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## Carlisle Truck Nationals Crushes Records



Jesse Shirey's 1996 International 9370 won the Movin' Out Pick Trophy at the 2023 Carlisle Truck Nationals. Turn to pages 12 & 13 for the story, Winners List and more photos. - Photo by Steve Pollock -

### Army Vet Rides With Pride



Andre Crisler

By Steve Pollock

BELLEVILLE, MI... Andre Crisler was one happy man the day his 2019 Volvo VN returned from receiving a wrap commemorating his military service. Ascent, where Andre is leased, had his truck wrapped as a tribute to his

service to our Country. Andre's truck is on display at all of the truck shows that Ascent Expedite attends.

Andre was a Spec 4 in the U.S. Army, serving in the 112<sup>th</sup> Military Police Battalion. His mission was to go on patrol and secure POWs. Andre served from

1983 to 1995 and was deployed to Iraq for Operation Desert Storm in 1990, where he helped to liberate Kuwait. Andre also participated in Operation Just Cause and Operation Desert Shield.

Andre's dad was a truck-continued on page 16

### Alabama Trucker Finds Formula For Success



Frank Langston

By Steve Pollock

MUNFORD, AL... Frank Langston has been riding in trucks since he was 3 years old. His Dad and his

Stepdad were both truckers, so it was no surprise that growing up all Frank wanted to do was to drive truck. Frank began his

driving career in 1992 and drove company trucks off and on until he acquired his own authority and be-continued on page 17

# Optimus Prime Rises Up Against Bullies



Pictured from left to right: Larry and Thelma York, owners of Bumblebee; Jason McCurdy, Board Director of The Great Stoneboro Fair; and Ryan, Joe, and Ania Fiduccia, owners of the Optimus Prime Replica Truck.



the trademark and the Optimus Prime replica truck was born. 25 people were involved in the creation/building of the truck, which took about a year to complete.

Joe Fiduccia obtained his CDL license and now he and his wife Ania and son Ryan tour North America and Canada. Joe's son Ryan was 8 years old when Joe had Optimus Prime built and it was, and still remains, Joe's desire for bringing a special message of anti-bullying when Optimus Prime makes its special appearances at events, especially schools, where they give Anti-Bullying educational presentations.

The Fiduccias have added some touches to their Optimus Prime truck, including personalized mudflaps which add character to the truck.

Additionally, "Bumblebee", a 2011 Camaro owned by Larry and Thelma York of Constantine, Michigan made a surprise appearance at The Great Stoneboro Fair! Bumblebee is a sleek beauty with only 11,000 miles. The Yorks drove from Michigan to Western Pennsylvania just for the fair! Larry York is a Pneumatic Tank Hauler for PRM Trucking of White Pigeon, Michigan.

Also on display alongside Optimus Prime and Bumblebee was "Happer", a 1996 Kenworth W900L owned by Jones Performance Products.



## By Pam Pollock

STONEBORO, PA... A very special visitor rolled into The Great Stoneboro Fair this past Labor Day weekend! The fair is a family tradition in Western Pennsylvania since 1867. This year Jason McCurdy, a board director at the Great Stoneboro Fair wanted to give fair attendees a new attraction and with the sponsorship provided by Mercer Auto Wreckers LLC, Christie Diesel LLC, and Jones Performance Products, Inc., the world's only fan-built full-scale AOE replica truck of Optimus Prime,

lived up to the task.

The Fiduccia family from the Northeast Pennsylvania area: Joe, Ania, and Ryan are the proud owners of the AOE Optimus Prime replica truck, which is a 2017 Western Star 5700. Joe Fiduccia, who was not a Professional Truck Driver, had a vision and dream to build a replica of the Optimus Prime truck from the Transformers Age of Extinction movie. Taking a giant leap of faith, Joe sought and received permission from Hasbro in 2015 to have his vision brought to life and to be able to use



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# OFF THE BEATEN PATH

BY PAM POLLOCK

## My Irish Eyes Were Smiling...



### Ally the Piper

This Irish lass had the opportunity to celebrate the Magic of Ireland at the Pittsburgh Irish Festival, which was held on September 8<sup>th</sup>-10<sup>th</sup> at the national historic landmark, Carrie Blast Furnaces in Swissvale, Pennsylvania. Because of work, dang it, why does work always have to interfere, I meandered down to the opening night of the show on Friday.

I've never been to an Irish Festival before, so I wasn't sure what to expect. What I found was a camaraderie of people, some Irish, some not. There was lots of blarney being told and laughter bounced off the furnaces. The beer and whiskey were flowing, and because I don't drink alcohol, a scrumptious green slushie concoction allowed me to join in the merriment of toasts.

An Irish comedian was yukking it up as men and women tried their hand at throwing axes nearby. Vendors were hawking their wares under a big top tent at the Irish Marketplace. Children, some wearing kilts and Irish dresses, were creating crafts at Leprechaun's Landing. The Movin' Out Clan wandered over to the Genealogy Pavilion where Dan discovered my maiden name Roddy in a genealogy book. (Officially listed as Ruddy, with Roddy listed underneath and I discovered that my ancestors were from the county of Donegal.

The food – oh, the glorious food! We feasted on Shepherd's Pie, Bangers and Mash, Irish Bread Bowl and Bread Pudding that was beyond divine.

And ahhh... the men in kilts... Sigh, I do indeed love me a man in a kilt.

Dancers and musicians performed at various stages, bringing people to their feet! Nostalgic songs

brought tears to my eyes and then minutes later, a rousing performance on bagpipes from Ally the Piper had me dancing on the wet grass (in true Ireland fashion, a brief but very powerful rainstorm swept through the fair, leaving a beautiful rainbow beaming down from the skies afterwards.)

The highlight of my evening at the Pittsburgh Irish Festival was the performance by Ally Crowley-Duncan, aka All the Piper. She sings and plays multiple instruments, but she's best known for playing the Great Highland Bagpipe. Ally is a very friendly performer, who



It doesn't get more Irish than this - a man in a kilt, holding 2 beers! LOL

truly loves what she does, and it shows. She lights up the stage and is very interactive with the crowd. Ally performs traditional music, as well as modern music. She even pipes along to Metallica's music! I realize that I am fan girling (or in my case, Gaga girling) right now – but she is just \*that\* awesome! You can learn more about Ally, including upcoming performances and tours, at [www.piperally.com](http://www.piperally.com)

Next year's Pittsburgh Irish Festival is slated for September 6-8, 2024. I plan on attending on Saturday to be able to glean and soak up a full day of Irish culture and fun. More information on the Pittsburgh Irish Festival can be obtained at [www.pghirish-fest.org](http://www.pghirish-fest.org)

Donegal, Ireland is 3,331 miles away, but the Pittsburgh Irish Festival truly brought the "Magic of Ireland" to this little old Gaga (Grandma).



We ate a lot of delicious Irish foods.



Obviously the pot of gold at the end of this rainbow was the Pittsburgh Irish Festival!



The Pittsburgh Irish Festival was held on the ground of the National Historic Landmark, the Carrie Blast Furnaces.



Ally the Piper performing at the Jameson Stage at the Pittsburgh Irish Festival. - All photos by Pam Pollock -



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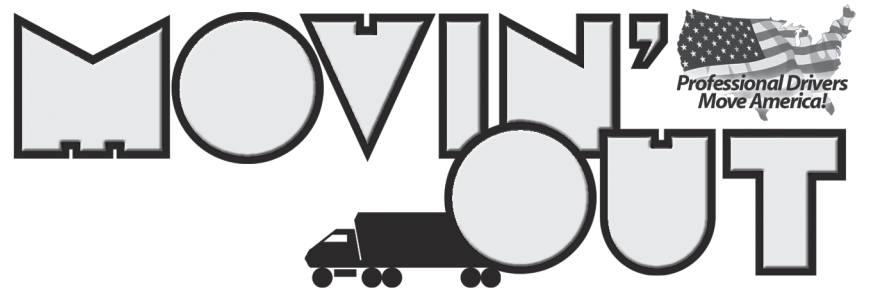
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# TravelCenters of America Welcomes Debi Boffa as New Chief Executive Officer



Debi Boffa

WESTLAKE, OH... TravelCenters of America Inc. is pleased to announce that Debi Boffa will begin her tenure as Chief Executive Officer effective September 1, 2023. Ms. Boffa was appointed TA's CEO-Designate in May 2023 upon the acquisition of TA by bp. She succeeds Jonathan Pertchik, who served as TA CEO since 2019 and led the company through a period of trans-

formative financial growth and positioned TA for the future of alternative fuels. Debi is a seasoned management executive, with over 25 years of experience with bp. She has worked across many sectors, including engineering, retail, sales, marketing and operations. Most recently, Debi served as President of both bp's Retail Operating Organization and Thorntons LLC,

leading the integration of bp's ampm business with Thorntons while concurrently overseeing the operations of more than 1,200 convenience stores nationwide.

"Debi brings a wealth of experience in the retail convenience space with a proven ability to integrate businesses while driving growth," said Greg Franks, senior vice president, mobility & convenience Americas, bp. "TA has a national footprint that provides fuel and services for both professional drivers and passenger car guests while on the road. This network will be critical as we adapt to meet customer's evolving needs for electric vehicles, biofuels and hydrogen. Debi is a trusted leader, and I look forward to her leading TA into the future as part of bp."

bp closed on its acquisition of TravelCenters of America on May 15. Its

more than 280 travel centers will keep the TA, Petro and TA Express brand names. The transaction provides bp the opportunity to expand and continue to develop convenience and mobility offers through four of bp's five transition growth engines: electric-vehicle charging, biofuels, hydrogen and convenience.

"I am excited to lead TA through its next chapter as a new member of the bp family of brands," said Boffa. "We have strong growth opportunities and I look forward to working with our team members to provide guests with the fuel, food, truck maintenance and other expert services they are accustomed to, while adapting to their changing needs and supporting them at every stage of their decarbonization journey."

For more information, visit [www.ta-petro.com](http://www.ta-petro.com).

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# High Performance Diesels with Bruce Mallinson

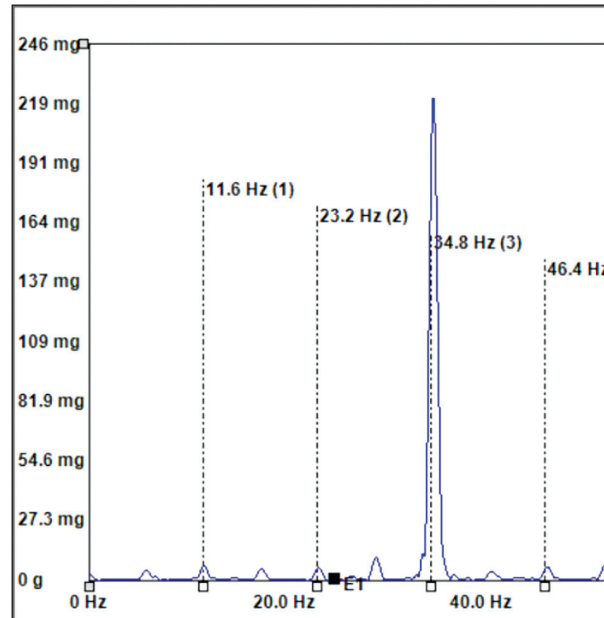
## Vibration Analysis

A 2002 Peterbilt 379 day cab was brought to us with a vibration complaint. This 379 has a Caterpillar C12 engine 13-speed Eaton transmission and is operated at a local landscape company. The customer stated they can feel the vibration in all gears and speeds. This typically means the vibration isn't coming from the driveline,

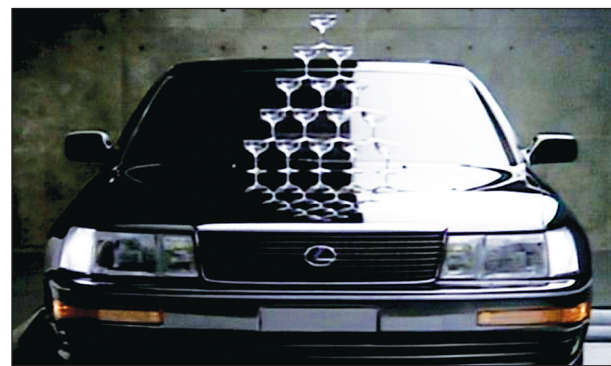
transmission, rear ends, or wheel ends. Our vibration analyzer sees all of the vibrations simultaneously, so we proceed with the test. I could tell right away that something was wrong with the engine. The entire cab rattled and would have failed the Lexus trick of stacking wine glasses on the hood. I could see on our vibration analyzer an enormous spike at 35 HZ. This

spike was 105-110% more than the highest vibration permitted at that frequency. There is actually a specification for maximum vibrations in your truck. I guess they have a specification for everything these days.

The vibration of 35 Hz at engine idle indicates that this is a 3rd order vibration. 3rd order means a vibration is happening 3 times for every engine rotation. So



through the inspection panel, and it looked fine albeit you cannot see very much while everything is together. The next most straightforward test is a humble cylinder cutout test through diagnostic software. While the engine idles, we manually turn off and on every cylinder. If everything is working correctly, you can hear a significant difference in the tone of the engine. When we did this test, we heard no change on cylinder 5. Something was wrong with that cylinder. The ECM never threw a check engine light for this, and many people felt this vibration at idle was normal. They would say, "It's a CAT, of course they shake." This is the completely wrong answer and comes from people who don't have a feel for how an engine should feel. This special touch comes from years of experience and why you should be careful where you take your truck. The solution for this vibration was simple. It was a failed injector. Once replaced the injector the vibration dropped by 130%! This was the first of many successful vibration analyses!



what would be happening 3 times for every one rotation of the crankshaft? Combustion! An inline 6 engine has a firing order of 1-5-3-6-2-4 and is phased 120 degrees apart. This means a cylinder fires, then 120 degrees of crankshaft rotation later. The next cylinder fires, and 120 degrees later, another cylinder fires. One rotation is 360 degrees. If you were to split that 3 ways evenly, you get 120 degrees. This even firing is what makes inline engines so smooth.

So, normal combustion means there are 3 bangs for every rotation, hence a 3rd order vibration. This vibration on the analyzer is normal and will always be there while the engine is running. However, since there is a specification, we can see that the vibration on this Caterpillar is much higher than it should be.

An abnormal 3rd order

vibration can suggest a few things that might be wrong. A failed crankshaft damper (replace yours every 500k miles!), a bent crankshaft, some unbalance in the flywheel/clutch assembly, or abnormal combustion. Some of these options are more probable than others. We found that the customer had already replaced the crankshaft damper in attempt to fix the issue. We then inspected the clutch

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# “Happer”



Pictured top left: “Happer” at the Rock-n-Roll Hall of Fame in Cleveland, Ohio.

Top right: “Happer” at the Stoneboro Fair.

Pictured at left: “Hap” Jones

**By Steve Pollock**

WEST MIDDLESEX, PA... “Happer” is a 1996 Kenworth W900L owned by Jones Performance Products, premier manufacturer of stock and custom semi-truck hoods. “Happer” is affectionately named after V.C. “Hap” Jones, who founded Jones Performance in 1978 and died in 2001. “Hap” loved to race, often racing 6 times a week and even racing in the Daytona 500 back in 1951.

“Happer” is a living legacy to “Hap” Jones. It was reborn in 2004 with custom paint and graphics that

includes the JP logo bursting through the checkered flag. The truck was fitted with a Jones Performance W900L cowl inducted rap-tor hood. In addition to hauling Jones Performance hoods all over the country, “Happer” has entertained the crowds at many truck shows, shooting flames from its smokestacks after dark. Drivers were the late Rudy Gillispi, and soon to retire Larry Sillman and is still driven by Bob Taylor.

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# Latest Trucking Industry News

## Clean Freight Coalition Blasts Effort Pressuring EPA to Implement California's Destructive Emissions Regulations

Washington, DC... Clean Freight Coalition (CFC) Executive Director Jim Mullen issued the following statement regarding the Democrat-led congressional letter to Environmental Protection Agency (EPA) Administrator Michael Regan. The letter encouraged the agency to adopt California's regulations as the nation's standards, a more stringent Heavy-Duty Greenhouse Gas Phase 3 (GHG 3) regulation mirroring California's standards:

"The Clean Freight Coalition remains concerned that lawmakers and regulators continue to pursue a regulatory agenda that follows California's mandates that will upend the nation's supply chain while ignoring immediate, scalable solutions for reducing carbon emissions from existing and future fleets. It is disappointing that certain Members of Congress are pushing a one-size-fits-all environmental agenda that fails to understand the mass diversification of the commercial vehicle industry. Setting regulatory requirements relying on technologies that are either in early demonstration phases or not fully developed, and yet to be tested and validated in the various unique real-world applications will disrupt the nation's freight network.

"Congress and regulators should pursue policies that will provide immediate emission reductions, allowing zero-emission technologies to mature and the supporting infrastructure to be built out. As examples, repealing the federal excise tax would incentivize truckers to refresh their fleets with modern greener and safer technologies, and policymakers should promote and incentivize readily available low-carbon fuel options, such as biodiesel and renewable diesel.

"The letter to Administrator Regan references an agreement between the California Air Resources Board (CARB) and the engine manufacturers as support for the unattainable regulations which promises manufacturers' efforts to meet certain CARB regulations. This agreement is essentially irrelevant to achieving a decarbonized future. Without reliable power, fleets will be left with the options to purchase equipment that does not meet their performance needs or to hold onto their diesel equipment longer, negating the expected emissions reductions that California and EPA are ex-

pecting.

"The CFC and its members will continue to utilize decades of real-life experience across the trucking ecosystem offering solutions that make an immediate improvement to the environment. We will continue to advocate for sound public policies that provide a rational, sustainable, and affordable transition to zero-emission trucks. The stakes are too high to base the strategy on hope."

The Clean Freight Coalition is an alliance of truck transportation stakeholders committed to a clean energy future for America's trucking industry. Participating associations span motor carriers of every size and sector, truck dealers, truckstop operators, and equipment manufacturers.

Learn more at [cleanfreightcoalition.org](http://cleanfreightcoalition.org)

## ATA, USDOT Highlight Truck Parking Investments

Salem, SD... American Trucking Associations President and CEO Chris Spear, ATA Chairman Dan Van Alstine, and U.S. Transportation Secretary Pete Buttigieg visited South Dakota on September 12<sup>th</sup>, where they celebrated a new federal investment to expand truck parking capacity.

"There are countless ways to thank America's hardworking truck drivers during National Truck Driver Appreciation Week, and today we are doing so by addressing a serious issue that consistently ranks as one of their highest concerns," Spear said. "The funding being announced today will help to alleviate a shortage of truck driving spaces that too often puts drivers in a no-win situation. These projects being funded by the IJA are an important step in the right direction, and we look forward to continuing to work with USDOT Secretary Buttigieg and FMCSA Administrator Robin Hutchison to solve this challenge together."

"We have stepped up our work on the truck parking coalition and our efforts to

encourage states and other decision makers to make better use of infrastructure dollars to expand parking," said Secretary Pete Buttigieg, noting a USDOT partnership with stakeholders. "Know that you will continue to have a partner in the U.S. Department of Transportation. And I'm really glad that we're able to be here to celebrate projects like this one, expanding truck parking nationwide."

"The shortage of truck parking capacity is, first and foremost, a critical safety issue for drivers, the motoring public, and law enforcement," said Dan Van Alstine, Chairman of ATA and President and COO of Ruan Transportation Management Systems. "The time that is wasted, and frustration and anxiety created, searching for safe parking, also leads to supply chain disruptions, reduces drivers' compensation, and adds unnecessary congestion and emissions. Secretary Buttigieg is the first USDOT Secretary to award grants for projects that add parking spots. We appreciate his

focus on this issue, and we will continue to support bipartisan efforts in Congress to secure additional dedicated funding for truck parking."

The new truck parking spaces, funded by the Bipartisan Infrastructure Law, will be built along Interstate 90 in Salem and will help to meet the critical need to improve truck driver safety and increase the efficiency of the nation's supply chain.

"The severe lack of truck parking has an enormous impact on drivers nationwide," said America's Road Team Captain Dean Kay, a professional driver for Ruan Transportation. "It touches almost every aspect of our profession, from quality of life to compensation, but more than that, the lack of truck parking is fundamentally a safety issue. We appreciate Secretary Buttigieg's commitment to improving the lives of professional drivers by making truck parking a priority."

There is currently only one parking spot for every 11 truck drivers on the road today. Consequently:

\* A U.S. Department

of Transportation report found 98% of drivers regularly experience problems finding safe parking.

\* A staggering 70% of drivers have been forced to violate federal hours-of-service rules because of this common scenario.

\* Truck drivers spend 56 minutes of available drive time per day looking for parking early rather than risking not being able to find parking down the road.

\* This wasted time costs the average driver about \$5,500 in direct lost compensation—a 12% cut in annual pay.

The ATA strongly advocated in favor of the Bipartisan Infrastructure Law, which has already provided funding for hundreds of new truck parking spaces since its enactment in 2021. USDOT has provided guidance for states on funding eligibility requirements for truck parking projects under the law.

To build on this progress, the ATA also endorsed the Truck Parking Safety Improvement Act, introduced by Senators Cynthia Lummis (R-Wyoming) and Mark Kelly (D-Arizona), as well as Representatives Mike Bost (R-Illinois) and Angie Craig (D-Minnesota), which would authorize \$755 million in competitive grant funding to expand commercial truck parking capacity across the United States.

## Teamsters Applaud California Senate For Passing Autonomous Vehicle Bill

SACRAMENTO, CA... Teamster-supported legislation that would require a trained human operator in autonomous vehicles weighing over 10,000 pounds overwhelmingly passed the California Senate on September 12th with strong bipartisan support. California Assembly Bill 316 (AB 316), first introduced in January by Cecilia Aguiar-Curry (D-Winters), Laura Friedman (D-Glendale), Tom Lackey (R-Palmdale), and Ash Kalra (D-San Jose), received votes in favor from all but four state senators. It now heads to Governor Gavin Newsom.

"During the pandemic, Gov. Newsom thanked Teamster truck drivers for risking their lives to keep the economy afloat. But he actually needs to prove that he cares about workers by signing AB 316. If Gov. Newsom vetoes this bill, he is putting the livelihoods of hundreds of thousands of truck drivers at risk, while jeopardizing public safety," said Teamsters General President Sean M. O'Brien. "The Teamsters rightfully stand against such dangerous technology. We will fight to make sure AB 316 becomes law."

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## Progressive Insurance® Awards \$250,000 to Black Entrepreneurs Through Driving Small Business Forward Grant Program

MAYFIELD VILLAGE, OH... Progressive Insurance®, the leading commercial auto insurer in the United States, has announced the 10 recipients of its 2023 Driving Small Business Forward grant with Hello Alice in support of Black entrepreneurs. Each small business owner has been awarded a \$25,000 grant for use toward the purchase of a commercial vehicle for their business.

While 20 percent of Black Americans start businesses, only 4 percent of Black American businesses survive the start-up stage, as they disproportionately struggle with debt and raising capital in addition to challenges such as a lack of helpful relationships in the business community, according to McKinsey & Company. Progressive is stepping in to provide funding to Black entrepreneurs to help navigate their small business journey.

"At Progressive, we celebrate all business owners, yet we understand Black business owners still face unique challenges," said Karen Bailo, Commercial Lines President at Progressive Insurance. "For the last two years, the Driv-

ing Small Business Forward grant program is one of the ways we've been supporting entrepreneurs on their small business journey, and we look forward to seeing how this grant helps these deserving recipients continue their work serving the community."

The full list of recipients for the 2023 Driving Small Business Forward grant program include: Derald Gray, owner of DG Visionaries in Indianapolis, IN; Elizabeth Abunaw, owner of Forty Acres Fresh Market in Chicago, IL; Theodore Smith, owner of Golfing for Excellence in Washington, DC; Muna Mohamed, owner of Kalsoni in Minneapolis, MN; Shenicia Barnes, owner of Kidz on Wheelz LLC in Mansfield, TX; Sean Morrison, owner of Let's Ryde NC in Raleigh, NC; Carmel Mims, owner of Pet Porter Pals in Pasadena, CA; Robert Randolph, owner of Rob Ran Creative Services in Milwaukee, WI; Dr. Alecia Gabriel/Deirdre Roberson, co-owners of The Lab Drawer in Detroit, MI; Kamilah Moss, owner of Tidy Pets Pooper Scoopers in Fort Lauderdale, FL

To learn more about each recipient, visit <https://helloalice.com/grants/progressive/>.

In addition to the Driving Small Business Forward Grant Program, earlier this year, Progressive announced that its Commercial Lines business was expanding its financial support to entrepreneurs with Hello Alice.

Progressive is contributing \$100,000 throughout 2023 to the Hello Alice Small Business Growth Fund, which is managed by Hello Alice in cooperation with the Global Entrepreneurship Network. This fund offers financial support to business owners of all backgrounds with grants of varying amounts awarded from the fund three times a year.

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# The Mega Fleets' Foolhardy Stance On Speed Limiters

**By Jami Jones**

*Reprinted with permission from LandLine*

Ahhh, here it comes. The Trucking Alliance, the mega fleet group. In all of its smugness, the group has weighed in opposing the DRIVE Act.

Quickly for those who need to catch up: Lawmakers are rallying together to prevent the Federal Motor Carrier Safety Administration from mandating speed limiters on all large trucks. It's called the DRIVE Act.

The push for a speed limiter mandate has been led, not surprisingly, by the American Trucking Associations and a smattering of safety groups. Now The Trucking Alliance, with its whopping 11-member group, has weighed in on the fray in opposition to the DRIVE Act.

While not at all surprising on any level, these large fleet groups like to lob safety benefits as the motivation behind the mandate. What is surprising is that they are either too arrogant or too ignorant to expect someone to take a deep dive into their inspection data.

Senior Editor Mark Schremmer and I had a gleeful time doing so earlier this week. We looked up each of The Trucking Alliance members' CSA Safety Measurement System inspection data. Specifically, we looked for speeding violations and crashes. We excluded crashes that were determined by FMCSA to be non-preventable, even though we know speed limiters could very well have been a contributing factor in that non-preventable crash. More on that in a minute.

The Trucking Alliance proudly claims that 98% of their members' trucks are speed limited. OK, fine. That's their choice. Now, let's look at the numbers.

The Trucking Alliance is comprised of large fleets Maverick, Bison, Cargo Transporters, Dupré Logistics, J.B. Hunt, KLLM Transport Services, Knight Transportation, May Trucking Company, Schneider, Swift and U.S. Xpress. Over the past two years, they had combined totals of 3,406 crashes that were not determined non-preventable

and 3,481 speeding violations.

Let me say this slowly. Speeding. Is. Speeding. Period.

Speeding in a 50 mph or 60 mph speed zone is still speeding.

The reality is that these large fleets who neuter their trucks to speeds well below the speed limits in a number of states are creating an unsafe environment on the road.

Let me point out a couple of big ways these speed-limited trucks are a menace to society.

1. They are pissing off impatient passenger cars who lose their fool minds and perform unsafe maneuvers and interactions. All too frequently likely resulting in a non-preventable crash with the speed-limited truck. And guess what? That crash will probably also wind up being settled by the trucking company.

2. Most motor carriers pay by the mile. Speed limiters lead to fewer miles and less pay. That creates a negative incentive to speed in lower speed limit areas, like rural highways

and construction zones, where crashes are more likely. Throw in the electronic logging mandate these large groups also advocated for, and it's turned into a recipe for disaster.

Now these groups will most certainly point to their out-of-service records. All 11 motor carrier members of The Trucking Alliance are below the national average in all categories.

So what? That's the equivalent of being graded on the curve in school. You know, the one where the whole class flunks a test, but the highest F in the class gets an A for earning the distinction of being the best loser?

The reality is out there in plain sight on every highway around the country, every day. Wrapping arguments for things like speed limiters in a fuzzy safety blanket is just trying to hide the grim realities.

Speed differentials are dangerous, and people drive stupidly because of them. Heap on a healthy serving of distracted driving, and if every truck is speed-limited, I

don't even want to know the carnage that will result from passenger cars rear-ending trailers.

Fortunately, lawmakers are seeing these realities, and we have the

DRIVE Act in play. Visit [FightingForTruckers.com](http://FightingForTruckers.com) and encourage your lawmaker to sign on. Drivers, we have allies; we just need more.

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# Carlisle Truck Nationals Crushes Records



Trucking, 2018 Kenworth W900L; 2<sup>nd</sup>: Cody Wagner, 2022 Peterbilt 389; 3<sup>rd</sup>: Brian King, 2017 Kenworth W900

Antique: 1<sup>st</sup>: Walker & Sons, 1973 Peterbilt 359; 2<sup>nd</sup>: Dan Fromm, 1985 Peterbilt 359; 3<sup>rd</sup>: Ben Kline, 1959 Dodge D700

Military: 1<sup>st</sup>: Ti Kress, 1966 Jeep Kaiser

Car Carrier: 1<sup>st</sup>: Long Island Auto Exchange, 2021 Peterbilt 389; 2<sup>nd</sup>: Mike Santoro, 2020 Peterbilt 389

**BEST OF SHOW:** Gidget Laster - 2015 Kenworth T370

Best Interior: Chad Walker - 1985 Peterbilt 359 Extended Hood Best Custom Chrome: Derrick Hobbs - 2005 Kenworth W900L

Best Graphics: HJ Towing & Recovery - 2007 Peterbilt 379

Best Truck Name: Bradley Sirko - 1995 Peterbilt 379 OVER BUDGET

Best Sleeper: Jesse Shirey - 1996 International 9370

Best Paint: Rolon Nolt - 1995 Kenworth W900L

Best Lights: Long Island Auto Exchange - 2021 Peterbilt 389 Limelight

Movin' Out's Choice: Jesse Shirey - 1996 International 9370

Bill Miller's Choice: Mike Santoro - 2020 Peterbilt 389

Large Car Magazine's Choice: Joe Petrizzo - 2003 Peterbilt 379

Best Fleet:  
1<sup>st</sup>: HJ Towing - Excellent Paint & Graphics

2<sup>nd</sup>: Hobbs Trucking - Nice Display & Clean Trucks

3<sup>rd</sup>: Hunter Hauling - Extremely well detailed - Show Room Ready

Largest Fleet Challenge: H.J. Towing

Cooliest Convoy: H.J. Towing



2024 Western Star

Small & Medium Wrecker: 1<sup>st</sup>: Kevin Amicucci, 2022 Ford F550; 2<sup>nd</sup>: HJ Towing, 1987 International 9300; 3<sup>rd</sup>: HJ Towing, Kenworth

Large Wrecker: 1<sup>st</sup>: Thomas Sanchez, 2002 Peterbilt 379; 2<sup>nd</sup>: Pellas Towing & Recovery, 2023 Peterbilt 567; 3<sup>rd</sup>: Bill Warner, Jr., 1997 Peterbilt 379

Straight, Box & Flatbed Truck: 1<sup>st</sup>: Josh Riccio, 2003 Peterbilt 379; 2<sup>nd</sup>: Brad Hunsberger, 2000 Peterbilt 379; 3<sup>rd</sup>: Ken Truxal, 2021 International

Construction & Service Truck: 1<sup>st</sup>: Matt Linski, 1994 International 4900; 2<sup>nd</sup>: Tyler Matsumoto, 2019 Kenworth T270; 3<sup>rd</sup>: Ken Dahler, 2005 GMC

Special Truck: 1<sup>st</sup>: Chase Hartman, 2000 Peterbilt 379; 2<sup>nd</sup>: Wally Eshenaur, 1951 Ford F600; 3<sup>rd</sup>: Rosh Riccio, 2017 Peterbilt 379

Tractor Trailer Combo 2005 & Prior: 1<sup>st</sup>: Chris McCay, 1998 Kenworth W900L; 2<sup>nd</sup>: MJH Trucking, 2002 Peterbilt 379; 3<sup>rd</sup>: DRT Services, Peterbilt 378

Tractor Trailer Combo 2006 & Up: 1<sup>st</sup>: 50/50

2009 Peterbilt 379; 3<sup>rd</sup>: C&S Snyder, 2022 Kenworth W900L

Dump Truck - Triple Axle & Up: 1<sup>st</sup>: Dalton Hobbs, 2021 Peterbilt 389; 2<sup>nd</sup>: Skylar King, 2004 Peterbilt 379; 3<sup>rd</sup>: BHL, 2018 Peterbilt 389

Dump Truck - Single Axle & Up: 1<sup>st</sup>: Colby Bauman, 2003 Peterbilt 330

Small & Medium Roll Back: 1<sup>st</sup>: Pellas Towing & Recotry, 2022 Peterbilt 337; 2<sup>nd</sup>: Lehman's Towing, 2023 International; 3<sup>rd</sup>: Pellas Towing & Recovery, 2024 Peterbilt 536

Large Roll Back: 1<sup>st</sup>: Hunter Contracting, 2022 Peterbilt; 2<sup>nd</sup>: Chick's Towing, 2022 Peterbilt; 3<sup>rd</sup>: Pellas Towing & Recovery,



CARLISLE, PA... The annual Carlisle Truck Nationals truck event is many things to many people. It's a place for truck clubs to converge and have fun. It's a place for owners of trucks of all sizes to get together and showcase their prized rides and custom creations. It's a place for families to enjoy an affordable day (or weekend) out seeing in real life the toys they play with at home. And, for the last three consecutive years, it's a place where Showfield growth has almost become expected, as yet ANOTHER Carlisle Truck Nationals (August 4-6, 2023) not only wowed guests through the gate, it SHATTERED another truck turnout record. Though about 10:30 a.m. on Saturday, August

5, the previous record high was 2,594. That is, until big rig owner John Savoy registered his hauler, making the number 2,595. From there, every registrant set a new mark until the final number of 2,870 was reached by mid-day Sunday, August 6. That's right, a new mark by 276 trucks. Best of all, dating back to 2019 (and including the COVID year of 2020), truck show numbers have skyrocketed. For 2019, Carlisle hosted 1,703 registered trucks, in 2020 it was 1,570, 2021 saw a massive jump to 2,510, 2022 did 85 better with 2,595, and now 2,870 in 2023. Wow, what growth! Speaking of growth, the Big Rig Show and Shine stretched fence line to fence line; tallying

some 231 rigs; up more than 150 over the past 10 years.

Judged or non-judged, the show was a smashing success and while 2023 is a wrap, the Carlisle Truck Nationals 2024 (August 2-4) is in the early planning.

## Carlisle Truck Nationals Big Rig Show & Shine 2023 Winner's List

Conventional Cabover Tractor-Sleeper: 1<sup>st</sup>: Chad Walker, 1985 Peterbilt 359; 2<sup>nd</sup>: Jamon Reid, 2021 Kenworth T680; 3<sup>rd</sup>: Wayne Jones, 1998 Peterbilt 379

Conventional Cabover Tractor-Day Cab: 1<sup>st</sup>: Randy Whisler, 2018 International LoneStar; 2<sup>nd</sup>: Vogel Specialized Transport,



- All photos by Pam Pollock & Steve Pollock -



# 2023 CARLISLE TRUCK NATIONALS CARLISLE, PENNSYLVANIA



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by  
Pam Pollock  
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# Motor Truck Equipment Company Celebrates 90 Years of Service



Left to right: Motor Truck Equipment Company President Tim Mitchell, and Frank Miller, Executive Vice President.



CARLISLE, PA... Motor Truck Equipment Company, headquartered in Carlisle, Pennsylvania is celebrating their 90<sup>th</sup> Anniversary. Founded in 1933 by John "Jack" Eldridge and Fred Lloyd, Motor Truck Equipment sold wheels, rims, brake drums, and accessories from the back of a one story brick building in the Allison Hill area of Harrisburg. Before long the company outgrew their back room and moved to Cameron and Walnut Streets in Harrisburg. It was through sheer grit and determination that John Eldridge survived his first year in business as well as the Great Depression.

In 1934 Motor Truck Equipment Company was appointed as a Fruehauf distributor for Central Pennsylvania. The company remained a Fruehauf dealer until Fruehauf ceased operation in 1996. When 1936 rolled around, Motor Truck Equipment Company was flooded with 6 feet of water in what would prove to be the worst flood that Harrisburg had ever seen. Cleaning up with the help of their employees, the company was back up and running within a week.

In 1943 a new facility was constructed at 1603 Cameron Street to accommodate Motor Truck Equipment's growth. Another milestone occurred when the company was appointed the Thermo King dealer for 17 Central Pennsylvania counties. To date, Motor Truck Equipment is the second oldest Thermo King dealer in the United States.

It was during the 1940s that a man named Earle Mitchell joined Motor Truck Equipment Company. Earle was the son of Herb Mitchell. Herb was an NHL hockey player and the first coach of the Hershey Bears AHL franchise. By 1950 most of the company's business revolved around Fruehauf trailer sales. Labor rates were \$3 per hour and employee wages were 70¢ per hour. The company employed 3 people in the parts department.

The decade of the 1960s saw a lot of change for Motor Truck Equipment. The company became a dealer for GMC and Brockway trucks, launching them into the truck business. In 1966, Earle Mitchell became President and COO. With Jack Eldridge's

continued on page 15

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# Motor Truck Equipment Company Celebrates 90 Years of Service



Tim Mitchell (center) receives an Appreciation Award for Motor Truck Equipment Company's many years of service to Thermo King from Steve Duckworth (left), Thermo King District Sales Manager, and Brittany Chapeau, Thermo King District Supervisor.



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death in 1969, the company's future was uncertain. Earle Mitchell and 5 other employees purchased the company from the Eldridge estate. In the years to come, Earle Mitchell would buy out his other partners, the

last being Jay Barrick when he retired in 2000 with the Mitchell family then becoming the sole owners of the Motor Truck Equipment Company. 1968 was also a pivotal year for the compa-

ny when they became a Kenworth dealer, offering their customers the "World's Best Truck". Earle brought his son Gary into the company in 1970, asking Jay Barrick to train him. 1972 was another trial by fire when

they were once again flooded, even worse than the first time, destroying everything, including the checkbook. Earle went to the bank, taking out a bunch of cash so he could float (no pun intended) his employees until the next payday. Once again, with the faithful employees pitching in to clean up, Motor Truck Equipment was back in action within a week.

The 1970s was a time of prosperity for the company and in 1976 a second branch was opened in Dunmore, Pennsylvania. In 1983 a new facility was built at 198 Kost Road, in Carlisle, Pennsylvania, housing the Kenworth and Fruehauf franchises.

Earle Mitchell retired in 1984, passing the leadership of the company to his son Gary, who opened another branch in 1989 in New Stanton, Pennsylvania. Gary's son Tim joined Motor Truck Equipment in 1991, working over a decade in many different departments of the company before becoming Executive Vice President in 2004. In the decade that followed, Gary and Tim grew the company, opening additional branches in Clintonville, Shartlesville, York, and Lancaster, Pennsylvania and also adding a PacLease franchise. The goal was to make the network of facilities more accessible so their customers wouldn't have to travel far for service.

Gary retired in 2014, naming Tim Mitchell as the President of the com-

pany. Under Tim's leadership new locations were added in McKees Rocks, Muncy, and Allentown, consolidating all of their Kenworth dealerships as "Kenworth of Pennsylvania".

When asked to what he attributes the company's success, Tim replied, "Our employees. It's all about people. If you have happy employees, you have happy customers."

Today Motor Truck Equipment Company has 10 locations and employs over 300 people, some

of whom have been with the company for as long as 50 years. There are 4 distinct divisions to Motor Truck Equipment Company: Motor Truck Thermo King, Motor Truck PacLease, TRP Allentown, and Kenworth of Pennsylvania.

With the help of their loyal employees, the Mitchell family looks forward to serving Motor Truck Equipment customers for a hundred years and beyond.

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# Army Vet Rides With Pride



I like talking with people at truck shows, especially other Veteran drivers."

Andre's plans for the future? "I'm gonna be right here until I hang it up!" Andre's home is in Atlanta, Georgia and he pulls dry van throughout the Southeast, Midwest, and Texas. The majority of the freight is high-revenue expedited freight originating from OEM manufacturers.

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Our sincere thanks to Andre Crisler and all Veterans for their service to our Country!

continued from page 1

er for 40 years, and his older brother is still trucking, so trucking runs in the Crisler family. Realizing that many factory workers

would get laid off when times get tough, Andre decided to get into trucking in 1997. He became an owner-operator in 2002. Andre

says he "bounced around" for a while before joining Ascent Expedite in 2014. It seems as though he has found a home at Ascent

and receives the respect he truly deserves as a Veteran.

When asked to comment about the company, Andre said, "I love the way we work together. I can take as much home time as I want. With no pressure, but when you are at home, you

are not making any money. However, I can get home quickly if I need to. I am content and happy at Ascent, and I will be here until I retire. I have worked for a lot of companies, and they are one of the best. That is why I am still here.



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# Alabama Trucker Finds Formula For Success



continued from page 1

came an owner-operator in 2019. Frank also leased to US Bulk in 2019 running end dump freight under his own authority. Eventually all the loads he was running were for US Bulk, so Frank decided to let his authority expire and just run under Bulk's. Frank says, "If a situation comes up, all I have to do is make one phone call to US Bulk and they take care of it in a timely fashion."

While Frank has mostly pulled end dumps, he also did some tank and flatbed work, in fact, Frank was on the road full time until about 6 weeks ago. However, he still fills in on one of his 4 trucks if one of his drivers needs to take time off.

Frank has a goal and

that is to grow his 4 truck fleet so that he can get off the road and focus on running his and his wife Vicky's company, L&L Logistics, LLC. Frank says, "I couldn't do it without Vicky's help."

The Langstons have been buying a truck each year and plan to continue expanding their fleet. When asked about finding drivers, Frank stated, "Most of our new drivers are people our existing drivers refer to us. We treat our drivers good and pay them well, so we can keep them. We pay them extra to run the truck like an owner-operator. They have a company credit card so they can get the truck fixed fast and get back on the road. If one of my

trucks goes down, I pay my driver's salary while they can't work. After all, they have a family to feed, just like I do. I appreciate them and they appreciate how I treat them. You don't work for me; you work with me. We work together, I don't look over your shoulder. I can't control what happens on the road, but I can control what happens with my drivers. There are plenty of steering wheel holders out there, but not a lot of truck drivers."


Frank works with the U.S. Bulk Terminal #15 in Birmingham, Alabama, they have a lot of great freight and work well with other terminals to assist my out of state drivers. Frank wants to give a big shout out to the ladies at Terminal 15. He says,

"These ladies do everything they promise, and I can call them at midnight if I have to. You have to have a special bond with the people you work with to be successful." If you want to learn more about L&L Logistics, give Frank a call at 205-505-0625.

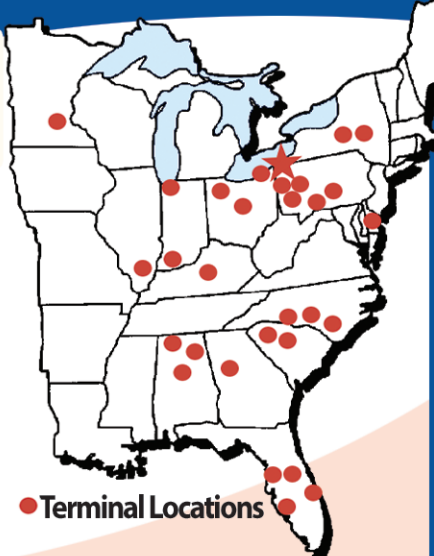
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charge as well as fuel and tire discounts. US Bulk welcomes owner-operators with or without their own authority. Hazmat endorsements are helpful, but not required. There are also some opportunities for company drivers with small fleet owners in the US Bulk system. If you are in another line of work, US Bulk can help assist you with the process of getting a wetline kit installed and rent, lease or buy a dump trailer if you would like to switch to dump work. Call Lewis at 800-609-6611, extension 122 for details.

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# Something to Think About - Bologna & Cheese

by: Mike McGough

They were trying to impress him. The shrimp cocktail was perfectly chilled. The cocktail sauce was the exact right blend of Worcestershire sauce, ketchup, lemon juice, and horseradish. The Cobb salad was a flawless mix of romaine and iceberg lettuce, endive, and watercress, garnished with hard-boiled eggs, bacon, tomatoes, turkey breast, avocado,

and Monterey Jack cheese, drizzled with red-wine vinaigrette dressing.

The 16-ounce piece of prime rib had just the right amount of fat so that it would self-baste. Before beginning the slow-roasting, it was generously covered with a mixture of butter, freshly ground black pepper, kosher salt, and herbes de Provence. The baked potato was lightly crusted and gently infused

with drawn butter and sour cream, with a hint of chive. The dessert was a fitting finale for this meal. It was a piece of key lime pie that was as smooth as silk. It was generously garnished with fresh red raspberries that had been halved.

This luncheon was the initial meeting between him and the firm that wanted to buy him out. They were buying as many lawn care and related business

as they could, to gain control of the regional market. Their offer sounded good. There was an initial payout for his equipment, which they said they'd sell at auction. They had all their own equipment replete with corporate colors and the business logo. He'd have a managerial position with the company. If he agreed to sell, he'd have to sign a permanent non-competitive agreement, and turn over all his current contacts. One of the agents he was working with said, "Why work hard when you can manage others who are working hard?" Although the food was excellent, the luncheon was a bit unsettling and uncomfortable. There was some serious pressure, and they got his name wrong three times. It was clear all they wanted were his customers.

He started his business when he was in high school with a single push mower and a used pickup. Over the years he had branched out into landscaping and snow removal. When he was approached to sell, he had three crews and all the equipment needed to keep them busy year-round. At age 43 he was still the lead on one of the crews. He worked as hard or harder than anyone. He was

years away from retiring, and with a growing family, he hadn't been able to do much saving. He owned the business, but he also worked it.

They said he could have some time to think through their offer, but they wanted an answer by the end of the week. The thought of less responsibility, some serious up-front money, and less physical work was appealing. If the meal they had treated him to was any indication, his life was not only going to be easier, but there'd be some nice perks to go along with it. There were some tangible upsides to the offer.

Then he considered the downsides. The business he had built for more than 25 years would be gone. People he had taken care of since he was in high school would be dealing with a national company for services they've long trusted him to provide. There were no guarantees for his crews; they'd be on their own. The independence he enjoyed as a private businessperson would be gone. He'd be a supervisor, but corporate policy aimed at gaining market share and maximizing profit would drive what he did. Gone would be the days of extending payment deadlines

to someone down on their luck and offering some free or reduced-cost services to new customers.

After three sleepless nights, he made up his mind. He was again invited to lunch and a similar bill of fare was offered. One of the representatives said, "This is what corporate life is like, hope you'll enjoy it."

It was again a great meal, but he wasn't enjoying it at all. When they finished eating, he shared that he was not interested in selling. The corporate representatives seemed shocked and a bit angry. The luncheon ended abruptly with two fast handshakes and him saying, "And by the way, my name is Frank not Bob!"

That night he got a good night's sleep, and he really enjoyed the weekend. Monday he was back at it and very happy with his decision. That day for lunch he had a bologna and cheese sandwich with yellow mustard on rye bread, celery and carrot sticks, a blueberry lunch pie, and an orange pop. He ate sitting on the tailgate of his truck talking with the people on the crew. It was a great lunch!

An unpleasant lunch of prime rib can't hold a candle to a pleasant one of bologna and cheese!

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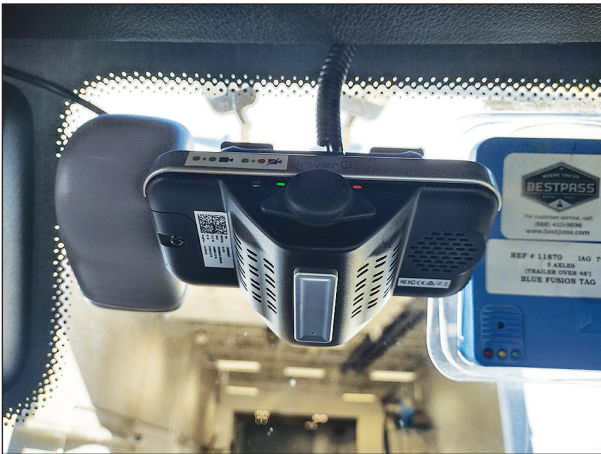
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# Safety Systems - Helpful Tools Or Nanny Cams?



Many drivers question their companies when they start to install cameras in their trucks. They feel it is an invasion of privacy, that the company doesn't trust them to operate

their vehicle safely, or that the company wants to watch their every move.

The goal of many companies is to reduce litigation costs by being able to provide

video evidence of an incident sometimes immediately after the incident occurs. Technology and AI has allowed companies to protect the professional driver's record in many cases so officers on the scene have all the information they need to determine the cause of the accident. This not only benefits the company, but also prevents the driver from being involved in frivolous lawsuits.

What do camera systems and AI embedded technology capture? They can identify when a driver exhibits behaviors that may lead to future crashes. Incredible, right? Unbelievable to most drivers, but it is true. Professional drivers who follow too close, exceed speed for conditions, continuously push the truck over the speed limit, take turns too

fast (think roll stability), or are distracted while driving are at a higher risk of having an accident. The data that has been collected over the years supports this.

Professional Drivers who value safety should not dismiss the data and the possibility of ways to improve their driving. As professional drivers, (I drove for 25 years) we should always embrace a constant learning approach to driving and our professional careers. We should always question whether we are becoming complacent. The drivers with the most accidents have traditionally been those with less than 1 year of driving experience and those with more than 5 years of driving experience.

Why is that? It is obvious that with newer drivers they are still figuring out how to turn, when to turn, and the size of their vehicle. With those drivers that have over 5 years of experience, it comes down to complacency. If you are in that category, do you check your right west coast mirror before merging into the right turn lane? Trainers completing ride alongs have remarked that those with the most experience become complacent about some of the most important aspects of safe driving.

Professional drivers who value safety, you should welcome feedback about your driving even if it does come from a computer program. Attention to detail, watching your

following distance, and keeping your speed in check can provide you with the space, visibility, and time to act when the traffic around you changes erratically. As professional drivers, we can accept this feedback to improve our driving or continue unsafe driving habits that could lead to bad situations in the future.

At Boyle Transportation, we utilize a full suite of Safety systems and use coaching to help our drivers capitalize on their strengths, and identify weaknesses so that they are positioned for success! If you are interested in teaming, you can visit [driveboyle.com](http://driveboyle.com) or call a recruiter today at 978-670-3427. Stay safe out there.

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## Rush Enterprises Announces Limited-Edition Pink Mudflaps And Monetary Donation In Support Of The Breast Cancer Research Foundation



flaps, which feature the Rush Truck Centers logo and iconic ribbon are available at all Rush Truck Centers locations in September and October. For every mudflap sold, Rush Truck Centers and promotional marketing company Boundless will donate \$2 to the Breast Cancer Research Foundation.

"For the second year, we are proud to offer this mudflap to our customers and display it on our own company vehicles to help raise awareness for breast cancer," said W.M. "Rusty" Rush, Chairman, Chief Executive Officer and President, Rush Enterprises, Inc. "This disease directly impacts many of our customers and employees, and we are honored to support the Breast Cancer Research Foundation and its important work which helps to improve outcomes and save lives," he added.

Founded in 1993, the Breast Cancer Research Foundation is the largest private funder of breast cancer research in the world. There are more than 4 million breast cancer survivors

in the U.S., and deaths from breast cancer have declined 43% since 1989. More than 43,000 lives are lost to the disease each year.

The pink mudflaps come in three sizes, designed to fit all makes and models of commercial vehicles. They are .16" thick virgin UV-stabilized polyethylene resin with a smooth finish, curl-resistant and durable yet flexible and manufactured with pre-drilled holes for easy installation.

Since 2022, Rush Truck Centers has raised more than \$15,000 dollars for the Breast Cancer Research Foundation by selling mudflaps and limited-edition graphic tees to its employees and customers throughout the United States and Canada.

For more information, please visit us at [www.rushtruckcenters.com](http://www.rushtruckcenters.com), [www.rushenterprises.com](http://www.rushenterprises.com) and [www.rushtruckcentersracing.com](http://www.rushtruckcentersracing.com), on Twitter @rushtruckcenter and Facebook.com/rushtruckcenters.

San Antonio, TX... Rush Enterprises, Inc., which operates the largest network of commercial vehicle dealerships in North America, is offering limited-edition pink mudflaps to raise awareness for Breast Cancer Awareness Month. The pink mud-

## MOVIN' OUT Calendar of Events

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**September 29-October 1 – 3rd Annual Soza Memorial Truck Show** – Stanislaus County Fairgrounds, Turlock, CA. All proceeds benefit Dyslexia For Kids in honor of AJ Soza. For more info call Ashleigh Soza @ 209-247-9739 or email: [sozameorialtruckshow@yahoo.com](mailto:sozameorialtruckshow@yahoo.com)

**October 6-8 – Inaugural Unc's Fall Brawl** – Kuhnle Motorsports Park, 8233 Sidley Rd., Thompson, Ohio. Canadian Style Truck Racing. Conventional Sled Pulls, 8 classes. Gates open at 6 am. For more info go to [qqq.kuhnlemotorsports.com](http://qqq.kuhnlemotorsports.com)

**October 7 – 7th Annual Hot & Cold Big Rig Truck Show** – Highway 54, Pratt, KS Presented by Southwest Truck Parts. Truck Show, Truck Parade, Music. For more details, email: [truckshow@swtp.com](mailto:truckshow@swtp.com)

**October 13-14 – LargeCarMag 14th Annual Southern Classic Truck Show** – White's Travel Center, I-81 Exit 205, Raphine, VA

**October 20-21 – Draggin' & Pullin' In The Pines** – Pine Valley Raceway, FM 2497, Lufkin, TX. Call 936-552-6719 for additional details.

**November 4 – Shore Good Truck Show & Pull** – Tuckahoe Steam and Gas Show Fairgrounds, 11472 Ocean Gateway, Easton, MD. Big Rigs, Dump Trucks – Judged Truck Show, Vendors, Music, Food. For more info call 410-819-3153.

**February 2-3, 2024 – Mid-West Truck & Trailer Show** – Peoria Civic Center, Peoria, IL. Call 217-525-0310 for more info or visit [www.midwesttruckshow.com](http://www.midwesttruckshow.com)

**March 21-23, 2024 – 51st Annual Mid-America Trucking Show** – Kentucky Fair and Expo Center, Louisville, KY. For more info visit [www.truckingshow.com](http://www.truckingshow.com)

**May 3-4, 2024 – Midwest Pride In Your Ride Truck & Tractor Show** – Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-923-3724 or visit [www.midwestprideinyourride.org](http://www.midwestprideinyourride.org)

**June 6-9, 2024 – Wheel Jam Truck Show** – South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com) or phone 605-354-2809

**July 11-13, 2024 – Annual Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**August 2-4, 2024 – Carlisle Truck Nationals** – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlislevents.com](http://www.carlislevents.com)

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# From The Chaplain's Desk



by Ron Fraser,  
Transport For Christ  
President

As God's people proceed toward the Kingdom of God, there is a road they must travel—an elevated Road—a highway—that leads to that destination. No other road can take them to the Kingdom of God. The Bible speaks often about this highway. With lots of help from Him, God's people should, as the expression goes, "keep it between the ditches" of that road, the most important highway of all, the "Highway of Holiness" the narrow path, that leads to eternal life.

Obviously, across the world, millions of people feel religious. Many of them come under the title "Christianity," but have absolutely no hope of entering heaven and escaping hell. Even millions who claim to believe in Jesus believe in His life and death and resurrection. There were people like that that Jesus ran into Himself, according to the last couple of verses

in John chapter 2. There were many who believed on Him, but He didn't commit Himself to them because He knew what was in their hearts. It was a superficial kind of belief. It was a self-serving kind of belief. It lacked the character and depth and repentant attitude and full knowledge of Christ to be real saving faith.

This fact is clearly stated by our Lord in verse 21, "Not everyone who says to me, 'Lord, Lord,' will enter the kingdom of heaven." And He then says, "Many will say that." This looks at the future when people arrive into the presence of the Lord and say, "Lord, Lord, we're here," to which He will respond, "I never knew you." Verse 23

Scripture is clear that the only way of salvation is through Jesus Christ. He is the one mediator between God and man. He is the one Savior, the world's only Savior. No man comes to the Father that is to God except through Him. There is no salvation in any other than Him, Scripture makes that clear. Salvation comes through faith, and faith comes by hearing a message concerning Christ, Romans 10.

You can contact Ron Fraser, Transport for Christ President at 717-426-9977.

## New CDL Skills Test Will Be Implemented In Pennsylvania

Pennsylvania Department of Transportation (PennDOT) has announced a new, modernized commercial driver's license (CDL) skills test will be implemented starting August 28, 2023.

According to PennDOT, the new test will waive outdated requirements that hold workers back. As new technologies emerge, PennDOT said, the modernized CDL skills test will ensure CDL drivers have the knowledge and skills to drive safely on the road.

The new test will be offered at all PennDOT Driver License Centers that offer CDL skills tests and at all third-party CDL driving skill testers.

According to PennDOT, the skills test has received a "much needed" update to reflect modern vehicle features. Applicants must pass the full CDL Skills Test – which includes pre-trip inspection, basic control and a road test – to receive their CDL. Prospective applicants scheduled to take the test after August 28, 2023, are encouraged to review and study the updated Commercial Driver License Manual to prepare for each portion of the knowledge and driver skills test.

The Vehicle Inspection (VI) test and the Basic Control Skills (BCS) test have also been updated. CDL applicants may be asked to

identify up to 90 different components on the vehicle and describe what they are looking for to ensure it is safe and ready for use compared to the current requirement of more than 100 items. In addition, a checklist is now authorized to be used as a memory aid for this segment.

The BCS Test will require CDL applicants to demonstrate four maneuvers to demonstrate control: \*Forward Stop; \*Straight-Line Backing; \*Forward Offset Tracking; and \*Reverse Offset Backing to demonstrate an applicant's ability to offset reverse and park the vehicle.

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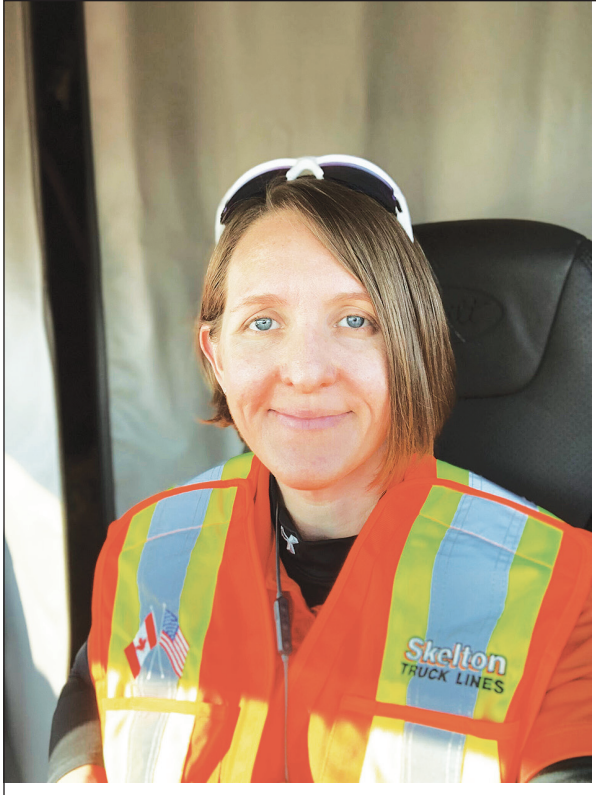


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## Trucker Amanda Carr Named Highway Angel for Extinguishing Fire During Early Morning Truck Crash



driving a truck for 15 years, stopped to help. She noticed a small fire by the diesel tanks, so she quickly extinguished it.

"I was the only one that was right there," she said. "The fire really scared me. I had no idea if the driver was going to be trapped. Luckily this little bitty fire extinguisher did the job."

Though it was a dangerous situation in the middle of the night, she never hesitated to come to the other driver's aid.

I would want someone to stop for me," Carr said. "Hopefully anybody would stop in that situation — it's the right thing to do."

Since the program's inception in August 1997, nearly 1,300 professional truck drivers have been recognized as Highway Angels for exemplary kindness, courtesy, and courage displayed while on the job. Thanks to the program's presenting sponsor, EpicVue, and supporting sponsor, DriverFacts, TCA is able to showcase outstanding drivers like Ms. Carr.

ALEXANDRIA, VA... The Truckload Carriers Association (TCA) has named truck driver Amanda Carr from Brady, TX, a Highway Angel for stopping to extinguish a truck fire after an early morning crash. Carr drives for Skelton Truck Lines out of Winchester, OH.

It's an incredible story: On June 17, 2023

around 4 a.m., Carr was driving on Interstate 80 through Laramie, WY when she witnessed a truck veer off the road into the grass, then overcorrect and roll over on its right side.

"I think he probably fell asleep," Carr said. "The fuel tank ruptured on the truck when it was sliding down the road."

Carr, who has been

## A Likely Story - No Worries, We Got This



By Roger Clark

This time I was ready. As the S-64 Sikorsky helicopter swooped in for a hot landing, I had the fuel hose draped over my shoulder, ready to sprint forward the moment the wheels were chocked. Silently reviewing the checklist, I thought about coveralls. Gloves. Helmet. Ear protection. Goggles....wait, what? Goggles? And of course, it was too late. As the six rotor blades of the 10,000 horsepower helicopter threw a storm of dust and debris in my face at point-blank range, I rushed forward, only to blindly trip over my own feet.

Almost instantly, I heard one of the mechanics yell, "No worries, RC, we got this!", and felt a hundred pounds of hose leave my shoulder. Turning back towards my tanker, I was able to grab the handheld deadman device, and within seconds initiate the fueling process right on time. Just ten minutes later, my

goggles firmly in place, the 30-million-dollar firefighting air crane lifted off, following a one-thousand-gallon gas-and-dash.

This is my second year providing seasonal ground support for an aerial firefighting company and would describe it as I would trucking in general. That is, hours and hours of tedious boredom, punctuated by occasional moments of holy terror. It's one thing to drive the mountain roads of Oregon, or the six lanes of southbound interstate 405 into LA, but it's way different with 6,000 gallons of Jet-A fuel strapped to my back.

The truck I drove to Van Nuys airport, just north of the City Of Angels, is a 2014 Kenworth T-800 with 4,000 actual miles on the odometer. When it leaves Los Angeles County in December, it may have 4,005. Or not. Whatever it has, only a CDL-A can put those miles there, and I'm the only one on a crew of eight with that designation. It's a small thing, in the bigger scheme of things, but no one can dispute how vital it is.

Aerial firefighters serve a unique function, in a dangerous environment, with a single-minded purpose: to save lives and protect property. There's no way to minimize their contributions or quantify the sacrifices. They are the best at what they do, and what I get to do is support their efforts. Then they in

turn support mine, even when my goggles are a hundred feet from my face.

In the small community of pilots, crew chiefs, mechanics, and forest service managers, everyone has the same mindset. NO WORRIES, WE GOT THIS. Whether it's running for cover, or just running errands, everyone is looking out for everyone else. No one is more important than anyone else, and no one thinks they know it all, even though crew chiefs DO know it all.

Dragging a loaded fuel hose across wet grass at a mountaintop airstrip is no easy task, and that's mine, but there's always a member of the crew willing to step up without hesitation. When a pump breaks down, a filter clogs up, or a valve jams shut, I get really nervous, really quick. When I get caught with my hopelessly inadequate computer skills on full display, I get very frustrated, very fast. But then I hear those words of assurance, NO WORRIES, RC, WE GOT THIS, and the earth quickly regains its original balance.

Oh, there's a price to pay, don't ya all worry about that. I have to save room at the breakfast table, drive the crew car, and occasionally pay the stamp tax on unfiltered Lucky Strikes for the Pilot In Command. But I can say with certitude it's the best 59 cents I've ever spent!

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# Working Show Truck Of The Month

## Randy Brown



**By Robert Conrad**  
Summer is in the rear view mirror and fall is taking over the wheel, as we'll soon be looking at a kaleidoscope of colors. Randy Brown's classic dump truck certainly has a fall vibe to it, and he has always driven a cool, classic ride - this tri-axle dump

quite possibly his coolest yet! Randy says he tried to build the truck like the old days when there wasn't a chrome shop on every corner, and he nicknamed it "Built Back Better". He credits Steve Neal at Neal Equipment in New Tripoli, PA, saying if it wasn't for him the truck

wouldn't be sitting in his driveway today! The 262" wheelbase was outfitted with a '97 Alumatech 19' dump body that has a 1/2" liner from board to board. Josh at Lock Mountain Truck & Repair installed the new frame rails and the dump body for Randy. Power comes from a 425

CAT engine and Randy shifts thru the 18 speeds with ease on every trip. Randy says the truck is "close enough to perfect for him" and we definitely agree, especially the flawless brown base color & painted stripes that were laid down by Gary at Garber's Truck Painting in

Martinsburg, PA. Randy built this truck to work, and it hauled its first load right after our photo shoot, getting him plenty of thumbs up along the way. This is one "old" 357 Pete that definitely looks better than the day

it rolled off the line! Movin' Out applauds Randy for keeping "old school trucking" alive & well, by choosing his Peterbilt 357 dump as our October Working Show Truck of the Month.



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



2013 Reitnauer Maxmiser, 48'x102", Low Profile 5th Wheel, Aero Tarp System, With NEW Panels, Wheels & Bearings. 104" INSIDE CLEARANCE!!!!



**Qty 7** - 2024 Heil MW Cementer, 1040 Cu. Ft., 3 Manholes, Full Rear Discharge, Air Ride.



**EAGER BEAVER TAGS**

**Qty 20** - New 20XPT, 20-Ton, (9-Angle Iron Ramps, 6-Wood Ramps, 5-Hydraulic Ramps) Both Red and Black.

**Qty 7** - New 25XPL, 25-Ton (Qty 3 - with Hydraulic Ramps) Both Red and Black.



**Qty 40** - 42' Wabash-Dry Vans, 42'x96"x12'5", 2- 10' E-Track Rows at 24" & 54" Heights, Tire Inflation System, Aluminum Cross Members in Bay Area. (2011/2012 Sheet & Post, 2014/2016 are HBR).



**\*35-TON LOWBOYS\***

**Qty 4** - New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable, 35-Ton, 24' Deck, Air Ride. Both Red and Black.

**Qty 2** - New Eager Beaver 35 GSL-BR, 35-Ton, 24' Deck, Beaver Tail.



**60-TON BEAM**  
**Qty 1** - Fontaine Magnitude 60 MBMD, 28' Beam, Modular Connection at Rear.



**Qty 9** - New Transcraft DTL-2100, 48'x102", Main Deck Length 38', Winch Track on Roadside, Tie Bar on Curb Side.



**Qty 50** - 2024 Vanguard VXP Plate Vans, 53'x102"x13'6", 110" Inside Height & Door Opening, Sliding Doors, Air Ride. Also Available w/ Skirts and w/ High Base Rail.



**NEW FONTAINE WORKHORSE 55LCC - BOTH RED AND BLACK**

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



**Qty 21** - 2018 Reitnauer Dropmiser, 48'x102", Rear Axle Slide, Winch Track Both sides, (3) toolboxes.



**53-90' EXTENDABLES**  
**Qty 5** - New Fontaine 53'-90"x102" Xcaliber Extendable Flatbeds, Tri-Axle, Air Ride Sliding Tridem, Cal Legal.



2019 Kalyon Seibert, 60 Ton, +2 Capable, 30'1" Well, Air Lift Axle, Pony Motor \$92,500.

Unit # 5286



In Stock Now - Fontaine 65-Ton Modular Drop-Side Rail, 28' Well, 60" Axle Spacing, Pony Motor, 70" Hydraulic Flip Box, 2 Axle Jeep, EQ2 Hydraulic Spreader, Intermediate and Rear Flip Axles.



2016 Great Dane Vans with Lift Gates and Two Side Doors:  
Qty 3 - 45'x96"x13' with Lift Gates and (2) Side Doors  
Qty 2 - 45'x96"x13' with No Lift Gates and (2) Side Doors  
Qty 1 - 40'x96"x13' with Lift Gates and (2) Side Doors  
Qty 2 - 40'x96"x13' with No Lift Gates and (2) Side Doors



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