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"THE JOURNAL OF THE TRUCKING INDUSTRY"

45TH Anniversary Walcott Truckers Jamboree



The 45th Anniversary Walcott Truckers Jamboree took place on July 11-13 at the Iowa 80 Truckstop in Walcott, Iowa. Turn to pages 12 & 13 for more photos and story. - Photo by Dan Pollock -

Independent Contractors Honored



Left to right: Independent Contractor **Jessy Diaz Hernandez** with **Cole Welham**, Vice President of Liedtka Logistics.- photo by Steve Pollock

By Steve Pollock
TRENTON, NJ... A meeting for Truckers Integral to Our Economy (TIE) was held at PGT Trucking's Trenton, New Jersey terminal this past August 19th. Among those attending were Industry Stakeholders, Independent Contractors, and

New Jersey Gubernatorial Candidate Jack Ciattarelli, a pro-trucking candidate. Discussions centered around the need to preserve the Independent Contractor business model. During the meeting the group recognized several deserving Independent Contractors for their out-

standing service. Honored were:
•Bobby Arnold – Bobby works out of PGT's Baltimore, Maryland Terminal. He began his career in 1991 delivering to NYC five nights a week. Bobby bought his own truck in 2013. He did dry van

continued on page 11

Barris Truck Service Now Offers Trans – Rears Rebuilding



The Rebuild Team at Barris from left to right: **George Jones**, **AJ Barris**, **Adam Jones**, and **Tom May**. – photo by Steve Pollock –

WEST MIDDLESEX, PA... Barris Truck Service, located 1 mile south of I-80 Exit 4, West Middlesex, PA (1st exit in Pennsylvania) is pleased to announce that rebuilding services are now available for transmissions and rear

ends. With the addition of two experienced rebuilders to their staff, Barris Truck Service can now offer Transmission and Rear End Rebuilding with a 1-2 day turn around. Technician **George Jones** has been a Master Trans-

mission and Rear End Rebuilder. For 34 years and Tom May has been a Master Rebuilder for 33 years. **AJ Barris** is also one of the Rebuilding Technicians. Barris Truck Service stocks parts for Mid-Range

continued on page 19

In Memory of Scot Marone

October 6, 1965 – August 28, 2024



Scot Marone

By Pam Pollock
Jay Shetty said it best: **“People come into your life for a reason, a season or a lifetime.”**

Scot Marone was a “people person”. He was a guy who came into your life, made an impact on it and left you a better person for having been his friend.

Scot was a versatile man. He was a Professional Truck Driver and the

owner of Marone Transport, LLC. He was also the founder/owner of 18 Wheel Truck Productions, LLC, which produced the yearly and very popular Wheel Jam Truck Show, which features the Dynamic Engine Brake Contest and is held annually at the Huron State Fairgrounds in Huron, South Dakota. He was a Farmer and an Outdoorsman, enjoying riding

horses, snowmobiles, and motorcycles. He was a true rocker, driving down the interstate in his 18 wheeler listening to Metallica and attending 21 ZZ Top concerts with his fiancée Tracy Bratland Bruns. He was in the stands cheering on his son Tanner during sporting events.

Scot died on August 28, 2024, from pancreatic cancer. In May 2024, he gathered his 18 Wheel Truck Production, LLC staff for a meeting shortly before the 21st Annual Wheel Jam Truck Show was to be held and informed them of his diagnosis. He was insistent that the show MUST go on. With a week before the truck show, Scot had a stroke and brain bleed but battled back and returned home in July. He spent his days with his family and friends, received at-home therapy, and made visits to local businesses.

On August 24th, Professional Truck Drivers - PJ Brink, Aaron Puterbaugh, Jason Steele, Stephanie Steele, Charlie and Juanita Steele, Jerry Kleinsasser, Jr., and Bobby Wallum treated Scot to a “Mini Wheel Jam” by driving past his house in their trucks. Scot, Tracy, Tanner, and Scot’s brother Dave gathered in Scot’s driveway to watch the trucks parade by.

Scot was very appreciative and always took the time to compliment you for a job well done. He was kind, caring and sharing. He had that deep laugh that made you smile and join him in the merriment. His family (and friends) truly meant everything to him, including his and Tracy’s cat, Sylvester Stallone Marone.

A group of wonderful Professional Truck Drivers escorted Scot’s casket to the cemetery for his burial. Truck Drivers traveling the other side of the interstate, pulled over in reverence to pay their respects to Scot.

I personally have known Scot for at least 18 years, we helped promote the Wheel Jam Truck Show

in Movin’ Out and we have attended some of the shows. We spoke on the phone frequently and exchanged emails. Scot always stopped by our booth at the Mid-America Trucking Show. We started out as business acquaintances but over the years, we became friends. We talked politics, trucks, farming, and of course we shared so many stories about our families.

Last year I was writing a story about the 20th Anniversary Wheel Jam Truck Show held in 2023 (which I attended). I did a phone interview with Scot (and Tracy) after the event and I asked Scot what his future goals for the Wheel Jam Truck Show were. His

reply was simple, “Keep growing and make the Wheel Jam Truck Show the premier Truck Show in all of North America! We had a lot of post-show comments from our contestants and sponsors/vendors that this is the best show in the country hands down. So this feat should be sustainable with continued growth in the years to come.” Scot’s family and friends intend to continue Scot’s legacy of the Wheel Jam Truck Show and planning for the 2025 show is already in the works.

Scot definitely came into so many lives for a reason, a season and a lifetime. You will be missed, my friend but never forgotten.



Drivers escorting Scot’s casket to the cemetery. Photo by Nita Sitterley.
More photos on page 7



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OFF THE BEATEN PATH

BY PAM POLLOCK



Althea and "Mr. Toady"



Pap Steve and Declan on the first day of Trout Season the weather was very cold and wet.

who truly make our golden years so GRAND!

They Make Every Day "GRAND"!

Sunday, September 8th was "Grandparents Day", an informal holiday that is always the Sunday after Labor Day. And it's a sweet sentiment and one that my Mom always enjoyed celebrating with her grandkids and great-grandkids.

Steve and I have hit the jackpot with our grandkids and they truly make each and every day that we spend with them GRAND! Since moving to the Homestead almost 2 years ago, we finally have the space both inside the house and a very large backyard that we can host frequent sleepovers with the grandkids. In fact, they are usually here about every Friday night-Saturday afternoon from May to October, with lots more sleepovers occurring in between.

They keep us active and young-at-heart. There's walks with the grandpups through the woods and cookouts either on the back deck or up at the Secret Hideout. Trout fishing on an incredibly cold and rainy Saturday. Catching toads and creating a mini Koi and goldfish pond habitat. Drives in the Mule looking for Bigfoot (spoiler alert - we found him living in our woods!). Pap Steve overindulges them with late night snow cones and popsicles and makes them "Pap eggs" in the morning for breakfast.

We have backyard carnivals, water balloon battles, 5 minute dance-offs, bubble machines and mini fireworks shows. We dance with abandon in the rain. In the fall, Pap Steve rakes the leaves into gigantic piles and they shriek and jump over and over. In cooler weather, we gather around the living room fireplace where they use their imaginations and creativity with branch blocks. We play games and the almost 6 year makes up the rules and they don't make sense and I am totally confused but we have so much fun!

We go to Truck Shows and the grandkids pick out their favorite Big Rigs and pose for photos with their

choice. We go to the movie theater -and in the summer, we watch the latest release under the stars at the drive-in. We got to animal parks, waterparks, and the aviary. Sometimes we spend the night in a hotel and it's a chaotic scene of bed swaps and the consuming of contraband candy.

We gaze up at the sky and yell out what animals we see in the clouds. When the sun sets, we chase fireflies and then come indoors and arrange the Nuggets and sleeping bags, some-

times upstairs, other times downstairs.

When our children were teens, I bought a magnet during a particularly frustrating time and hung it on my refrigerator. It's still there, although we've had a few different models over the years. The saying? "The promise of Grandchildren is the best reason to let your teenagers live." I stuck in on there as kind of a joke but I am beyond thankful for not only our daughter and son - but now for the 4 grandkids

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Sheetz Opened Two New Stores Featuring Truck Diesel Lanes in September - Locations include Salisbury, NC and Middletown, VA



Altoona, PA... Sheetz, a major Mid-Atlantic restaurant and convenience chain, opened two new stores featuring truck diesel lanes in September. Spread across North Carolina and Virginia, each store will offer high flow diesel fuel and Diesel Exhaust Fluid (DEF) for commercial trucks as well as a truck scale and free parking spaces available for overnight parking to truckers.

The new store locations scheduled to open in September include:

* Salisbury, NC: Located at 1215 Peeler Road, this

new store will feature five truck driver lanes and can be easily accessed by truck drivers from exit 71 on Interstate 85.

* Middletown, VA: Located at 121 Confidence Lane, this new store will feature nine truck driver lanes and can be easily accessed by truck drivers from exit 302 on Interstate 81.

Each new store opening will offer customers grand opening festivities including free self-serve coffee and soda for the entire grand opening day as well as multiple prizes awarded, including a grand prize giveaway of free Sheetz for

a Year.*

Customers attending the grand opening are encouraged to donate a non-perishable food item to the nonprofit. Those who donate will receive a Sheetz branded thermal bag, limit one per customer.

Sheetz currently operates 750+ store locations across Michigan, Pennsylvania, North Carolina, Virginia, West Virginia, Ohio and Maryland, with all locations open 24/7, 365 days a year.

Customers can check if other Sheetz locations sell high flow diesel fuel and Diesel Exhaust Flu-

id (DEF) through the Sheetz mobile app or website, by filtering "truck diesel" and/or "Bulk DEF"

*Value of \$2,500 in a Sheetz gift card; No purchase is necessary to win, must be present to win and over the age of 18 to enter.

Established in 1952 in Altoona, Pennsylvania, Sheetz, Inc. is one of America's fastest-growing family-owned and operated convenience store chains with more than 26,000 employees. The company operates over 750 store locations throughout Michigan, Pennsylvania, West Virginia, Virginia, Maryland, Ohio and North Carolina. Sheetz provides an award-winning menu of M•T•O® sandwiches and salads, which are ordered through unique touch-screen order point terminals. All Sheetz convenience stores are open 24 hours a day, 365 days a year. Recognized by Fortune as one of the 100 Best Companies to Work For, Sheetz is committed to offering employees sustainable careers built on an inspiring culture and community engagement. For more information, visit www.sheetz.com or follow us on Twitter (@sheetz), Facebook (www.facebook.com/sheetz) and Instagram (www.instagram.com/sheetz).

ATA Truck Tonnage Index Rose 0.3% in July

Washington, DC... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index increased 0.3% in July after declining 1.8% in June. In July, the index equaled 113.7 (2015=100) compared with 113.3 in June.

"While July wasn't a strong month, we see continued evidence that the truck freight market is likely turning a corner, albeit slowly," said ATA Chief Economist Bob Costello. "Some of July's small gain was likely due to strong import activity, especially at West Coast seaports. Decent retail sales and factory output growing slightly from a year earlier also helped truck tonnage last month."

June's decrease was revised down from our July 23 press release.

Compared with July 2023, the index decreased 0.9%. In June, the index was down 0.6% from a year earlier.

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

fleets before any seasonal adjustment, equaled 116.7 in July, 3.4% above June. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to traditional spot market freight.

In calculating the index, 100 represents 2015.

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

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

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High Performance Diesels with Bruce Mallinson

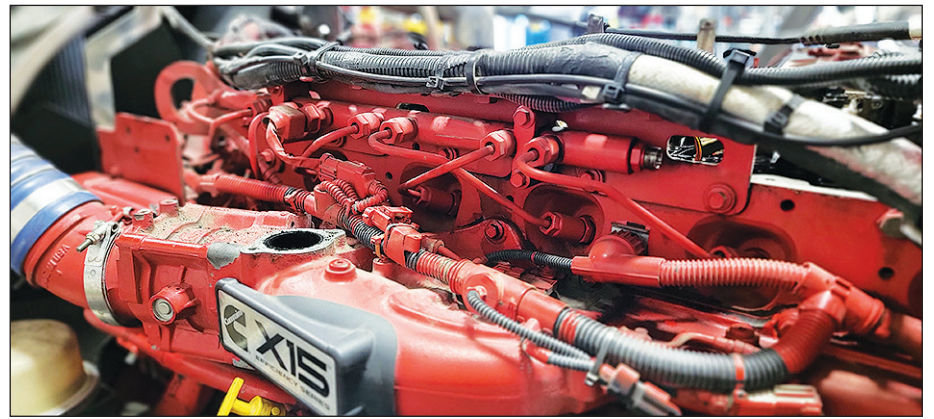
Common Rail Engines

Many modern trucks are equipped with a common rail fuel pressure system. This system was originally developed for Fiat vehicles and then expanded to the whole market because of its advantages. The common rail is a relatively simple system. A common rail, or accumulator, acts like a pool containing a fuel volume. Having a volume of fuel pressurized and ready to inject minimizes the negative effects of pressure waves and the instability they cause when calculating the amount of injected

fuel. A high-pressure common rail system also has the advantage of being able to inject a lot of fuel quickly and accurate amounts of fuel multiple times within milliseconds. This means you can utilize things like pilot and post-injections.

When tuning a common rail system, the injection pressure can be adjusted. More isn't necessarily better all the time. It must be finely tuned because, just like anything else, there are trade-offs. So, how does increasing injection pressure affect how the engine runs?

First, smaller fuel droplets and higher injection speeds will improve the mixing process. Faster mixing means shorter ignition delays, which increases power. In some cases, we have seen gains of 200 lb.-ft of torque in the low rpm ranges. Too much of it can act like advanced timing, creating higher cylinder pressure. This can lead to shortened engine life if pushed too far. Inside the cylinder, more trade-offs continue. A temperature increase inside the cylinder leads to higher pressures



and more engine-out NOx. This causes the aftertreatment system to spray more DEF. The trade-off is that you have increased cylinder pressure without adding any fuel. This means you make more power on the same amount of fuel, which leads to higher fuel efficiency.

Generally speaking, increasing common rail fuel pressure in a tune is a good thing. There are things to keep in mind and feedback data is critical to know how far to push things. The increase in NOx is not a good thing, but an increase in fuel pressure also means less unburned fuel, less smoke, and less soot emissions. The drop in unburned fuel is due to the smaller fuel droplets, wider spray, increased fuel velocity, and other factors previously mentioned that improve the mixture. I mean the fuel and air are evenly distributed in the cylinder by improved mixture. This is just one of the many knobs that we can adjust with a tune on a modern engine.

Each moving part in your engine require clean oil for proper lubrication and long life. Engine oil doesn't just lubricate it also cleans, cools and seals internal components. It cleans by removing and suspending solid and liquid contaminants such as soot particles, wear metals,

fuel, coolant, and additive packages added to those liquids. Engine operation degrades oil and must be changed to remove suspended contaminants and restore optimal lubrication properties. Oil degradation depends on several factors such as engine age, engine technology, emission standard, the environment the engine is operated in, how the engine is treated, how much power it produces and much more.

One easy thing you can do to extend your engine's oil life to add our TBN booster. TBN, or total base number, is a measure how acidic your engine oil is. The base number will steadily decrease as the oil reserve alkalinity depletes by the progressive neutralization of acids from combustion. An increase in acidity can be caused by several things such as excessive fuel dilution, poor combustion from a failed injector, excessive blowby, glycol contamination from coolant, or extending your oil change too far. By periodically adding oil as your engine consumes oil you will increase the total base number. Based on the factors previously mentioned, this may not be enough. If you see a drop in TBN our TBN booster will restore the engine oil back to a proper pH and prevent potential engine component damage.

Because of these factors, you should consider reaching out to our experts at Pittsburgh Power to determine if and how much you can extend your oil drain. Our OPS bypass filter system helps your engine oil stay cleaner and can save you money by extending oil drains. When considering extending your factory oil drain interval you need to use data to make those decisions. You get that data from consistent oil sampling and speaking with experts to analyze your sample. Without oil samples you are just guessing and will shorten your engine's life.

Lastly, our sale on the OTR diagnostic tool will be ending soon. It is currently on sale for \$420 and that is the lowest price it has ever been! The OTR tool can save you a tow bill by being able to check and clear codes, perform a parked regen, and reset aftertreatment values. Trucking is tough right now with low rates, don't waste money having someone else check codes for you. For more information call us at 724-360-4080 or visit us at PittsburghPower.com.

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In Memory of Scot Marone



Family and friends gather at the graveside committal service during Scot Marone's funeral. A procession of trucks escorted Scot's casket to the cemetery. - Photo by Andy's Drone Service, LLC.



Escorting Scot's casket. - photo by Nita Sitterley.



Professional Truck Drivers - and Scot's friends gather before the funeral. - Photo by Nital Sitterley.



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Peterbilt Announces Availability of PACCAR TX-12 and TX-12 PRO Automated Transmissions on PACCAR PX-9 Engines for Medium Duty Applications



Denton, TX... Peterbilt is pleased to announce the availability of PACCAR TX-12 automated transmissions with PACCAR PX-9 engines for Peterbilt medium duty Models 548, 537 and 536. Both the standard PACCAR TX-12 and TX-12 PRO versions seamlessly integrate with the PX-9 offering efficient operation and superior drivability.

"Together, the TX-12 transmissions and PX-9 engine, create an exceptional combination of efficiency and reliability," said Jake Montero, assistant general manager, Sales and Marketing for Peterbilt. "Our medium duty customers can spec confidently knowing this new powertrain configuration delivers increased productivity and an excellent driving experience."

Designed to be one of the most efficient on-highway transmissions, the TX-12 features light weight and robust construction. Combined with the PX-9 engine, it operates up to 1,250 lbs.-ft. of torque with a maximum gross combination weight rating (GCWR) of 66,000 pounds for pick up and delivery and other tractor applications.

The TX-12 PRO builds on the TX-12 foundation with increased versatility and efficiency for more rugged applications. Operating with the PX-9 engine, the TX-12 PRO supports up to 1,250 lbs.-ft. of torque and a maximum gross combination weight rating (GCWR) of 66,000 pounds supporting vocational applications such as snowplows, cranes, bucket/boom trucks and more.

Visit your nearest Peterbilt dealer or <https://paccarpowertrain.com/products/tx-12/> for additional information.

Bendix Honors 2024 ATA National Truck Driving Grand Champion Winner

AVON, OH... Four days of spirited competition among the country's top professional commercial vehicle drivers, the 87th American Trucking Associations (ATA) National Truck Driving Championships (NTDC) has come to a close. Bendix Commercial Vehicle Systems LLC (Bendix) proudly honors the Bendix Grand Champion winner of this year's competition: Jackie Reed, a Mississippi-based professional driver with FedEx Freight.

The 2024 NTDC was held Aug. 21-24 in Indianapolis, Indiana. Bendix sponsored the Grand Champion Award, presented to the overall top driver, for the 13th consecutive year.

Reed has 3 million safe driving miles in his 34 years in the trucking industry. His driving skills and knowledge of safety, equipment, and the industry earned him the top award in a field of 422 professional truck drivers from 49 states competing in all vehicle classes. This year's competitors have accumulated nearly 685 million combined accident-free miles.

"All of us at Bendix are excited to congratulate Jackie Reed on his remarkable achievement," said Nicole Oreskovic, vice president for sales and marketing at Bendix. "Every competitor in this year's championships deserves our praise and thanks for the excellence they bring to their jobs. The NTDC shines a deserving spotlight on these outstanding professionals, their supportive families, and the indispensable role they play in helping to keep roadways safe for all of us."

During this year's competition at the Indiana Convention Center, drivers demonstrated their expertise of safety, equipment, and the industry through a written exam, pre-trip inspection test, and – always a crowd favorite – navigating the skills-based driving competition course. Behind the wheel, drivers were scored on their abilities to handle their trucks, judge distances, and move through tight spaces. The driving course challenged drivers to maneuver, reverse, park, and position their vehicles with precision over scales, before barriers, and around curves.

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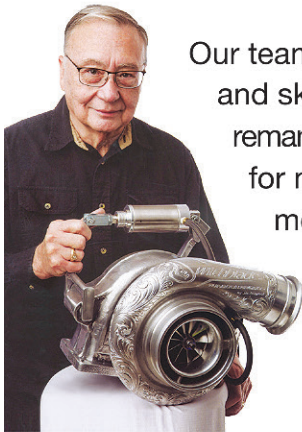
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-Jim Blaylock, Founder

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Independent Contractors Honored



Independent Contractor Kent Miller and Greg Troian, President of PGT Trucking. – all photos by Steve Pollock

continued from page 1

reefer work before converting to flatbed and leasing to PGT Trucking in 2018. Bobby has maintained a perfect driving record and an amazing 0 CSA points for the past 10 years. He often runs high profile dedicated accounts for PGT, hauling concrete, wallboard, and mulch loads. Bobby was recognized by PGT as a 5 year safe driver in the PGT fleet.

•Kent Miller – Kent has been an Owner-Opera-

tor for 29 years. He was a local P&D driver in the Johnstown-Pittsburgh area until going over-the-road in 1990, hauling automotive parts between Detroit, Michigan and Baltimore, Maryland. Kent switched to flatbed in 1992, hauling steel east of the Mississippi. He became an Owner-Operator in 1995 and leased to PGT Trucking in 2015. Kent runs predominately between Philadelphia, Pennsylvania and Milwaukee, Wisconsin. PGT recognized Kent as an

8 year safe driver in their fleet.

•Jessy Diaz Hernandez – Jessy joined the trucking industry four years ago and purchased his own truck three years ago. Jessy is proud of the success he has had owning his own business. In 2023 he leased to Liedtka Logistics, where he hauls steel beams and oversized loads in New York City.

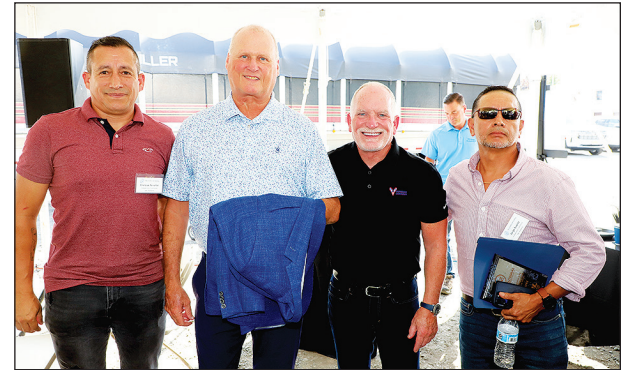
•Jorge Suarez – Jorge has been an Independent Contractor for 8 years, leasing to ARL Network 7

years ago. Jorge has several family members who are Professional Truck Drivers and Independent Contractors, which motivated him to start his own trucking business.

•Enrique Penafiel – Enrique began his trucking career as a switcher/yard house driver and worked his way up to becoming an Owner-Operator. He has been an Independent Contractor for 11 years and has been leased to ARL Network for the past 8 years.



Independent Contractor Bobby Arnold with Greg Troian.



Left to right: Independent Contractor Enrique Penafiel; David Priestas, 20 year agent for ARL Network; Ron Faherty, President of ARL Network; and Independent Contractor Jorge Suarez.



Left to right: Kent Miller and Jon Mariano, Owner of the Morrisville, PA terminal that Kent works out of, and Greg Troian.



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45TH Anniversary Walcott Truckers Jamboree

WALCOTT, IA... The 45th Anniversary Walcott Truckers Jamboree took place on July 11-13 to celebrate professional drivers and the importance of trucking in America. Iowa 80 celebrated with a full schedule of events, including live concerts, over 150 exhibits, a Super Truck Beauty Contest, an antique truck display, Iowa pork chop cook out, and more. An estimated 53,453 people, including drivers, their families, and local residents were in attendance during the event. Visitors came from all over the United States and Canada, including two Canadian provinces and states as far away as Arizona, South Carolina, Texas, and California.

The Iowa 80 Truckstop has been celebrating America's professional drivers through the Walcott Truckers Jamboree since 1979. According to Delia Moon Meier, Senior Vice President and second-generation owner of the Iowa 80 Truckstop, the Jamboree started "during deregulation, so there were almost no new trucks on the road. If a new truck drove by or pulled up to the fuel islands, everyone would run outside and look at it. My dad got with the local truck dealers and asked them to bring some new trucks out to display during our appreciation event." Delia remembers, "My dad had some antique trucks and his friends had some antique trucks, so they showed them off. It was unique! We had new trucks and antique trucks and Iowa pork chops. And that's how the event started." Delia credits the staff at the Iowa 80 Truckstop and Iowa 80 Kitchen for the success of the event, and thanks everyone for their hard work and dedication to making the event fun for everyone.

Both Thursday and Friday night ended with live concerts and a fireworks display, a truck light show, and perfect weather to enjoy the event. This year also marks the 60th Anniversary of Iowa 80 Truckstop and was celebrated with a cake from Charm City Cakes based in Baltimore, Maryland.

Mark your calendars! Next year's Walcott Truckers Jamboree will be held July 10th-12th, 2025.

2024 Super Beauty Truck Contest Winners

WT: Cabover: 1st-Matt Schleuger, 1993 Kenworth K100E; 2nd-Marvin May, 1984 Kenworth K100E; 3rd-Cody Short, 1994 Freightliner and 1999 Utility Flatbed trailer
WT: Company Truck - Bobtail: 1st-Andrew Worth, 2024 Kenworth W900; 2nd-David Sanchez of Swan, IA, 2024 Peterbilt 389 "Puerto Rican Paradise"; 3rd-Andy Mulkey, 2024 Kenworth 880
WT: Company Truck - Combination: 1st-Brandon Myher, 2023 Peterbilt 579 and 2019 Reinouer step deck; 2nd-Luke Oligschlaeger, 2020 Kenworth W900 and a 2023 Great Dane Van trailer; 3rd-Dennis Durand, 2020 Kenworth B and a 2020 Tremean tank-



er trailer
WT: Specialty: WINNER: Dan Horst, 2019 Kenworth W900 "Big Blue"
Rat Rod: WINNER: Tim Feidt, 1984 Mack RB
WT: 2024-2021 Bobtail Conventional: 1st-Brenda Osterkamp, 2022 Peterbilt 567; 2nd-Denny Doornbos, 2022 Kenworth W900; 3rd-Gage Lykum, 2022 Freightliner Cascadia
WT: 2020-2014 Bobtail Conventional: 1st-Duane Hostetler, 2015 Peterbilt; 2nd-Mason Ishmael, 2020 Peterbilt 389
WT: 2013-2006 Bobtail Conventional: 1st-Frederick Littlefield, 2006 Peterbilt 379; 2nd-Tim Sander, 2019 Freightliner Classic
WT: 2005-2000 Bobtail Conventional: 1st-Mike Brown, 2005 Peterbilt 379; 2nd-Terry Littlefield, 2001 Kenworth W900L; 3rd-James Weverka, 2005 Kenworth W900L
WT: 1999 & Older Bobtail Conventional: 1st-Raiko Graveran, 1995 Freightliner FLD120; 2nd-Aaron Copeland, 1985 Peterbilt 359; 3rd-Aaron Copeland, 1981 Kenworth W900
WT: 2024-2019 Combination: 1st-Dawson & Bobbie Taylor, 2020 Freightliner Cascadia and 2024 Utility Reefer trailer; 2nd-Jake Armet, 2022 Peterbilt 389 and a 2024 Wilson Livestock trailer; 3rd-Dustin Bridge, 2024 Kenworth 990 and a 2024 Wilson hopper trailer
WT: 2018-2010 Combination: 1st-Maylon Unruh, 2017 Kenworth W900 and a 2024 Wilson Livestock trailer; 2nd-Vladimir Vitsev, 2014 Volvo D13 and a 2023 Vanguard Van trailer; 3rd-Eddie Telles, 2015 Peterbilt 389 and 2023 Great Dane van trailer
WT: 2009-2001 Combination: 1st-Michael and Jackie Wallace, 2007 Freightliner Coronado and a 2014 Great Dane van trailer; 2nd-Kim Jaikes, 2001 Freightliner Classic XL and a 2012 Great Dane reefer trailer; 3rd-Rob Finch, 2005

Peterbilt 379X and a 2006 East Flatbed trailer
WT: 2000 & Older Combination: 1st-Daniel and Phyllis Snow, 1996 Freightliner Classic XL and 2006 van trailer; 2nd-John Jaikes, 1999 Kenworth W900L and a 2006 Utility Reefer trailer; 3rd-Lane Langenkamp, 2000 Freightliner and a 2023 Landoll Step Deck trailer
Show Class - Bobtail: 1st-Kate Whiting, 1973 Kenworth W900A; 2nd-Frederick Rethuisch, 1986 International 9670; 3rd-Felix Martinez, 2012 Peterbilt 389
Show Class - Combination: 1st-Douglas Prier, 2022 Kenworth W900L and a 2022 Wilson Flatbed; 2nd-Jeff Hoker, 2023 Peterbilt 389 and 2023 Great Dane van trailer; 3rd-Marvin Vankampen, 2024 Kenworth W900 and a 2018 Wabash reefer trailer
Custom Paint - Bobtail: 1st-Dan Brubaker of Sigourney, IA, 1996 Peterbilt 379; 2nd-Andy Mulkey, 2024 Kenworth 880; 3rd-Dylan McCrabb, 2024 Peterbilt 389X
Custom Paint - Combination: 1st-Dane Hartman, 2024 Oeterbilt 389 and a 2024 Wilson Hopper Trailer; 2nd-ohn Jaikes, 1999 Kenworth W900L and 2006 Utility Reefer trailer; 3rd-Luke Ruggles, 2024 Peterbilt 389 with a 2025 Heil Tanker truck
Custom Graphics - Bobtail: 1st-Marvin Vankampen, 1986 Peterbilt 389; 2nd-Andrew Worth, 2024 Kenworth W900; 3rd-Gary Walter, 1995 Kenworth W900L "Johnny"
Custom Graphics - Combination: 1st-Dennis Durand, 2020 Kenworth B 2020 Tremean tanker trailer; 2nd-Michael & Jackie Wallace, 2007 Freightliner Coronado and 2014 Great Dane trailer; 3rd-Daniel & Phyllis Snow, 1996 Freightliner Classic XL and a 2006 Utility Van trailer
Polish & Detail - Bobtail: 1st-Frederick Rethwisch, 1986 International 9670;

2nd-Kate Whiting, 1973 Kenworth W900A; 3rd-Raiko Graveran, 1995 Freightliner FLD120
Polish & Detail - Combination: 1st-Dane Hartman, 2024 Peterbilt 389 and a 2024 Wilson Hopper Trailer; 2nd-Jeff Hoker, 2023 Peterbilt 389 and 2023 Great Dane trailer; 3rd-Douglas Prier, 2022 Kenworth W900L and 2022 Wilson Flatbed
Interior - OEM Sleeper - Bobtail: 1st-Frederick Rethwisch, 1986 International 9670 ; 2nd-Felix Martinez, 2012 Peterbilt 389; 3rd-Nikkeyta Matthews, 2022 Peterbilt 579
Interior - OEM Sleeper - Combination: 1st-Dane Hartman, 2024 Peterbilt 389 and a 2024 Wilson Hopper; 2nd-J a k e Armet, 2022 Peterbilt 389 and 2024 Wilson Livestock trailer; 3rd-Jeff Hoker, 2023 Peterbilt 389 and 2023 Great Dane trailer
Interior - OEM Conversion Sleeper: 1st-John Jaikes, 1999 Kenworth W900L and 2006 Utility Reefer; 2nd-Dennis Durand, 2020 Kenworth B and a 2020 Tremean Tanker Trailer; 3rd-Marvin VanKampen,

1979 Kenworth W900 Interior - Custom Sleeper: 1st-Daniel & Phyllis Snow, 1996 Freightliner Classic XL and 2006 Utility Van trailer; 2nd-Dan Brubaker, 1996 Peterbilt 379; 3rd-Michael & Jackie Wallace, 2007 Freightliner Coronado and 2014 Great Dane trailer
Lights at Night - Bobtail - Theme: 1st-Fredrick Littlefield, 2006 Peterbilt 379; 2nd-Kate Whiting, 1973 Kenworth W900A; 3rd-Frederick Rethwisch, 1986 International 9670
Lights at Night - Bobtail - Most Unique: 1st-Mark Aragon, 2003 Peterbilt 379; 2nd-Fredrick Littlefield, 2006 Peterbilt 379; 3rd-James Weverka, 2005 Kenworth W900L
Lights at Night - Bobtail - Overall Presentation: 1st-Frederick Rethwisch, 1986 International 9670; 2nd-Mark Aragon, 2003 Peterbilt 379; 3rd-Kate Whiting, 1973 Kenworth W900A "Cherry Pie"
Lights at Night - Combination - Theme: 1st-Dane Hartman, 2024 Peterbilt 389 and a 2024 Wilson Hopper Trailer; 2nd-Dawson & Bobbie Taylor, 2020

Freightliner Cascadia and 2024 Utility Reefer trailer; 3rd-Michael and Jackie Wallace, 2007 Freightliner Coronado and 2014 Great Dane trailer
Lights at Night - Combination - Most Unique: 1st-Dane Hartman, 2024 Peterbilt 389 and a 2024 Wilson Hopper Trailer; 2nd-Dawson & Bobbie Taylor, 2020 Freightliner Cascadia and 2024 Utility Reefer trailer; 3rd-Dustin Bridge, 2024 Kenworth 990 and 2024 Wilson hopper trailer
Lights at Night - Combination - Overall Presentation: 1st-Dane Hartman, 2024 Peterbilt 389 and a 2024 Wilson Hopper; 2nd-John Jaikes, 1999 Kenworth W900L and 2006 Utility Reefer; 3rd-Dennis Durand, 2020 Kenworth B and 2020 Tremean Tanker trailer
Lights at Night - Specialty: WINNER: Tim Fiedt, 1984 Mack RB
Best Overall Theme: Daniel & Phyllis Snow, 1996 Freightliner Classic XL and 2006 Utility Van trailer
Trucker's Choice: Raiko Graveran, 1995 Freightliner FLD120



- Photos by Dan Pollock -
Additional photos on page 15

2024 Walcott Truckers Jamboree

All photos by Dan Pollock

See our complete photo coverage of the show on our on line Truck Show Gallery of photos at www.movinout.com



In Memory of Mike Horan



March 18, 1974 – August 7, 2024

By Steve Pollock

It is with sadness that we report the death of Michael J. "Mike" Horan on August 7, 2024.

A resident of Lafayette, Indiana, Mike worked in the trucking industry for nearly all of his life.

Mike began working at the Iowa 80 Truckstop in his early years but found his passion building show trucks and designing stainless steel accessories for the semis he loved so much.

Mike worked at Roadworks Mfg. for many years and was known for building an eye-stopping show truck that would highlight all of Roadwork's latest products. The company would sell the truck each year, building another for the next year's Mid-America Trucking Show.

Mike also worked at Lin-



coln Chrome before starting his own stainless steel manufacturing company, eventually working in partnership with Dickerson Custom Trucks.

Mike often harnessed his excellent photography skills taking photos of stainless accessories (which is difficult to do because of the reflections) and the show trucks that he loved so much. Mike attended nearly all of the major truck shows, in addition to many of the smaller ones, in the trucking industry.

For those of us who had

the privilege of knowing Mike, his energy and passion for what he did was evident. He was a very easy person to like, as is apparent by the many friends that he had in the trucking industry. He always had a smile on his face and something funny and witty to say. Rest assured; heads will still turn as the semis wearing the accessories that Mike designed drive by.

Dustin Dickerson of Dickerson Custom Truck delivered Mike's casket to the cemetery on the back of his truck. 9 Trucks es-



corted Mike to his final resting place. The Dickersons also made a spe-

cial Mini Truck Display (pictured top center) in Mike's honor that was at

the funeral home and then presented to his family.

- Top center and right photos by Molly Dickerson -

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Iowa 80 Celebrates 60 Years of Service By Giving Away \$60,000 in Cash & Other Prizes!

Walcott, IA... Iowa 80 Truckstop is celebrating their 60th Anniversary in 2024 by sponsoring a \$60,000 cash giveaway. The Iowa 80 60th Anniversary Sweepstakes is accepting entries until October 4, 2024 and contestants can enter up to 5 times a day.

Customers will receive a chance to win with every purchase made at participating Iowa 80 Group locations, including the Iowa 80 Truckstop in Walcott, Iowa, Kenly 95 Petro Truckstop in Kenly, North Carolina, Joplin 44 Petro Truckstop in Joplin, Missouri, all Truckomat Truck Wash locations, Effingham Chrome Shop in Effingham, Illinois, and purchases made from www.Iowa80.Com, the online truck accessories superstore. The Sweepstakes is open to U.S. residents who are at least 18 years of age (other restrictions apply—see Official Rules for details). The Iowa 80 60th Anniversary Sweepstakes will run from April 1, 2024 – October 4, 2024. Entries can be made online at www.iowa80sweepstakes.com by creating an account and uploading a photo of a qualifying receipt. To find official rules and complete details, including how to enter without purchase, look online at www.iowa80sweepstakes.com.

NO PURCHASE OR PAYMENT NECESSARY TO ENTER OR WIN. Open to legal residents of the 48 U.S./D.C., age 18+. Void in AK, HI, outside the U.S./D.C. and where prohibited. Sweepstakes ends at 11:59:59 PM CT on 10/4/24. For full Official Rules and details on how to register for the sweepstakes, how to enter with purchase or without purchase, prizes and odds of winning, visit www.iowa80sweepstakes.com. Sponsor: Iowa 80 Group, Inc., 515 Sterling Drive, Walcott, IA 52773.

45TH Anniversary Walcott Truckers Jamboree



Walcott Truckers Jamboree Super Truck Beauty Contest BBQ Cook-out Prize Drawing Winners

Congratulations to the following Super Truck Beauty Contest entrants who won Iowa 80 Gift Cards at the STBC BBQ Cook-out on July 10, 2024.
 \$150 winner: Michael & Jackie Wallace, Ashville, AL
 \$125 winner: Mark & Teri Lancaster, Ottumwa, IA
 \$100 winner: Zach Curlee, Federal Way, WA
 \$75 winners: Jayson Balk,

Springdale, AR; Troy Baumgartner, Rowan, IA; Joey Cervantes, Avant, OK; Terry Littlefield, Rapid City, SD
 \$50 winners: Fred & Kim Littlefield, Forest Lake, MN; Brandon Myher, Pendleton, TX; David Sanchez, Swan, IA; Matt Schlegler, Wesley, IA; Daniel & Phyllis Snow, Harrison, AR
 \$25 winners: Dave Buchanan, Bettendorf, IA; Dean Hughson, Winthrop, IA; W. Tim Miller, Oelwein, IA; Jeremy Perkins, Fennville, MI; William Shrake, Conway, SC

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Enrollment is Now Open for TCA Elite Fleet Program

Enrollments for the new Truckload Carriers Association (TCA) Elite Fleet Program are officially open! This exciting certification program, created in partnership with the University of Denver's Transportation & Supply Chain Institute, aims to spotlight and honor those North American for-hire carriers that offer best-in-class work environments, competitive compensation, and innovative practices for their drivers.

Who Can Apply?
 TCA for-hire carrier members - Enrollment Opens August 27, 2024

The Enrollment Closes October 18, 2024
 Carrier Applications/Surveys Open October 21, 2024

Carrier Applications/Surveys Close December 31, 2024

Certified Fleets Announced January 22, 2025

Recognition & Celebration Certified carriers will be honored at TCA's 2025 convention March 15-18 in Phoenix, Arizona

If you're a TCA member, this is a fantastic opportunity to showcase your commitment to creating a superior work environment for drivers and the truckload community. Full program information and the enrollment form are available at www.TCAEliteFleet.com



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Sneak Peek of the Ascendance Truck Show (formerly known as Trivista Companies) held in August in Youngstown, Ohio.



- All Photos by Pam Pollock -

MOVIN' OUT Calendar of Events

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

October 11-12 – 15th Annual Southern Classic Truck Show – Whites Travel Plaza, I-81 Exit 205, Raphine, VA. For more info phone 717-806-8907.
2025 Truck Shows:

March 27-29, 2025 - Mid-America Trucking Show – Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

June 4-8, 2025 – 22nd Annual Wheel Jam Truck Show – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit www.wheeljamtruckshow.com

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

July 10-12, 2025 – Walcott Truckers Jamboree – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

September 25-27, 2025 – Guilty By Association Truck Show – 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck Convoy for Special Olympics, Food Vendors. Sponsored by 4 State Trucks, OODA, and Joplin 4 Petro. For more info visit www.chromeshopmafia.com

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

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OPTION 2

What Do Drivers Want?

by Laura Duryea

Following last month's Driver Appreciation Week, I think we should ask ourselves what do drivers want? After discussions with some of the drivers in our fleet, the main themes were Respect and Understanding. In an increasingly digital world, we have the illusion of being connected without the personal face to face interactions which are necessary for car drivers and truck drivers to treat each other with respect. Unfortunately, this has led to many car drivers on the road not knowing the capabilities of a semi-

truck, but also not caring how their actions may affect those around them. Education for new car drivers would go a long way towards awareness about the tractor trailers on the road today.

As a remote workforce, drivers' only interactions are typically over the phone and when communicating in this way, we lose the non-verbal cues that indicate how that communication is being received. It all comes down to tone and demeanor when communicating on the phone with a driver.

Driver Appreciation should not be relegated to one

week a year. Professional drivers deserve to be given respect and to have their voice heard every day of the year. Support and tools for success should be provided to all drivers. Part of that aim for inclusion and respect should be to know drivers by name and not just as a number. Drivers are a skilled workforce that deal with high stress situations every day and if they are calling in, it is because they need help. The worst thing a company can do is minimize their problem or be perceived as not having the time to lend aid and support. No company wants a driver to report that

they felt like just a steering wheel holder or a number. To that end, do drivers really appreciate a shirt or cheap flashlight that breaks as soon as it is given? Monetary compensation equal to the price of the giveaway would be more appreciated by most drivers.

Valued and respected drivers are a precious commodity that should receive recognition as well as positive reinforcement. When drivers are encouraged to do better it leads to them wanting to grow and progress not only as a driver, but potentially into a different position within the organization.

A driver's opinion should be considered when

making a decision about equipment and the configuration of that equipment. They intimately know the interior and exterior of their vehicles and are best equipped to give feedback on what they need to perform at the highest level for the company. When equipment such as leaf springs and seats wear out quicker, the driver suffers for it especially in a team environment like we have at Boyle Transportation. Infrastructure and road conditions in the country are critical to maintaining the health and well-being of the average truck driver. Not having a safe place to stop for breaks on their 10 hour required sleeper berth is

another issue plaguing the industry. More and more rest areas are being closed due to budget cuts and this creates exponential shortages for safe truck parking. It is our job as companies to support and not hinder the professional drivers on the road today so they can deliver the goods all Americans rely on. They are the unsung heroes of our economy and deserve the understanding and respect we can give them so they can continue to safely do their jobs. The next time you see a truck driver, thank them for what they do every day and give them the space they need to operate safely when you are out on the road.

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1. **How long have you been with Sheetz?**
It'll be 18 years with Sheetz this upcoming August.
2. **What's your favorite off-menu item?**
Mozzarella Sticks with Marinara sauce added with a chicken fritter breakfast sandwich are my favorites.
3. **How does Sheetz make a trucker's life easier?**
We make truck drivers life easier with easy access to our lots as we have very open and wide parking lots, overnight parking for them to utilize, high-flow diesel, reefer, DEF, trucker monthly newsletters, trucker high flow diesel rewards card and giveaways, large bathrooms with Gojo dispensers and sinks for them to utilize, air machines at each pump, we have the ability to print off BOL print outs for them if they need it, ability to take checks and T-checks, cash advances, have a weight scale, and washer fluid squeegees/handles that reach very high up for their trucks.
4. **What do truckerz order the most?**
Truckerz love the meal deals. For example, they like to get a food item with a fry item and a drink to go with it. Combos all the way!
5. **How do Professional Truck Drivers sign up for the Driver Freakz Rewards Card at your location?**
For our green High Flow Truck Diesel VIP cards that we offer at the store - we scan to activate and explain about the QR code on the card or to set up a Sheetz account on our website and to unlock the potential savings and freebies and rewards. We guide the drivers on either way. Scan code or search for Sheetz website on the web.
6. **What are some of the perks offered to Drives through the Driver Freakz Rewards program?**
Right now, we offer the free bag of ice and 24 pack of Nestle pure life or Dasani water when you pump 150 gallons of truck diesel within the month promo, before that, it was the free pair of gloves with the rewards card with a code to enter. We also had two trucker hat giveaways, extra discount on diesel per gallon after initial grand store opening, and free self-serve drinks with purchase.

STORE 804 - GARRETT B'S ANSWERS

MY Truck – MY Choice

By Steve Pollock

There is a battle going on over the right to choose how and when you drive and how hard you work. In question is the status of the Independent Contractor relative to the Company Driver. The U.S. Department of Labor is considering re-classifying Independent Contractors as Company employees. The State of California has already done this, passing Bill AB5, forcing Independent Contractors to obtain their own authority in order to continue their independent operation or work as a company driver. The bill has already caused thousands of Owner-Operators to leave the state of California and now it appears as though the Federal Government is coming for the rest of the Independent Contractor community as well.

While the motives for this change are unclear, the results are painfully obvious – with 1 in every 7 trucks on the road belonging to an Independent Contractor, and by estimates about 600,000 total ICs, eliminating the Independent Contractor model would devastate the trucking industry.

There are many large, medium, and small fleets built on the Independent Contractor model that use Owner-Operators exclusively to move their freight. Other fleets, such as PGT Trucking, Inc. of Aliquippa, Pennsylvania, utilize Independent Contractors in a significant portion of their fleet. Intermodal relies almost 100% on Independent Contractors.

So what happens to the Owner-Operator if this change is instituted? You will have two choices –



From left to right: Scott Brenner, TIE; Mike Joyce, TIE; Anne Reinke, TIA; Rob Cannizzaro, IANA; Jack Ciattarelli, Republican NJ Gubernatorial and Pro-Trucking Candidate. - photo by Steve Pollock -

es – sell your truck and go to work as a Company Driver or get your own authority so you can still work for yourself. And in typical government fashion, uninformed lawmakers will try to legislate an industry that they don't fully understand. With 72% of all U.S. freight tonnage moved by truck and 99.7% of U.S. companies relying on fewer than 100 trucks to facilitate shipments, the immediate effect and transition of such legislation will be devastating not only to Independent Contractors, but also to Trucking Companies and the consumer as well. Additionally, with tens of thousands of used trucks suddenly saturating the market, it will create a glut of equipment that will disrupt the truck market and drive used truck values down.

On July 10, 2024, the Department of Labor's

"Final Rule" interprets what constitutes an Independent Contractor under the Fair Labor Standards Act (FLSA):

- The worker's opportunity for profit or loss
- Investment by both parties
- The work relationship permanency
- The nature and degree of control over the work
- Whether the work is an integral part of the employer's business
- The worker's skill and initiative

Independent Contractors who perform sub-

stantially all of their work for one business are likely to be misclassified as employees. The regulatory caveat is that Independent Contractors must move the freight either under the carrier's authority or their own authority. When they are comfortable leasing to a specific carrier, it just makes sense for them to haul for that company exclusively.

The battle is being fought in Washington, DC and what must be done is to educate lawmakers of the folly of changing the Independent Contractor

model before it is time to vote. With hundreds of issues coming at them all the time, it is very easy for lawmakers to be uninformed or distracted.

Fortunately there is an organization that is already working on the problem. A new trucking focused trade group called TIE or Truckers Integral to Our Economy has been building awareness of the dangers of changing the Independent Contractor model with legislators. Truckers Integral to Our Economy is a new organization made up of a coalition of concerned Trucking Companies and Independent Contractors with one express purpose – preserving the Independent Contractor business model. The organization has already met with members of Congress, but there is still much work to be done. If you would like to lend a hand, TIE is looking for Independent Contractors and Carriers willing to share their story with members of Congress. To learn more, visit www.truckerschoice.org, email Scott@truckerschoice.org or call 202-222-8825.

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Barris Truck Service Now Offers Trans – Rears Rebuilding



Left to right: AJ, Tyler, and Tiger Barris, Tom May, Adam and George Jones.

continued from page 1
and Heavy-Duty Trucks, including 8, 10, 13, and 18 speeds and clutches for all are in stock. Removal and replacement are available as well. They offer in-house flywheel resurfacing and rebuild PTOs. There

are general truck and trailer parts in stock, including PACCAR parts.

Barris offers service for owner-operators and fleets that includes electrical diagnostics and repairs, along with PA and Federal inspections. They are open

8 am – 5 pm Monday thru Friday.

The company is moving ahead with plans to erect a separate building to house their rebuilding operations with state-of-the-art equipment and adding driveshaft repair, rebuilding, and balancing.

Arnold Barris founded Arnold Barris Trucking in 1939. Today the 2nd, 3rd, and 4th generations of the Barris family work at the company. Dump haulers, Barris operates their own fleet of 15 Peterbilt trucks. In 2015, Barris Trucking started Barris Truck Service to offer general repairs to the public. For information, call 724-528-2651 or 724-906-2152.

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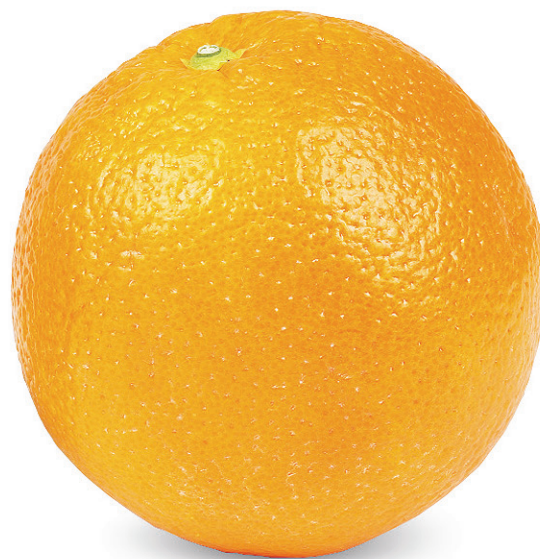
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From The Chaplain's Desk



By **Ron Fraser,**
Transport for Christ
President

God's Ways Are Perfect

We live in a troubled world and life doesn't always play out like we would have hoped. Sometimes

we blame God for not being there for us or working things out as we think they should be worked out.

When something happens in our lives that we don't understand, we need to remember God's ways are perfect.

"As for God, his way is perfect: The LORD's word is flawless; he shields all who take refuge in him." 2 Samuel 22:31

He doesn't think like we think. In fact, he tells us in Isaiah 55:8-9 that his ways and even his thoughts are much higher than ours. Having faith in God would mean we believe that even though things look tangled

up, God is able to untangle them.

When tragic things happen, putting faith in God means we believe, no matter how bad things look, that God will work them together for good. Romans 8:28. When God says he will work all things for good, there is no exception. Too often, we look at what we are experiencing and cannot fathom how it will work out, but that's exactly when we need to place that situation into our Father's capable hands. They are the very hands that created the world, and we can rest, knowing that He has things under control.

Reminder of Hazmat and Width Restrictions in Baltimore Tunnels

By **Megan Magensky,**
PMTA

The Maryland Motor Truck Association is encouraging restricted trucks to stay vigilant of restrictions in Baltimore tunnels on I-95 and I-895.

According to MMTA, these are trucks that likely would have used I-695 before the Key Bridge Collapsed.

MMTA states their staff has been informed law enforcement will be stepping up efforts to stop these ve-

hicles.

Size Limits and Hazmat Restrictions in Baltimore Tunnels:

Vehicles in excess of 13'6" in height, or 96" (8 feet) in width are prohibited from using the Baltimore Harbor Tunnel (I-895). The I-95 Ft. McHenry Tunnel restrictions are 14'6" height and 11'0" in width.

Most hazardous materials are prohibited in the tunnels and should use the western section of I-695.

A list of the specific prohibitions on various commodities is laid out in COMAR 11.07.01.04, which is available at <https://dsd.maryland.gov/regulations/Pages/11.07.01.04.aspx>.

In addition, if you are operating a vehicle powered by natural gas, you are restricted from using the tunnels if the fuel capacity of the vehicle exceeds 150 pounds. See COMAR 11.07.01.03 (<https://dsd.maryland.gov/regulations/Pages/11.07.01.03.aspx>).



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A Likely Story - Middle Of The Road

By Roger Clark

Driving through Jackson Hole, Wyoming, firefighters were standing in the middle of the street raising money by asking motorists to drop cash in their outstretched boots. All I had with me were two-dollar bills, and I offered them up, but was summarily turned down because they wouldn't take Confederate money.

Trucking through Shakopee, Minnesota, this thirty-year-old driver was kinda tired, kinda late at night. It was around 3:00 AM, and I saw a house in the middle of Main Street. Surely it was just my mind playing tricks on me.

Nope. Someone was actually moving a two-story house through town, working their way up the middle of a four-lane street. If I wasn't wide awake on the approach, then I certainly

was as it passed me!

We've all seen critters in the middle of the road, often deceased, but one trucker entering Michigan on I-69 saw a living elephant. But he knew it was his imagination because, after all, it was 4:00 in the morning. Seconds later, his car hauler collided with the pachyderm, which left the score at one critter totally dead, and one driver completely awake.

Traveling north through New Mexico on U.S. 54 late one night, I was following another truck a half mile ahead of me. Suddenly he started swerving and flashing his brake lights. I thought maybe he was falling asleep, but moments later I was surrounded by the same herd of mule deer. There were no fatalities that night, but even the

critters were a little wide-eyed after that!

The list of things we've all seen in the middle of a road reads like a garage sale ad, including clothes, furniture, suitcases, and mattresses. I've also seen a slot machine, on I-35 south of Kansas City, and an open safe near Purcell, Oklahoma. But my favorite, which might have been my lost lottery ticket, was a 428 cubic-inch Ford motor, complete with a chrome air cleaner and valve covers.


Straddling the rumble strip with my Pete 579, I spent fifteen minutes trying to figure out how

to take that bad boy into custody. But alas, I had no winch, no chains, no nothin' except the knowledge that I probably wouldn't survive if I stayed there much longer. Although common sense is not the first trait close friends attach to me, it became readily apparent that parking in the right lane of a 75 MPH speed zone was not my brightest idea.

One day it was me in the middle of I-80, in the middle of Iowa, trying to weave through traffic in the middle of a snowstorm. Suddenly I noticed a four-wheeler approaching from behind me at a high

rate of speed. Bracing for impact, I heard the hit but didn't feel it, realizing almost immediately that he had hit a car that was directly behind me. Both cars ricocheted into a ditch, leaving my rig and their drivers completely unscathed.

The moral of the story is simple. You can live your faith, family, politics, and friendships in the middle of the road, but you can't drive there without serious consequences. And you can take that to the bank, as long as it's not Confederate currency!



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Something to Think About - A Magic Ingredient

by: Mike McGough

When you walk Perry Street, it's clear that it's not all that different than most of the other streets in the business district of this seaside town. The streets are somewhat narrow, having been laid out in the horse-and-buggy era of the 18th and 19th centuries. Seagulls chirp and call overhead, and even a casual look at the wide array of license plates provides conclusive evidence that people come from far and near to vacation in this town.

The town's history is storied. Depending on the account you read, it dates back as far as the 17th century. Today it distinguishes itself as the oldest seashore resort in the United States. Hotels, guesthouses, bathhouses, restaurants, and a variety of amusements began to emerge in this seashore town prior to the Civil War. That trend continued in the post-bellum decades. During that time, all of the culture, flare, and fancy of the Victorian Era blossomed and took root—deep roots. Even yet today, that Victorian charm is alive and well at the southern tip of New Jersey.

Throughout its history, Cape May has been a lively reflection of the times. It's catered to the tastes of

its seasonal visitors, while maintaining the necessities for its permanent residents. It's always been a town with a legacy-laden past that also remains in step with the times. A good example of that balance can be seen in the number and variety of coffee shops there today.

To some coffee is coffee—no more and no less. In Cape May, you can get everything from a \$.99 brew at a convenience store, to a specialized blend of exotic coffees, special flavors and creams, and other additives almost beyond count. You can get it hot or cold, with or without froth, and with just about anything you can imagine sprinkled on top. Not surprisingly, the further up the scale you go, the deeper you're going to have to dig into your pocket.

After some shopping around, most visitors find a place they like, and when they do, they tend to stick with it. Whether done purposefully or not, that place becomes part of their annual visit. For some it's no doubt based on the coffee and additives, but for others it's not about anything brewed into the coffee at all. Instead, it all about something built into the experience. One such shop, located along Perry Street since 2011, has found that

magic, experiential ingredient. It's an interpersonal additive that makes it special, at least to this casual and completely unrefined coffee drinker.

It's not readily noticeable. That is unless you've already discovered it. Once you have you pick up on it every time you walk in. It's not a flashing sign. Instead, it's the smile the owner flashes. It's not about a photo memory wall where customers can post pictures showing that they've been there before. Instead, it's about a "Hi, great-to-see-you-again" greeting offered by the manager, who kindly shows that he remembers you and your family year after year. And it's not evidenced in a highbrow menu served by snooty attendants aimed at generating a pompous reputation based on how much you can be charged for a cup of joe. Instead, it's about an owner, manager, and head barista who is all the same person, who gives you kind, friendly, and personal attention, year in and year out.

It's often said that business is all about location, location, location. To be sure, this business has one, a great one in fact. But based on its model, one can easily conclude that their

success is also based on a magic ingredient—personality, personality, personality.

The line at this place can be long at times, but it seems to move quickly. You know the kind of place, there's going to be a wait, but it's worth it. It's most definitely not a rushed, quick, or impatient pace, but is instead a well-intended routine of customer attention, coupled with an ambiance that makes a little wait pleasant.

If you visit, you may not notice the real charm of this place the first time. Even if you did, you may write it off as a they're-just-having-a-good-day happenstance. But after you've seen it and experienced it time and time again, over multiple years, and through a pandemic that resulted in the demise of countless small businesses, you come to the very real conclusion that this is the real deal; it's just who this guy and his business really are. There's nothing showy or pretentious about him or his shop—Magic Brain. Instead, their magic is how they treat customers genuinely and kindly.

And as the old coffee slogan goes, this place is "good to the last drop!"

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Tyler Durham - Durham & Sons Inc.



By Robert Conrad
Tyler Durham remembers watching his dad working on and driving trucks when he was a young boy. Tyler's dad has been trucking for over 30 years and he was the inspiration for Tyler choosing his "diesel-powered" career! Tyler says that he started his own trucking career, following in his father's footsteps, in 2015 and he's already seen

a lot behind the wheel. Tyler's current ride is this handsome 2024 KW T-800 that has quite a distinctive look to it. The 62" aerodyne sleeper isn't something you usually see behind a T-800 cab, but it fits perfectly on Tyler's KW. Tyler wanted to send a big thanks over to the body shop at Gabrielli Kenworth and also to all of his family & friends for supporting

him & his father along the way. Custom features on the exterior include a lighted Valley Chrome bumper, as well as a polished visor, T-Bar, side boxes, and an I panel - all courtesy of 12 Gauge Customs. Power comes from a 605x15 Cummins motor pushing out 2050tq. Tyler can light up the night, thanks to the 150 dual revolution lights,

many of them watermelons, that go from clear to blue with the flip of a switch! The inside of the truck is every bit as nice as the outside with custom features such as a number of polished trim panels, the steering wheel, an SH Tube LED shifter, and a custom floor. Tyler has only begun his trucking career and Movin' Out applauds his efforts

by choosing him & his cool K-Dub as our October Working Show Truck. He wanted to send prayers & a dedication to his late Uncle, Larry ("Sugar Foot"). Keep on Movin' Out Tyler & keep that KW shining bright!

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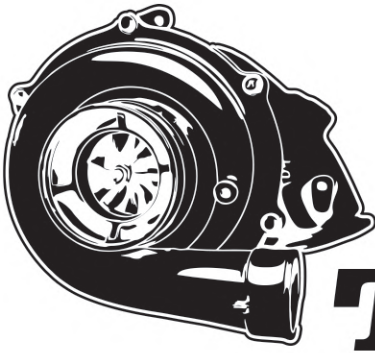
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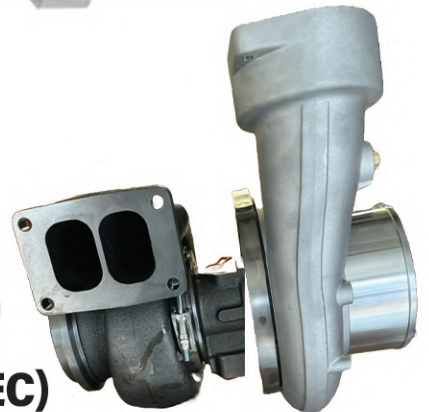
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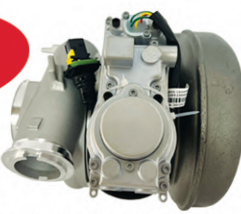
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Cross reference for CUM2100 OE Low HP:
 2882109HX, 2840007, 2841220, 2841221, 2841222, 2841006, 2881807, 2882004, 2882110, 2882111, 3767306, 3768194, 3772586, 3773561, 3773562, 3773568, 3773569, 3792586, 2882100, 2882100, 2882004HX, 2882109HX, 2882110HX, 2882111HX, 2882112HX, 3792586HX, 5350503, 5350506, 5502825, 5502825HX

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