jamboree is all about." During the three days, guests enjoyed over 150 exhibits; a Super Truck Beauty Contest with 87 registered contestants; a fantastic antique truck display

with over 100 vehicles; delicious Iowa pork chop cook-out; Trucker Olympics; a Pet Contest and free, live concerts. Concerts were courtesy of Mobil Delvac, Freightliner Trucks and CAT Scale. Both Thursday night and Friday night included fireworks displays, a truck light show and plenty of fun for the whole family! Iowa 80 Trucking Museum also celebrated the 100th birthday of its 1921 International Model 101. The celebration included birthday cake, refreshments and balloons. Mark your calendars! Next

year's Walcott Truckers Jamboree will be held July 14-16, 2022. 2021 Walcott Truckers Jamboree Super Truck Beauty Contest Winners: WT: Cabover: 1st -Austin Jaeger, 1980 Peterbilt 352 ; 2nd -Randy Yearton, 1972 Terrybilt K100 - Studebaker; 3rd-Matt Schleuger, 1993 Kenworth K100E - Not Daddy's Money WT: Company Truck - Bobtail: 1st-Dawson Taylor, 2020 Freightliner Cascadia - Roll of the Dice; 2nd-Travis Marker, 2019 Peterbilt 389 - Night Train; 3rd-Daniel Huffman, 2021

Custom Graphics - Bobtail: 1st- Paul 2009 Kenworth W900L - Satisfaction; 2nd-Shawn Swanson, 2002 Kenworth W900B - Pure Attitude; 3rd-Dawson Taylor, - 2020 Freightliner Cascadia - Roll of the Dice Custom Graphics - TT Combination: 1st-ex Neely, 2022 Peterbilt 389 & 2003 Manac; 2nd-Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2019 Utility - The Goose; 3rd-Michael VanNess, 2018 Peterbilt 567 & 2021 Walker - Nancy Mae Polish & Detail - Bobtail: 1st -Shawn Swanson, 2002 Kenworth W900B - Pure Attitude; 2nd-Keaton Giza, 2019 Peterbilt 389; 3rd-Ron Brubaker, 1993 Peterbilt 379 - One of a Kind Polish & Detail - TT Combination: 1st-Don Wood, 2003 Peterbilt 379 & 2021 Mac - High Maintenance; 2nd-Jay Hawthorne, 2018 Peterbilt 389 & 2017 Reitnauer - Dirty Business; 3rd-Andy Schwarz, 2019 Peterbilt 389 & 2021 Mac Interior - OEM Sleeper - Bobtail: 1st-Dawson Taylor, 2020 Freightliner Cascadia - Roll of the Dice; 2nd-Shawn Swanson, 2002 Kenworth W900B - Pure Attitude; 3rd-Paul Saline, 2009 Kenworth W900L - Satisfaction Interior - OEM Sleeper - Combination: 1st-Terry & Kasey Aslinger, 1996 Peterbilt 379 & 2020 Sun Country - Zippy; 2nd-Rob Hallahan, 2022 Peterbilt 389 & 2022 Great Dane - Jokes On You; 3rd-Dylan McCrabb, 2022 Peterbilt 389 & 2022 Wilson Interior - OEM Conversion Sleeper : 1st-Andy Schwarz, - 2019 Peterbilt 389 & 2021 Mac; 2nd-Jay Hawthorne, -2018 Peterbilt 389 & 2017 Reitnauer - Dirty Business; 3rd-Don Wood, 2003 Peterbilt 379 & 2021 Mac - High Maintenance Interior - Custom Sleeper: 1st-Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2019 Utility - The Goose; 2nd-Michael & Jackie Wallace, Ashville, AL - 2007 Freightliner Coronado & 2014 Great Dane -Semper Fi; 3rd-Lavern Cross, 1982 Kenworth W900A Lights at Night - Bobtail - Show Only : WINNER - Aaron Walters, Peterbilt 389 - Blue Moon; Lights at Night - TT Combination - Road Legal: 1st-Darren Nolt, 1984 Peterbilt 359 & 2018 Great Dane - Rooster Cruise; 2nd-Kendall Nolt, 1987 Peterbilt 359 & 2020 Great Dane; 3rd-Dennis Durand, 2017 Kenworth W900 & 2016 Tremcar Lights at Night - TT Combination - Show Only: 1st-Don Wood, 2003 Peterbilt 379 & 2021 Mac - High Maintenance; 2nd-Marcel Pontbriand, 1989 Peterbilt 379 & 2015 Great Dane - Cowboy of the Road; 3rd-Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2019 Utility - The Goose Lights at Night - Specialty: WINNER -Danny Autullo, 1993 Peterbilt Ratrod - Lawless Best Overall Theme: WINNER - Marcel Pontbriand, 1989 Peterbilt 379 & 2015 Great Dane - Cowboy of the Road Trucker's Choice: WINNER - Marcel Pontbriand

Peterbilt 389 2022 Peterbilt 389 & 2003 Manac; 3rd-Zach Pletcher, 2015 Peterbilt 389 & 2015 MAC - Simply Red Rat Rod: WINNER Danny Autullo, 1948 Diamond T WT: 2021-2018 Bobtail : 1st Aaron Walters, 2019 Peterbilt 389 - Blue Moon; 2nd-Brandon Graddick, 2022 Peterbilt 389; 3rd-Keaton Giza, 2019 Peterbilt 389, NE - 2005 Kenworth W900L - Hercules; 3rd-Karen Jack, 2006 Peterbilt 379 Ext. Hood WT: 2002-1997 Bobtail : 1st Shawn Swanson, 2002 Kenworth W900B - Pure Attitude; 2nd-Tim Bauman, 1999 Freightliner Classic; 3rd-Blake & Leann Dannhaus, 2001 Peterbilt 379 WT: 1996 & Older Bobtail : 1st- Schleuger, 1985 Kenworth K100; 2nd-Marvin Hughes, 1994 Peterbilt 379 - Drawer Dropper; 3rd -Lavern Cross, 1982 Kenworth W900A WT: 2021-2016 Combination: 1st-TJ & Scott Hansen, 2021 Peterbilt 389 & 2021 Utility - Optimus Prime; 2nd-Dylan McCrabb, 2022 Peterbilt 389 & 2022 Wilson; 3rd Andy Schwarz, 2019 Peterbilt 389 & 2021 Mac -Mary Peterson Norton, 2014 Kenworth T660 & 2009 Great Dane - Jordy; 3rd -Timothy Olden, 2012 Peterbilt 386 & 2018 Great Dane - Red Rocket WT: 2006 & older Combination: 1st-Marcel Pontbriand, 1989 Peterbilt 379 & 2015 Great Dane - Cowboy of the Road; 2nd-Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2019 Utility - The Goose; 3rd -Gary Jones Jr, 1999 Peterbilt 379 & 2019 Globe - Excessive Behavior II Show Class: 1st-Don Wood, 2003 Peterbilt 379 & 2021 Mac - High Maintenance; 2nd-Ron Brubaker, 1993 Peterbilt 379 - One of a Kind; 3rd-Brett Wright, 2020 Peterbilt 389 - Mostly for the Money Custom Paint - Bobtail: 1st-Ron Deardurff, 1979 Kenworth W900; 2nd-Brett Wright, 2020 Peterbilt 389 - Mostly for the Money; 3rd-JR Schleuger, 1985 Kenworth K100 Custom Paint - TT Combination: 1st-Dave Schroyer, 2013 Peterbilt 389 & 2013 Landoll; 2nd-Andy Schwarz, 2019 Peterbilt 389 & 2021 Mac; 3rd-Gary Jones Jr, 1999 Peterbilt 379 & 2020 XL Specialized - Excessive Behavior II

**Aerial photo courtesy of Walcott Truckers Jamboree, other 2 photos by Dan Pollock -**




# 2021 Walcott Truckers Jamboree

All photos by Dan Pollock

To see our complete photo coverage visit our Truck Show Gallery of photos at [www.movinout.com](http://www.movinout.com)










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While it is widely presented that there are two types of sleep apnea (obstructive and central) we were interested in just how the Nature's Rite product would deal with this. As we posed this question to Mr. Frank, we were quite intrigued by his response: "That is a question that I often hear, and I would like to begin by stating that my research shows very clearly that central sleep apnea is the predominant condition and that the obstruction is only an exacerbating condition." He continued, "When we increase the signal from the brain to the diaphragm with our Sleep Apnea Relief, we find that the breathing doesn't stop and so, the sagging soft-pallet is not sucked into the airway. Hence, no sleep disturbance."

As it turns out, Mr. Frank suffers from sleep apnea and

had previously studied sleep and dreaming. He studied the problem and was able to try various remedies first-hand. "The first time that I tried this combination of herbs, I was having terrible apnea and hadn't slept more than 90 seconds at a time in three days. I took the herbs before bed and didn't wake up until the next morning. To say that I was relieved is quite an understatement. I was THRILLED!" Being the scientist that he is, Mr. Frank did NOT take the herbs the next night for verification. He reported that at 4:00 am after snorting himself awake every 90 seconds... he broke down and took them. "I know that I ruined the experiment, but at that point it was clear that they had worked, and I was very, very tired. I fell asleep within 20 minutes and didn't wake until the alarm sounded. ... A miracle." "At that point," he recalled, "I realized that I would never have to wear a CPAP again."

Since that night, more than 15 years ago, Mr. Frank has patented the formula, started Nature's Rite, LLC, and introduced a couple of dozen other products. We asked him why this turned into such a huge assortment of products. "I make these products for myself and my friends. I address all the issues that come up in our quest to stay healthy. I make them for my friends, but I'm happy to share them with everyone."

The products that Mr. Frank has designed are sold through Nature's Rite, LLC. They can be found at [www.MyNaturesRite.com](http://www.MyNaturesRite.com). Additional information about the products can be found at an information-only site [www.HealthCareToolKit.info](http://www.HealthCareToolKit.info) or by purchasing the book of the same name.

## ATA Truck Tonnage Index Decreased 1.2% in July

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 1.2% in July after falling 2% in June. In July, the index equaled 109.8 (2015=100) compared with 111.1 in June.

"Softness in tonnage over the last few months is due more to supply constraints, rather than a big drop in freight volumes," said ATA Chief Economist Bob Costello. "Not only are there broader supply chain issues, like semiconductors, holding tonnage back, but there are also industry specific difficulties, including the driver shortage and lack of equipment. For-hire truckload carriers are operating fewer trucks than a year earlier. It is difficult to haul significantly more freight with fewer trucks and drivers."

"In addition to these supply issues, retail sales and housing starts, both large drivers of truck freight, retreated in July, although both rose on a year-over-year basis" he said.

June's reading was revised down to -2% from our July 20 press release.

Compared with July 2020, the SA index fell 2.9%, which was the first year-over-year drop since March. In June, the index was flat from a year earlier. Year-to-date, compared with the same seven months in 2020, tonnage is down 0.2%.



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The EAC software provides air dryer-related status messages over the J1939 network, with the capability to monitor excessive air demand, which can indicate system leaks or other issues. It also monitors regeneration cycles and the amount of air processed during the service life of a dryer cartridge. Using this information along with other data from the compressor, the EAC can signal when it's time to replace the cartridge.

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The quality of a truck's compressed air supply matters more than ever as commercial vehicles are increasingly equipped with higher levels of automation that incorporate multiple solenoid valves. These valves provide precise control for safety systems and require cleaner air than traditional manual brake valves. Additionally, some Automated Manual Transmissions (AMTs) and emissions equipment rely on pneumatic controls.

For more information about Bendix air management systems, visit [www.bendix.com](http://www.bendix.com) or call 1-800-AIR-BRAKE (1-800-247-2725). Additional Bendix insight can be found in Bendix's multimedia center at [knowledge-dock.com](http://knowledge-dock.com).

ELYRIA, OH... Consider these three demands of modern full-function air dryer technology: more dry air for the systems today's trucks depend on; improved energy efficiency; and air system diagnostics. The new Bendix® AD-HFi™ air dryer delivers on all three with the addition of electronic pressure control.

The AD-HFi model features the same leading-edge design of the Bendix® AD-HF® dryer – which Bendix Commercial Vehicle Systems LLC (Bendix) launched in 2019 – but incorporates a solenoid-operated valve that replaces the traditional mechanical governor.

With a traditional mechanical governor, a commercial vehicle air dryer has two fixed set-points that determine when the compressor charges and unloads. When the system pressure is fully charged – typically at 130 psi – the mechanical governor sends a pressure signal that tells the compres-

sor to unload. As the vehicle's brakes are applied – or any other air-driven system uses the compressed air supply – the pressure decreases, and at 110 psi, the governor again signals the compressor to build pressure and recharge the system.

While a mechanical governor's status operates within two fixed pressure settings, the Bendix® AD-HFi™ air dryer's solenoid is controlled by Electronic Air Control (EAC) software, which monitors a range of data broadcast across a truck's J1939 network, including speed, engine torque, and RPM.

Efficiency and energy savings are also built into the EAC software in the form of Overrun and Overtake functions. When a compressor is building pressure, it consumes approximately 8 to 10 horsepower from the engine. EAC software uses the vehicle's operating information to determine optimal compressor run times.

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# Cargill Introduces New Mileage Based Fleet

By Steve Pollock

WICHITA, KS... Cargill has launched a new mileage-based fleet for owner-operators. Contractors are paid for all

dispatched miles, with twice weekly settlements. Cargill is currently leasing owner-operators located within 250 miles of the following cities:

Fort Morgan, CO; Friona, TX; Marshall, MO; Dodge City, KS; Schuyler, NE; and Springdale, AR. The company is leasing for other areas as well and drivers are home most weekends.

The freight is refrigerated, hauling fresh and frozen meat direct from Cargill processing plants. Most of the hauls are 600 miles or less. Contractors can bring their own trailer or pull one of Cargill's with no trailer rental fees. It is steady, year-round work and since you are hauling direct for the shipper, all the middlemen are cut out of the picture.

Cargill was established over 150 years ago with the concept of connecting farmers directly to consumers. The company has grown to own plants in 60 countries (30 in the USA) and employs over 150,000 people. The Cargill fleet has about 200 owner-operators currently leased with no company trucks. The company is always growing, continually creating opportunities for independent contractors. To learn more about Cargill's new mileage-based fleet or other fleets operated by the company, call 800-835-3119.

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## Bestpass Partners with Cline Avenue Bridge in Indiana to Provide Commercial Toll Volume Pricing Program



ALBANY, NY... Bestpass®, the comprehensive payment platform provider and leader in toll management solutions for commercial fleets in North America, today announced that it has partnered with the Cline Avenue Bridge in East Chicago, Ind., to provide a quarterly volume pricing program through end of 2021 that can save commercial fleets and drivers up to 15 percent on toll transactions.

"We pride ourselves on saving our customers both time and money, and this partnership with the Cline Avenue Bridge allows us to provide even more value with our toll management solution," said John Andrews, president and chief strategy officer of

Bestpass. "Not only can our customers save time by using the bridge, but now they can see direct cost savings through this volume pricing program."

The Cline Avenue opened in December 2020, reconnecting State Road 912 to Interstate 90 and providing the most direct route into Northwest Indiana and the most time-saving route to Chicago. Through the program, Bestpass customers are eligible for tiered volume toll discounts based on how frequently they travel the bridge each quarter.

"In an industry where every mile and minute counts, we recognize the importance of a reliable shortcut," said Terry Velligan, general manager of operations at Cline Avenue

Bridge, LLC. "Our partnership with Bestpass aligns perfectly with our overall mission to provide solutions to infrastructure challenges. I look forward to seeing this relationship advance the safety, efficiency, and profitability of the trucking industry."

The Cline Avenue Bridge is owned by United Bridge Partners, a private infrastructure company that finances, designs, builds, owns, and operates private toll bridges across the United States. To learn more about the Cline Avenue Bridge, visit [www.clineave.com](http://www.clineave.com).

Bestpass customers can enroll in the volume pricing program by emailing [provider-services@bestpass.com](mailto:provider-services@bestpass.com).

## Congress Again Fails To Address Truck Parking Crisis In The Midst Of National Truck Driver Appreciation Week, House Democrats Show They Have Little [Appreciation]

Washington DC... The Owner-Operator Independent Drivers Association issued the following response regarding the passage of the U.S. House Transportation & Infrastructure Committee's portion of a new \$3.5 trillion federal spending bill, which failed to provide funding for truck parking projects:

Todd Spencer, president and CEO:

"Despite the long history of broad, bipartisan support, numerous government studies and repeated pleas from truck drivers, Democrats on the T&I Committee opposed efforts to address trucking's number one safety concern, the lack of safe parking. Truckers likely face another five years of a worsening crisis that jeopardizes their safety on a daily basis.

It's tough to swallow the fact that in a year when Congress is authorizing hundreds-of-billions of dollars for infrastructure projects and highway safety programs, not a single penny was set aside for truck parking.

America's professional drivers have been working tirelessly to keep the country safe and productive throughout the COVID-19 pandemic. Every region of our country and segment of our economy rely upon long-haul truck drivers, yet their biggest safety need continues to be ignored by Congress.

Addressing the parking shortage would also have supported efforts to reduce carbon emission from the transportation sector. Truck drivers waste approximately 56 minutes per day looking for parking, all the while

needlessly burning fuel, emitting carbon and contrib-

uting to congestion.

And although we are disappointed with the outcome, we want to thank Rep. Mike Bost for having introduced an amendment, which would have provided \$1 billion for truck parking projects. We will

continue working with him and other allies on Capitol Hill to find opportunities to enact meaningful truck parking legislation. We also thank all the Republicans for their vote and Sam Graves."

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# Over The Top Truck Wash Relocates To Barkeyville, Pennsylvania



By Pam Pollock

Over The Top Truck Wash owners Paul Galster and Tim Kalb are excited to announce the reloca-

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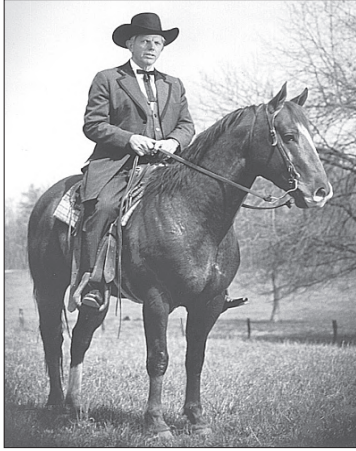
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# The Circuit Rider



Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

## Some Thoughts To Chew On About Religion

A little boy told his tiger to eat up a person who had annoyed him. The tiger is reported to have said, "Eat him up? I can't do that."

The little boy asked, "Why?" The tiger replied, "Fat is high in cholesterol." The child then said, "Then just chew him up and spit him out."

This is how humanity is when we see it in everyday life. There are many people who would like to have you dead, but they don't want to kill you themselves. They want somebody else to do it. Then those who are hired to do the dirty work really don't want to harm us. So instead of eating us up, they just want to shew us up and spit us out.

How many times have you heard someone say, "I really chewed old John out!" That shows a weakness in the individual who is doing the chewing. We need to be patient. One of the fruits of the spirit is long suffering, being able to take it.

Sometimes to be a Christian means seeing how much you can take. Jesus said, "If they smite you on one cheek, turn the other cheek also. If they take your coat, give them your cloak. If you ask you to walk a mile, walk with them two miles." By then you'll have lived out the Christian principle. To chew people up and spit them out is not Christian, but to be tenderhearted, forgiving one another is the Christian way, because God has forgiven us.

## Costs for Fleet Maintenance and Repair Rise in First Half of 2021

Cleveland, OH... American Trucking Associations' Technology & Maintenance Council and Decisiv Inc., reported during TMC's Fall Meeting & Transportation Technology Exhibition that costs for parts and labor for repairs rose over the first six months of the year.

According to the Decisiv/TMC North American Service Event Benchmark Report, labor costs for repair and maintenance increased 2.6% between the 1st and 2nd quarters in 2021 and overall parts costs increased by 2.8%. In that same period, parts costs for Tires increased by 10.7% and Transmissions part costs rose 9%.

Focusing on parts and labor pricing year over year revealed that the three most significant changes between Q2 2020 and Q2 2021 were in Lighting systems, which were up 17.4% while Transmissions costs rose 16.4% and Brakes costs increased 11.1%.

The report covers power unit parts and labor costs in the nine top Vehicle Main-

tenance Reporting System (VMRS) System Level Code categories, including Brakes, Steering, Tires, Transmissions, Electrical, Charging, Lighting, Exhaust and Engines.

"The going partnership between TMC and Decisiv offers Council fleet members a great benefit to help them benchmark their overall parts and labor costs against a large sample size of their peers," said TMC Executive Director Robert Braswell. "We're very excited to join with Decisiv to make this important information available to our fleet members."

The Decisiv/TMC North American Service Event Benchmark reports are made possible because of the rapidly growing amount of data being collected on service and repair events for the more than 7 million commercial assets operating across the U.S. and Canada that are being serviced on Decisiv's SRM platform. The summaries are compiled from more than 600,000 monthly service maintenance and repair operations

conducted across nearly 5,000 service locations.

The monthly benchmark reports provide a detailed profile of service costs monthly, quarterly and annually, and on a regional basis. The partnership between Decisiv and TMC to produce the North Ameri-

can Service Event Benchmark reports was announced earlier this year.

TMC fleet members will receive the report electronically via email. For more information on joining TMC, call (703) 838-1763 or visit <http://tmc.trucking.org>.



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# A Likely Story - "Person Of Interest"

By Roger Clark

I read a news story about a guy arrested for murder, identified only as 'person of interest' now a 'resident' in a local county jail. I mean uh, correctional facility. After just a little digging, of course, we learned the sheriff was newly woke, and recently appointed by a blue state governor during a period of skyrocketing crime. Of course.

Well, I've done a pretty good job of keeping politics out of my writing, yet done a lousy one of keeping out the words. Yet I read news stories every day that frame even murder in phrases of political correctness. Are you going to believe me, scream members of the media, or your lying eyes?

My favorite examples, of course, were the 'peaceful protests' last summer, taking place directly in front of burning buildings. Portland, Seattle, St. Louis, and even in my hometown of Minneapolis, correspondents could barely hide their glee as the Uptown District erupted in flames. Around the corner, between pallets of invisible bricks, Antifa was burning the American flag. And why? Because they could, without consequence or remorse.

Torch the rainbow flag of the LGBTQ community, however, and be convicted of a hate crime. Question the Marxist motives of the BLM

organization and be victimized by their cancel culture. Doubt out loud the results of our 2016 elections, and be ostracized as a white supremacist, even if you're black as Larry Elder.

There are, however, new terms popping up quicker than REI's polyester mansions for the homeless. These people are now called "outdoor urban dwellers", coming to a park near you any day now. And that bearded guy you chased out of the ladies' restroom last week is not a pervert, but just expressing his personal gender re-assignment.

Those metropolitan range rovers videotaped last month filling garbage bags with drug-store merchandise were not criminals, but "irregular shoppers", and were not stoned, but "chemically inconvenienced". They were not being dishonest, just ethically disoriented, and not a societal failure, but non-traditional successes. I'm sure you could find them, even without a warrant, at any San Francisco County flea market.

That tubby guy you saw at Flying J last week wearing flipflops and a skirt wasn't non-conforming. He was a visually unfavorable metabolic overachiever. What's more, he was not too lazy for pants, just motivationally deficient. I hope from now on there's no confusion about this!

If your Nike Lebron XVIII's are still wet from the crossing the

Rio Grande, it doesn't mean you're an illegal immigrant. We're told you are an "undocumented worker" seeking economic justice, transiting with the help of 'bilingual travel agents', not cartel coyotes. Taliban and Al-Qaeda are no longer terrorist cells, but 'civil servants' dedicated to a kinder and gentler form of destruction, disruption, violence and domination.

I think what's more important than political correctness is honesty. We don't gossip about our neighbors. Everything we say about them is true, even if they ain't no good. My granddaughter is 'outspoken', not bossy, and her little twin brothers are just 'behaviorally challenged', not little rascals.

Speaking of bosses, our dispatchers are now called 'driver managers' and they need to know where we are. God may know where you are, and you may know where you are. But if your manager doesn't know where you are, you had better be on good terms with God. And trust me on this, they don't care what flag you're flying, or if you're a gender free, economically marginalized, energetically declined, or politically deplorable Person Of Interest.

You can reach Roger at rogerclark437@gmail.com

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# Paul Riggle & Sons Truck Show Triumphantly Returns In 2021



*- All Photos by Pam Pollock -*



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# Pacifico Reflections - Their Neighborhood

by: Mike McGough  
 The nine houses in this cul-de-sac were the first nine built in what was planned to be a massive development. Shortly after these initial nine were completed, there were some long and protracted legal

complications over zoning and some questions about how the property had been purchased out of a trust. To say the least it will be years until any more are built. These nine houses were the different models the developer

was offering. They were all completed shortly after the 10th anniversary of 9/11, and they were all sold within six months. Even though it is a very small neighborhood, it has a remarkable degree of diversity, almost as though

someone had willfully planned to demonstrate that anyone and everyone was welcome in their neighborhood.

There was a remarkable degree of get-along in their neighborhood for several years. Because they live several miles from the nearest town in any direction, neighbors routinely shopped for each other, picked up mail at the post office, and dropped off laundry at the cleaners. When you saw a red gas can sitting in the driveway of the first house next to the main road, that was your sign that if you needed gas for a mower or snow blower, all you had to do was drop your can off by noon, put a few bucks with it, and full cans would be there by the time you came home from work. Progressive dinners around holidays were always fun gatherings. One year they did a Thanksgiving feast that was epic, a real coming together of people who cared about each other.

Then it happened. A presidential election fractured the peace in their neighborhood. Political yard signs went up and when they did, everyone publicly placed themselves somewhere on the contemporary political spectrum. Politics was seldom if ever a topic of conversation, let alone debated in their neighborhood. Their debates were more the F150 vs Dodge Ram and Pirates vs Phillies type.

The campaign was the beginning of a rough time in their neighborhood. It started off as joking and chiding, but

it quickly became caustic and divisive. The second round of political yard signs didn't support one candidate over another, but instead took jabs at anyone who supported a particular candidate. The 4th of July picnic was civil, but just barely. The Labor Day picnic never happened. Lines had been drawn, and it became clear early on that these were some pretty firm lines. You either were a supporter or you were not.

Even though the yard signs were beginning to fade a bit, the sentiments behind them were not. It was polarizing. With no understanding or appreciation for other perspectives, their neighborhood was divided. Unlike any other presidential election any of them could recall, this one really separated them, and the divide was growing. As one political theorist put it, "This is a freak event of political science."

When Covid arrived, the divide deepened. Snide comments gave way to caustic attacks, which in time gave way to anger-driven outbursts about how anyone could be so blind or how you could possibly believe such utter nonsense. Both sides were prepared to serve up their best insults on a moment's notice, that was among those who were still speaking to anyone.

Then it happened. The weatherman called it a freak of meteorological science. A tornado touched down in their neighborhood. Two of the houses suffered massive

damage and were beyond repair. Four more were salvageable, but would need extensive work, and three had shingles and siding ripped off, but were still livable. All the yard signs were gone--blown to God knows where. Nobody went looking for them.

As everyone returned from work that day, their neighborhood gathered in the street. There were in equal measure tears and words of comfort. A retired couple, whose house was hit but livable, had prepared enough food for everyone to have supper. As soon as the twister passed, two of the families had gone and helped to gather personal items from the two houses that had been severely damaged. They had it all drying out on their garage floors. Three of the families had dogs. All three were found. Arrangements were made for everyone to have a place to sleep that night. It was tight, but everyone got some much-needed rest.

Rebuilding has been slow due to current material shortages, but the work continues. They're planning a Thanksgiving dinner. Their neighborhood was damaged, but it wasn't destroyed.

Whether other houses are built in their neighborhood or not, these folks and their neighborhood are solid. A freak event of political science taught them a lesson about themselves. A freak event of meteorological science taught them a lesson about each other.



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

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**October 16 - 12th Annual LargeCarMag Southern Classic Truck Show** - Whites Travel Center, Raphine, VA. For more info [www.largecarmag.com](http://www.largecarmag.com)

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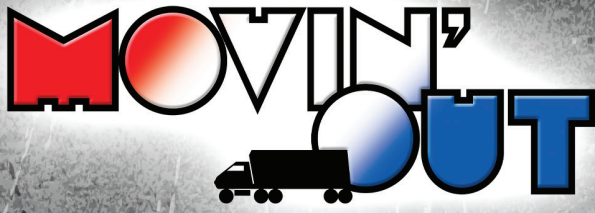
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# Working Show Truck Of The Month

John P. Noto Jr. -  
John P. Noto Trucking



By Robert Conrad

John P. Noto Jr. has nicknamed his 1979 KW W-900A "Second Slice", but as you can see from our photos, it's definitely first rate! John built this orange & cream classic with a lot of blood, sweat, and tears and the support of his family all along the way.

He did the majority of the work himself, putting this classic '79 on 2013 frame rails and adding a 36" 359 Peterbilt sleeper with a custom-made big hole kit. The cab and sleeper are

huck bolted together and they are sitting on a custom air ride with a wide ride front axle and disc brakes all around. John has added a full complement of VDO gauges, a custom stereo, and California walnut burl dash panels. The interior was done in distressed chocolate brown leather with orange stitching courtesy of Custom Stitch Upholstery.

John credits Martin for the flawless clearcoat on the cab & sleeper, Yononne Signs for the vinyl lettering, and the King

of Chrome for supplying just enough "bling" to compliment the orange paint. He says the hood, cab, and sleeper are all channeled 2" over the frame to give the truck a lower look and it certainly makes heads turn when John pulls into a quarry with this classic workhorse. That's right, this '79 is no garage queen that only comes out for truck shows, but it's a workhorse as well with power coming from a Signature 600 crate motor that's backed by an 18 speed. In fact, John worked

this old girl the day before we did our photo shoot!

John is all about the details and he's also installed new, hand-built wiring and plumbing throughout the truck. John has built several cool rides, but he's definitely outdone himself with "Second Slice", and this bright orange working classic is our choice for the October Working Show Truck of the Month.



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## USED TRAILERS



**Qty 20** – 2012 Wabash 42'x96"x12'5" Spring Slider, Aluminum Roof, Swing Doors, 2 Rows "E" Track. Unit #'s 4861-4885

## Matched Group



**Qty 15** - 2018 & 2019 Fontaine 48'x102" Steel Flats, Spring Slider, Winch Track. Unit #'s 4790-4805

## \*\*\*Coming Soon\*\*\*



**Qty 100+** – 2012 - 2013 Reitnauer 48'x102" All Aluminum Flatbeds w/10'2" Air-Ride Spreads & More.

## NEW TRAILERS



**Qty 9** – New Fontaine Workhorse 55LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Rear Lift Axle, Some w/ Wheel Covers.

**Qty 2** – New Fontaine Magnitude 55-Ton Drop Side Rail, Rear Lift Axle, o/s Alum Wheels.

**Qty 2** – New Fontaine Magnitude 60LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Front Ramps, Rear Lift Axle.

**Qty 2** – New Fontaine EQI Hydraulic Spreader.

**Qty 4** – New Fontaine 55-Ton Paver, 24' Well.

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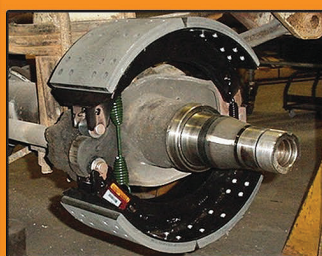
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