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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Shell Rotella® SuperRigs® Roars Back With A Vengeance!



"Trouble Maker", owned by Truett Novosad of Equipment Express and driven by Randy Supak dazzled the crowd at the 39th Annual Shell Rotella® SuperRigs® held at the Love's Travel Stop in Hampshire, Illinois in late July. This sleek beauty, a 2007 Peterbilt 379, with a 3-axle heavy haul 625 CAT (Reman) and custom interior, hauls pipeline equipment. Cody Tondre of Misfit Diesel Service was the builder. Turn to pages 12 & 13 for more photos from SuperRigs® and visit our Truck Show Gallery at www.movinout.com to see more photos of "Trouble Maker" and our complete photo coverage of the truck show. - photo by Pam Pollock -

Load Covering Solutions And The Evolution Of The Rolling Tarp System



There are still plenty of covered wagons on the road today.

by Steve Pollock

BUFFALO, NY.... Load Covering Solutions (LCS) was founded in 1979 in Ontario, Canada as A-Kit Industries. They were a specialized manufacturer making side kits, which were quickly replacing standard flat tarping for flatbedders. The company transformed the Canadian market through the 1980s from flat tarps to iconic "Covered Wagons" utilizing lightweight but

H.D. aluminum side post, cross bows, a variety of panels, and fitted tarps. From the lowest of loads to van freight, A-Kit customized side kits ranging in height from 2 ft. to 8 ft. This innovation allowed an added measure of safety for drivers while allowing loads to be covered more quickly and thoroughly than conventional tarping. Side kits are still running up and down our North American highways today.

It wasn't long before A-Kit Industries recognized the need for dump haulers to have a more efficient method of tarping and developed a ground level crank operated side-to-side roll tarp system.

By the late 80s and early 90s, A-Kit Industries saw a continuing demand for more versatility in flatbed tarping. Always maintaining innovation, A-Kit Industries continued on page 7

Diesel Spec – North America's Leader In Truck Tuning



Diesel Spec is the largest performance shop for heavy-duty trucks in North America with 485 retailers in the USA and Canada that perform over 5,000 truck tunes each year. The company has also done tunes in other countries, including Mexico, Chile, Austria, Australia and South Africa.

Tuning is the process of

fine tuning the software in the truck's ECM module, with the end result of creating more power, greater response and less fuel consumption. Diesel Spec offers 4 types of tunes:

- High Performance
- Performance
- Fuel Economy
- Off-Highway

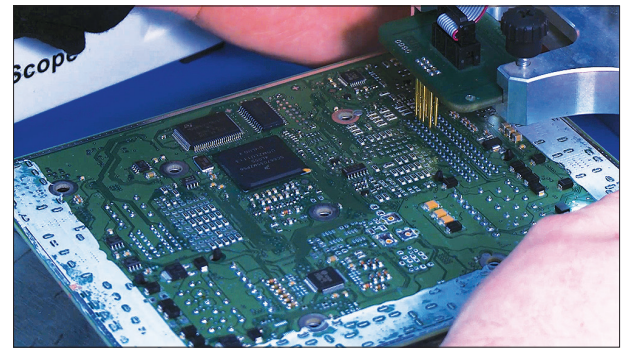
The High Performance tune is the choice for truck pulls and

racing. The Performance Tune provides extra power for heavy loads and pulling mountains. The Fuel Economy tune does exactly what its name implies, and the Off-Highway tune eliminates horsepower robbing add-ons. Truck owners are urged to check their state laws, however before having an off-road tune performed. The continued on page 2

Diesel Spec – North America’s Leader In Truck Tuning



Diesel Spec technicians perform dyno testing.



Testing being conducted at the Diesel Spec lab.



Dyno testing

continued from page 1

tune itself can be done at any of Diesel Spec's 485 retailers in about 2 hours. The customer decides which type of tune they would like performed, then a tuning module is plugged into the truck's ECM and the tune is performed remotely from Diesel Spec's Montreal, Canada headquarters. Each tune carries a 30-day satisfaction guaranteed warranty and a one year reflash in case the ECM is reset at a dealer. Both warranties are included in the price of the tune. Most customers experience a 5-20% (about 1/2 mile per gallon) gain in fuel economy. Tunes are available

for nearly every engine, including: CAT, Cummins, Detroit, Isuzu, Mercedes, PACCAR, AND MaxxForce. Updates are available for all modern engine versions. Diesel Spec also does tuning for farm tractors and off-road equipment.

Diesel Spec sells high performance parts including turbos, exhaust manifolds, intake manifolds and crank dampers. The company has two dynamometers at their five million dollar facility in Montreal for their customer's convenience.

The following are what satisfied customers have to say about their Diesel Spec tune:

Menick LeBeau, Quebec: "Thanks to the Diesel Spec team for the professional work! Not only is my truck more fun to ride in since you upped its performance, but I also make fuel savings of 1 mile per gallon. I recommend all truck owners visit Diesel Spec."

Luis Gauget, Mexuscan Cargo, "Thanks for bringing my engine back to life! 100 horsepower more and fuel savings of 10%. A tremendous investment."

John, JNB Heavy Haul, "We at JNB Heavy Haul need all the power we can get without sacrificing fuel economy. More than 30 trucks done and very satisfied. Diesel Spec delivers big in both."

Tyler, Dingman Trucking: "We did a tune on a Caterpillar bridge engine. Truck now pulls great and is good on fuel. CAT engine was lazy before. Thanks Guys!"

Doug Ruddick, Texas: "2007 Kenworth W900B with Caterpillar C-15 MXS twin turbo. I have the economy tune on my truck and right away you can see the difference. The truck pulls better, uses less fuel and seems to run a little cooler as well. I have had one truck done with Finning and one with Diesel Spec and Diesel Spec is the way to go."

FedEx Canada: "Thanks to Diesel Spec, my Cummins ISX runs with more power and better fuel economy! Great place to deal with smiling faces."

If you would like to take your truck from mild to wild, give Diesel Spec a call at 855-932-0060.

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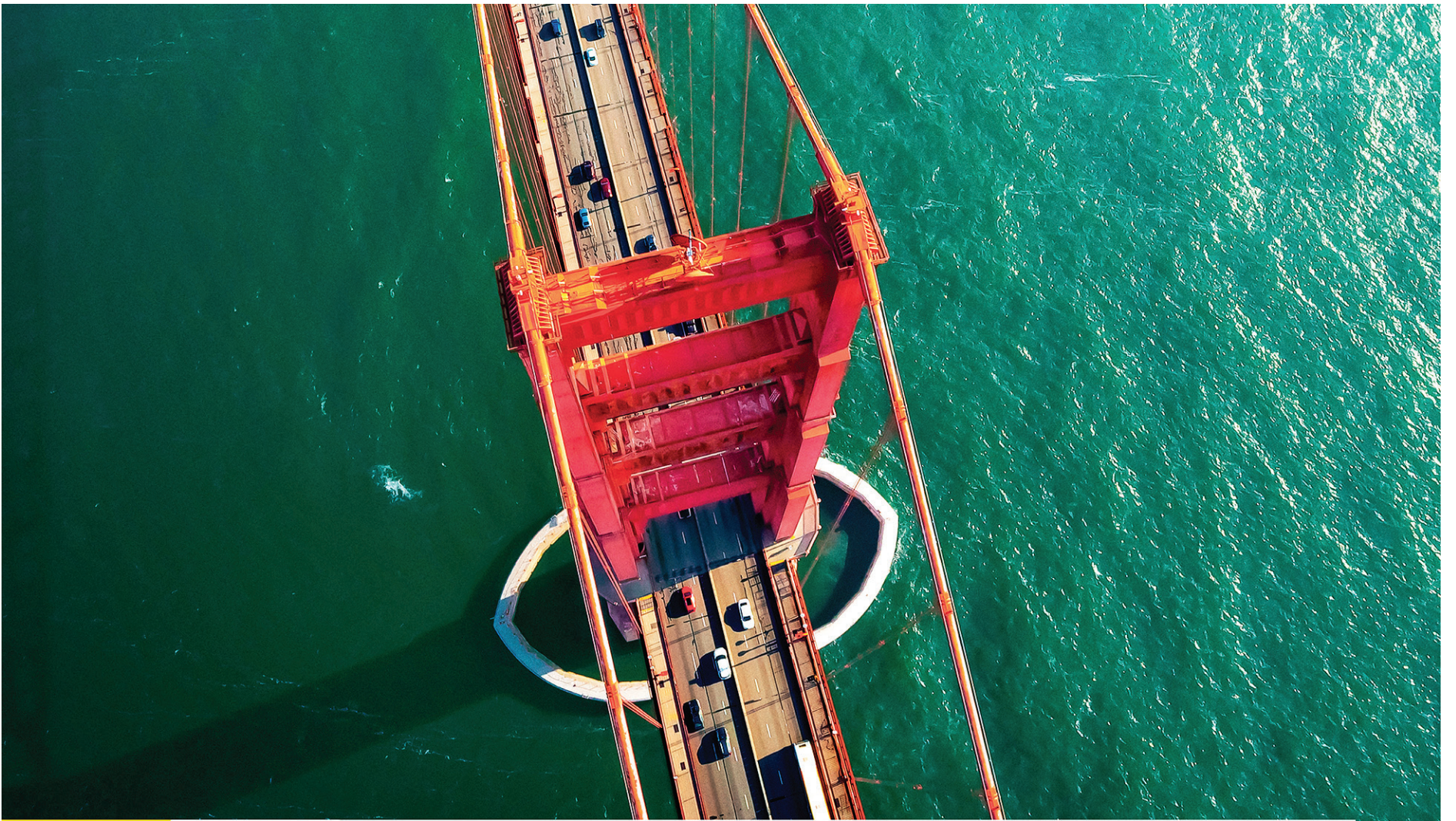
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Off The Beaten Path

by Pam Pollock



So, This Is 60...

When I turned 19, I cried at work ALL.DAY.LONG. No, I'm serious. The boys up at Larry's Truckstop teased me so much and told me that the government would probably change the rules and make women aged 19 register for the draft and I freaked out because clearly I am not military material.

When I turned 30, I wasn't thrilled. Same with 40. Same with 50. Age 55 freaked me out because my Grandma Grace literally dropped dead about 4-5 days after she turned 55. Bad memories linger and fear settled in.

And so, I turned 60 two weeks ago, and you know what? I embraced it. I can handle that I am no longer a skinny-minny. I can handle the wrinkles and body aches. I am just thankful to be alive, when I was 10 years old, I got really, really sick. I had been sick all my life, but in early Oct. of 1971, I ended up in the hospital. The doctors were mystified as to what was making me sick. They ran all kinds of tests (and that's where I get my extreme fear of needles, doctors, and hospitals) and finally Dr. Bashline walked by and peeked in the microscope and said that I had allergies. 10 years of allergy shots ensued.

I'm SIXTY, folks. 50 years ago, the Dr. said that if they didn't figure out what was wrong with me, I would not make it to Christmas. I'll take 60, warts and all...

My friend Debby told me on my birthday, "You are your own person now, you're authentic." She's right. In school, I always wanted to be a cool kid. I was not.

When MY kids were in school, I wanted to be a cool Mom and a member of the Cool Mom clique group. I was not.

For years, I wanted to be a part of the cool journalists clique group. I was not - and now I scoff at the pompous a-holes.

I am me. I can be loud, obnoxious, and very inappropriate. I will sometimes have conversations with total strangers, and I compliment people about random things. I can also be so shy sometimes that I hide when I see someone in the grocery store because I just can't handle talking to anyone.

I am stubborn. I am overly emotional, and I have zero patience. I can't read directions, or a road map and I get lost sooo easily. I speak my mind and will

tell just about anyone off - I'm looking at you, Richard Petty.

I will defend the underdog and you best never say anything about my family or friends.

I'm quirky. I'm weird. I'm me and me is happy to be 60. I'm

beyond blessed and thankful for the outpouring of love from my friends and family on my 60th birthday! My family utterly spoiled me. Hello 60 - and I have my eye on you, 70 and 80 and maybe even 90...

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Love's Travel Stops donates \$100,000 to St. Christopher Truckers Fund

Love's Travel Stops has donated another \$100,000 to the St. Christopher Truckers Development and Relief Fund. The nonprofit helps professional truck drivers and their families during difficult times.

"Professional truck drivers keep America moving, and

this is one way we're thanking them for all they do for the country," said Jenny Love Meyer, executive vice president and chief culture officer of Love's. "St. Christopher is a great organization that helps drivers every day, and we're glad to continue to support the

organization."

Love's first donated to St. Christopher in April 2020 when the company gave \$100,000 to help drivers during the coronavirus pandemic. The relief fund helps with expenses like rent, mortgage, utilities, insurance and vehicle payments as well as provides health and wellness programs for drivers.

"The trucking industry is the backbone of our economy and professional drivers are the heart of the industry. We depend on those drivers every single day and they can depend on St. Christopher Truckers Fund every single day," said Shannon Currier, director of philanthropy and development for SCF. "We are humbled by the continued generosity of Love's Travel Stops and their commitment to ensure the men and women of this industry have support when they need it most. Thank you for being a hero to our highway heroes."

"As president of SCF, as well as a customer of Love's, we are proud to be in a partnership that serves and cares for the trucking industry," said Joyce Brenny, president of SCF and CEO of Brenny Specialized. "On behalf of the crew at Brenny and board of directors at SCF, a gracious thank you."

Truckers needing assistance can apply online. Supporters can donate online or contact Shannon Currier at shannon@truckersfund.org.

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High Performance Diesels with Bruce Mallinson

When you call us with engine or truck related problems, please help us help you. Know exactly what engine, transmission, and rear gear ratio you have. Also know your cruising RPM, cruising turbo boost, and peak turbo boost. I need this information to help you with fuel mileage questions. If you are calling for a part such as a torsional damper, turbo, exhaust manifold, all of the above information is not necessary. Turbo boost tells us a lot about how your engine is performing,

most trucks are not equipped with this gauge, the boost gauge kit is only \$102.00 and very easy to install. You can gain 1 mile per gallon of fuel if you drive by the boost gauge.

A few words about rail pressure and its effects on engine performance. A higher rail pressure can improve PM (particulate matter) and HC (hydrocarbon) emissions. It can also reduce smoke emissions, decrease fuel consumption, and increase power. It has similar effects to adjusting main injection

timing. When you increase rail pressure a few things happen. The same quantity of fuel in a shorter period of time. The other thing that happens is the injected fuel droplets will be smaller. Smaller fuel droplets will increase the speed of combustion and the quality of the air-fuel mix.

OEM's have been increasing fuel pressure every generation since the engines have come equipped with common rail injection systems. In general, increased rail pressure is a good thing. However, like most



Common Rail Fuel System

taminants pose to an engine? When water mixes with sulfur and heat, acid is formed. Water will also emulsify oil. This reduces lubricity and oil's ability to properly cool engine components. In addition, water will increase oxidation rates, causing rust and additional wear to engine components. Diesel fuel mixes with oil and thins oil out, reducing viscosity and oil effectiveness.

Why do I need an on-board refining system to remove liquid contaminants? Isn't engine oil hot enough already? Engine oil does create sufficient heat to evaporate liquid contaminants, however, to evaporate completely, the water, diesel fuel, and glycol must be brought to the surface. The oil in the reservoir is in constant motion during operation, which emulsifies water and mixes the diesel fuel and glycol, trapping them in the oil. When vehicles are stopped, the oil will come to the surface, trapping water, diesel fuel and glycol below. Even if the liquids would evaporate, they would be contained within the engine block, condensing when the engine cools, and returning to oil.

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

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things there are trade-offs. An increase in rail pressure equates to increased NOx emissions. This can be reduced afterwards with aftertreatment at the cost of more urea usage. However, there is also a limit on how much urea can be injected. Like most things, there is a happy medium on rail pressure. When you increase rail pressure too much you can make combustion efficiency worse. When there are a lot of small fuel droplets, they use up a lot of the localized oxygen leaving the rich part of the spray looking for oxygen. Since the larger fuel droplets can't find oxygen quick enough, they turn into soot particles. Undoing the improvements you were trying to make.

We are thrilled to announce that Pittsburgh Power has acquired OPS - Oil Purification Systems. For almost 10 years we have been a dealer and distributor for OPS and have sold and installed hundreds of Eco-Pur systems for satisfied customers. OPS has a great reputation for reliable products and good customer service. Like Pittsburgh Power, OPS was created to serve the Owner-Operator and small commercial fleet community. OPS will soon join our collection of high-quality products all designed to make life better for the Owner-Operator truck driver.

OPS manufacturing and warehousing will be moved to Pittsburgh Power's location in Saxonburg, PA. We will continue to supply the exact same products you know and love from OPS with the same high-quality standards. Over time, we will observe customer feedback and will consider making improvements as well as adding compatibility with new truck models. Since we are already equipped to sell

and install OPS products, we are more than able to handle all your OPS needs. For OPS related sales or service inquiries, please contact Pittsburgh Power.

We would like to take this opportunity to talk about some common questions about the OPS Eco-Pur system.

What is the difference between the Eco-Pur and standard full flow filters? Standard full flow filters will filter out particulates in the 10-40 micron range, while the Eco-Pur filter will remove particulates down to 3 microns. The Eco-Pur Evaporator removes liquid contaminants that create acid, oxidation, sludge, and dilute oil. The Eco-Pur system refines the oil by removing all contaminants to maintain oil quality and extend additive package life.

What harm do liquid con-



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LCT Rolling Tarp System for GN trailer.

continued from page 1

developed and introduced the Rolling Tarp System to Canadian flatbed haulers.

Seeing the vast market for flatbed Load Covering Products in the USA, in 2010 A-Kit opened an office in Buffalo, New

York, simultaneously changing their name to Load Covering Solutions (LCS) to better reflect their expanding product portfolio, their ability and willingness to customize their product to meet the needs of the customer,

and the ongoing innovation in aerodynamics.

As diesel prices continued to climb, the trucking industry was searching for any and all solutions to save fuel. The first step was to add aerodynamics

and other fuel saving features to the power unit. At the time, it was believed that there was little to nothing that could be done to enhance the aerodynamics of the flatbed trailer. LCS teamed up with one of the leading developers of aerodynamic products and in 2014 introduced their Windmaster Series of aerodynamic rolling tarp systems. By adding a Nose Fairing and streamlining the rolling tarp system to be more aerodynamic, LCS was able to provide customers with wind drag reductions of 5-12%, depending on application. All LCS Windmaster Systems are CFD tested in comparison to a flat front aluminum bulkhead 100" high at 65 mph. LCS offers 4 models of the Windmaster Aerodynamic Rolling Tarp System: Windmaster Original, SMARTLOOK, GR8LOOK, and the Round Top Windmaster Bullet.

Today Load Covering Solutions is the only manufacturer to offer flat top and round top Windmaster aerodynamic rolling tarp systems. Although LCS is not the largest producer of rolling tarp systems in North America, they offer the widest variety of specialized rolling tarp systems for many applications. The company engineers custom design over-dimensional systems for the U.S. Government, Aviation & Space Exploration Transportation requirements, which can reach beyond 80 ft. in length and 6 ft. in height. LCS has little limitations for what they are confident in designing, making them 1st choice in these markets. NLCS likewise undertook the development of the non-semi-trailer load covering systems under the branding LCT-Load Covering Trailers and makes multiple models of systems for fender,

deckover, tilt, and gooseneck trailers ranging from 10 ft – 45 ft. to be pulled behind 1500-5500 series trucks.

Load Covering Solutions offers a wide range of mechanized tarp systems beyond flatbeds for agricultural, aggregate, and waste, along with cargo control accessories and equipment such as boxes, bulkheads, and headache racks.

While 2020 was a year none of us will forget, Load Covering Solutions was able to maintain manufacturing capacity throughout the Covid 19 Pandemic, as well as into 2021. The company is excited about the upcoming Mid-America Trucking Show in March 2022 and invite drivers to visit their booth to see some of the innovative products LCS has to offer. To learn more, visit www.loadcovering.com or call 716-514-6419.

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Cooper Tire Launches Second Generation PRO Series™ Long Haul Steer 2 Tire

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shape that adds to its rigidity, allowing irregular shoulder wear to be minimized, which results in added durability in highway applications. Another unique feature on this new steer tire is a patented stone ejector design with a stepped groove wall in the tread pattern. This feature helps prevent stone drilling to ensure the integrity of the casing for multiple retreads."

Helping improve tire maintenance is Cooper's Wear Square® on the tire's shoulder ribs. This is a visual indicator that shows tread depth through five different evolving image icons. A "square" shape indicates full tread depth, while an "L" shape shows only half the tread remains. An icon also shows when the tire should be pulled for retreading or replacement. Since the Wear Square is placed on both sides of the tire, it also serves as an alignment indicator. If the icons on each side don't match, the tire technician knows there is an alignment problem or an uneven tire wear issue and can take corrective measures.

The Cooper PRO Series Long Haul Steer 2 tire features four-belt steel design construction and an industry-leading seven-year, two-retread warranty. The tire is also warranted for full replacement value for the first 50% of treadwear.



Denton, TX... Peterbilt Motors Company visited Washington, D.C. recently while displaying the zero-emission battery electric Model 579EV to key government agency officials and members of Congress. The visit began with a major

U.S. Department of Energy press conference where U.S. Energy Secretary Jennifer Granholm announced \$60 million in funding for 24 research and development projects that include projects directly related to reducing emissions through battery and electrification technologies being used within the transportation industry. Following the press conference U.S. Commerce Secretary Gina Raimondo took the Model 579EV for a ride around the Capitol as part of a video with Energy Secretary Granholm and White House National Climate Advisor Gina McCarthy.

The next day, the battery-electric Model 579EV was on display at Peace Monument directly in front of the steps leading up to the Capitol building.

Several members of Congress stopped by during the course of the day including Texas Senator Ted Cruz as well as Delaware Senator Tom Carper, Chairman of the Senate Environment and Public Works Committee.

Peterbilt Motors Company is leading the charge in zero-emissions technology with the industry's most complete product lineup optimized for their respective applications: the Model 579EV, Model 520EV and Model 220EV. These vehicles excel in local pickup and delivery, drayage, short regional haul and refuse applications. All three models are available for order now.

The Peterbilt Model 579EV used during the Washington D.C. visit is part of a California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) Greenhouse Gas Reduction Fund Zero Emission Drayage Truck Demonstration Project, funded by the California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment—particularly in disadvantaged communities.

Visit Peterbilt.com for more information.

FINDLAY, OH... Cooper Tire has launched its innovative, new PRO Series™ Long Haul Steer 2 tire to help drive down tire costs for fleets. The tire replaces its predecessor, the Cooper PRO Series Long Haul Steer tire, and is available now in size 295/75R22.5 (load range G and H), with additional sizes becoming available in October.

The Cooper PRO Series Long Haul Steer 2 tire builds upon the solid foundation of its predecessor, and features a patent pending shoulder decoupling rib. This provides added toughness on the edge of the tire to minimize irregular wear and damage caused by curbing.

One of the most fuel-efficient steer tires on the market, the new tire features Cooper's ECO (Energy Conservation Optimization) technology, which combines tire design, compounding and construction to provide an ultra-low rolling resistance tire that exceeds SmartWay standard requirements by 15%. It also offers lower rolling resistance than EPA greenhouse gas (GHG) standards set for 2027.

The Cooper PRO Series Long Haul Steer 2 tire also provides 18/32nds of tread depth and features a wide footprint. This helps distribute weight more efficiently and promotes long and even wear, as well as enhanced traction.

"This is a premium steer tire designed to lower costs for our customers through fuel efficiency and long miles to removal," said Gary Schroeder, Executive Director of Cooper's Global Truck and Bus Tire Business. "We've built on the success of this new tire's predecessor and continued to innovate with improvements made on this new product. Cooper has made this high performing tire even better with the new decoupling rib, which has a unique size and

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Pacifico Reflections - R U O K ?

by: Mike McGough

Theirs was a small rural community. The church on the hill, was the largest building in town. It was also the social center of the town. There were no local industries. Aside from the folks who ran a local general merchandise store, a small restaurant and bar, and a filling station, everyone else farmed, worked elsewhere, or was retired.

Everyone knew everyone. At times that was a bit of a problem, but generally it was no big issue. For every example of someone minding too much of someone else's business, there were a thousand instances of family and friends supporting for each other and looking out for one another. They cared about each other.

However, one guy in town seemed to typify that sense of common caring more than anyone else. His name was Charlie. He ran the store in town. It was no Macey's, Gimbel's, or Sears, but it had pretty much everything the locals needed. And if by chance he didn't have something a customer needed or wanted, Charlie would get it. In addition to running the only store in town, Charlie was also an accomplished handyman, who could fix, install, or rebuild almost anything.

Having run his store through part of the Great Depression, World War II, the Viet Nam era, and well into the 80s, this merchant and handyman had seen his town through some tough times. Early on he had gotten into the habit of saying to folks, "Are you okay?" More

often than not, folks said that they were. But when they didn't, when money was tight, or when folks were dealing with tough circumstances, Charlie would do what he could to help. It was just part of who he was, and more importantly it was part of who he wanted to be. He never kept a ledger of debts owed, but if he had, it would have been lengthy.

Well into his 80s, age and some health issues began to take their toll. Even after closing the store, he lived out his years, still doing odd jobs now and again. He liked to tinker, but more importantly he still liked to help people. He wanted to help them be okay.

For one of the many kids who visited Charlie's store, it was a kind and vivid memory that stuck with him. As an older man, he could still recall the smell of the store, and how the wooden floors creaked when you walked on them. His Grandmother lived just down the road. On Saturday trips to her cottage, a stop at Charlie's was always a treat. A quarter bought a tube of BBs, and enough penny-candy to last the day. Root beer barrels were his favorite. He came to know Charlie as a nice guy who always had something cheery to say and generally gave you more candy than you paid for. But it wasn't until this kid was older, much older in fact, that he learned just how nice a guy Charlie really was.

During the quick visit to his grandmother's cottage, which was still in the family, he stopped in the little town.

The building where the store had been was still standing, but it was then a private residence. He asked a woman sitting on a porch of a neighboring house if Charlie was still alive. "No," she said, "Charlie died several years ago, and we still miss him every day. The day he died, this little village and all of us who call it home, lost our best friend. If everybody in town had paid him what they owed him, why he'd have been a millionaire twice over."

Then she said, "The thing I remember most about Charlie was how he always ask people if they were okay. Whether in the store or if he came to your house to fix something, he'd always ask, 'Are you okay?' If you weren't and you told him, he'd find some way to try and help you. He'd try to make things a little better for you. And if he couldn't do anything right then and there, he'd check back with you. We all remembered him saying that, and we agreed we'd miss him asking if we were okay."

She said in Charlie's memory, they make the effort and take the time to ask each other, "Are you okay," particularly when they know a family member or friend may be going through a rough patch. She then shared that the town also added an epitaph to his tombstone. Because the simple tombstone was small it had to be short. It reads, R U O K?

When was the last time you took the time to ask someone, "Are you okay?"

Thank you, Charlie!

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More Than Ever, We Need To Live Up To Their Legacy - Reflections On 20 Years Since 9/11



By Joe Reagan, Wreaths Across America Director of Military and Veteran Outreach

Over the past few days, I have had an opportunity to chat with several fellow Veterans, Service Members, Military family members, and Gold Star families. It is beyond the obvious in saying that the past few days have been extraordinarily difficult for those with a personal connection to our mission in Afghanistan. My wife Tiffany and I are no different.

Earlier this week, a CNN

reporter broadcast from a base in Andar, Afghanistan – this was a base that my soldiers and I built, it's the base where I was wounded in 2006. Seeing it on the screen brought back a lot of memories – good and bad. When we first secured Andar we were using an open space adjacent to the district center compound where I lived with the local Governor to land helicopters. Unbeknownst to

us – that open space was a Cemetery.

One day the elder approaches me and says you're landing helicopters in our cemetery, and this is deeply disrespectful. We talked for hours and right as the villagers and the elders were satisfied that we intended no harm and that we had agreed on a new place to land helicopters I heard the distinct sound of a far-off Chinook Helicopter. Despite my best efforts to wave them off, two giant Chinook's land right in front of us in the cemetery, sandblasting the entire group of gathered elders in the process, and effectively undoing all the goodwill I had just spent hours building. Of the 847 days I spent serving in Afghanistan, every. single. one. was like that day. A few steps forward, a few steps back.

In my conversations with fellow Veterans, their memories are about the same. The question that keeps coming up: was this worth it?

Unfortunately, most are having a hard time answering that question. There's a term for that, Moral Injury. Moral Injury is the mind's response to actions or memories that are in violation of a person's values and beliefs – some might say it's an injury to your soul. For 20 years the full weight of the

War on Terror fell on the shoulders of less than 1% of us. 2.7 million Americans voluntarily answered the call to serve, .7% of the U.S. population to be precise. 7,057 never came home, another 30,177 came home only to take their own lives.

Since 9/11/01 my generation of Veterans has been fortunate to have a grateful nation behind us – I attribute this to our Vietnam and Korean War Veterans who after 9/11 were adamant that my generation received a proper welcome home and proper access to care, something many of them never received. Believe me when I say, ALL of us appreciate that gratitude – but over the past few days the resounding impression I get from talking to my fellow Veterans is that "thank you for your service" has lost its meaning. Many Veterans have begun to see this as a hollow or superficial gesture, people say it because that's what you're supposed to say.

Like most Veterans, on my right wrist I wear a silver bracelet, I have a collection of them, but they all look the same. Most people assume it's a medical alert bracelet, but if you look closely each bracelet is inscribed with the name of a friend or colleague I've lost, either to our enemies abroad, or the demons within. I wear the bracelet so that I can read their name, when I shake hands, when I render a salute, when I play with my kids, while I type these words, their names are always with me. Almost every Veteran I know does this. We do this because it inspires us, they inspire us. They sacrificed their tomorrow so that we could have our today – and that is not something to be taken lightly. We have an obligation to live up to their legacy, we have an obligation to make those sacrifices matter, and what we're seeing today should only strengthen our resolve to do so.

As we reflect as a nation on the current situation in Afghanistan and on the 20th anniversary of 9/11, I think it is more important than ever to remind ourselves of the unity that existed immediately following the 9/11 attacks. On 9/12 there was no doubt in anyone's mind that we would prevail, there was no doubt that we were stronger together. Now, 20 years later, we should focus our efforts on those elements that unify us, those elements of our history that make us stronger, those elements that define American exceptionalism.

Pearl Harbor, September 11th, whatever the crisis, American's have always stood up and found a way to overcome any obstacle. Despite the fear, the heartbreak, the anger we're all experiencing we owe it to ourselves, we owe it to our fallen to be good stewards of our democracy, we must live up to their legacy and be good stewards of our communities. As we approach the 20th Anniversary of 9/11, all of us must find a way to serve, we must ensure that the sacrifices made by the .7% were not in vain.

After Pearl Harbor our entire nation mobilized in support of the war efforts. Everyone made sacrifices in support of our common goal. When the war was over, we quickly made up for lost time. The greatest generation not only secured victory in World War II but they returned home to oversee the largest period of economic growth this country has ever seen, and some of the greatest technological advances the world has ever seen. For the greatest generation there was no obstacle that couldn't be overcome – and today we have the opportunity to harness that same spirit.

To the brave men and women who volunteered and to your continued on page 11

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More Than Ever, We Need To Live Up To Their Legacy

continued from page 10

families, and to the families of the fallen. The sacrifices you made – and your families made – were not in vain. What we are witnessing today is not our failure, this is not our burden to bear. Having had the privilege of serving alongside so many amazing Americans (and allied Service Members as well), quite frankly I'm tremendously proud of what you were able to accomplish, and I hope you are too. The fact is you carried more than your fair share – and you are stronger because of it.

It's OK to not be OK right now. Take some time to reconnect with old friends, remind ourselves about that time we were handed a mission, given no resources to execute the mission, and somehow figured out how to make it work. Let's take that problem-solving mindset into our next mission. There's a lot of work to be done - your country and your communities need strong leaders like you to tackle tough problems and solving tough problems is what we do best.

Adlai Stevenson II said, "Patriotism is not a short and frenzied outburst of emotion but the tranquil and steady dedication of a lifetime." I can think of no better way to demonstrate our gratitude for the sacrifices of our Service Members, Veterans, and their families than by reaffirming our commitment to service, to each other, to our communities, and to our nation.

Joseph Reagan is the Director of Military and

Veterans Outreach for Wreaths Across America. He has over 10 years' experience working with leaders within Government, non-profit, and Fortune 500 companies to develop sustainable strategies supporting National Security, and Veterans Health. He served 8 years on active duty as an officer in the U.S. Army including two tours to Afghanistan with the 10th Mountain Division. He is a graduate of Norwich University, the oldest private military college in the country.

Wreaths Across America is a non-political, non-profit organization best known for placing wreaths on veteran's headstones at Arlington National Cemetery. However, in 2020, the organization placed more than 1.7 million sponsored veterans' wreaths at 2,557 participating locations nationwide. Throughout the calendar year you can tune in to Wreaths Across America Internet Radio, 24/7, to learn more about the mission and those who support it across the country, as well as the hundreds of local charitable efforts nationwide that are funded through wreath sponsorships.

You can sponsor a veteran's wreath anytime for \$15 at www.wreathacrossamerica.org. Each sponsorship goes toward a live, balsam wreath that will be placed on the headstone of an American hero as we endeavor to honor all veterans laid to rest at noon on Saturday, December 18, 2021, as part of National Wreaths across America Day.

Carly Kappelt Now A Driver Recruiter For Buchanan Hauling and Rigging



By Steve Pollock

FORT WAYNE, IN... Buchanan Hauling and Rigging is pleased to announce that Carly Kappelt is now a Driver Recruiter for the company, recruiting drivers from all East Coast and Midwestern States.

Carly is knowledgeable about the trucking industry, flatbed in particular, having spent the past 16 years in compliance and recruiting at a major flatbed carrier. She is excited to tell drivers about the opportunities available at family-owned Buchanan Hauling and Rigging, which is headquartered in Fort Wayne, Indiana. The company operates flatbeds, hauling all types of commodities, specialized multi-axle trailers and dry vans. They serve all 48 states, Canada, and Mexico.

To learn more about the opportunities available for company drivers, owner-operators and lease purchase operators, call Carly at 260-205-6271.



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PROGRESSIVE
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Kiegan Nelson and Vinnie Diorio Capture Best of Show at Shell Rotella® SuperRigs®



Owner Vinnie Diorio's 2020 Peterbilt 389, driven by Kiegan Nelson, won the Best of Show honors at the 39th Annual Shell Rotella® SuperRigs®.

Driver Kiegan Nelson and truck owner Vinnie Diorio of Richfield, Wis. captured Best of Show honors with their 2020 Peterbilt 389 at the 39th Annual Shell Rotella® SuperRigs® competition held July 29-31 at Love's Travel Stop, in Hampshire, Ill. They were awarded \$10,000 from Shell Rotella, Nelson and Diorio also won for Best Interior.

Brian Dreher of Campbell-sport, Wis. was awarded Best of Show first runner-up for his 2016 Peterbilt 389. He also captured the Best Engine category. The 2007 Peterbilt 379 of Truett Novosad from College Station,

Texas was named Best of Show second runner-up. Novosad also won the Best Chrome and Best Theme categories.

The Owner-Operator Independent Drivers Association (OOIDA) Go Safely Award was presented to Daniel and Phyllis Snow. The award, supported by Shell Rotella, honors the commitment of drivers to keeping themselves and others safe during the pandemic.

Complete 2021 Shell Rotella SuperRigs Results:

Best of Show: Kiegan Nelson and Vinnie Diorio, 2020 Peterbilt 389, \$10,000 and 50,000 My Miles Matter Reward

Points, Place in the 2022 Rotella SuperRigs Calendar

Best of Show 1st Runner Up: Brian Dreher, 2016 Peterbilt 389, \$4,000 and 40,000 My Miles Matter Reward Points

Best of Show 2nd Runner Up: Truett Novosad, 2007 Peterbilt 379, \$2,000 and 30,000 My Miles Matter Reward Points

1st Place Working Truck - Limited Mileage: Chris Alby, 2015 Peterbilt 389; 2nd Place: Austin Gottman, 2019 Peterbilt 389

Show Truck: Truett Novosad: 2007 Peterbilt 379 Extended Hood; Jacob Linson, 2020 Peterbilt 389; Robert Hallahan,

2021 Peterbilt 389; Truett Novosad, 2005 Peterbilt Extended Hood; Dan Brubaker, 2020 Peterbilt 389

Best Engine: Brian Dreher, 2016 Peterbilt 389

Best Lights: Danny Kimball, 2007 Kenworth W900

Best Chrome: Truett Novosad, 2007 Peterbilt 379

Best Theme: Truett Novosad, 2007 Peterbilt 379

Best Interior: Kiegan Nelson and Vinnie Diorio 2020 Peterbilt 389,

1st Place Tractor/Trailer Division: Barry Kuhn, 2018 Kenworth W900L; 2nd Place - Ben Overton, 2021 Peterbilt 389; 3rd Place - Danny Kimball, 2007 Kenworth W900; 4th Place - Jimmy Ganski, 2014 Peterbilt 389; 5th Place - Collin Rodgers, 2015 Peterbilt 389

1st Place Tractor Division: Shani Lee, 2007 Peterbilt 379

Legacy 995; 2nd Place -Mike Wilkinson, 2020 Kenworth T680; 3rd Place Kevin Benson, 2019 Peterbilt 389; 4th Place - Clayton Driscoll, 2018 Kenworth W900L; 5th Place -Tony Huttleston, 2020 Kenworth W900L

1st Place Classic Division: JR Schledger, 1985 Kenworth K100E; 2nd Place -Trevor Timblin, 1999 Peterbilt 362; 3rd Place -David Foster, 2005 Kenworth W900L Studio; 4th Place -David McKinney, 1993 Peterbilt 379; 5th Place -Mike Coyne, 1996 International 4900

2022 Shell Rotella SuperRigs Calendar Winners: Brian Dreher, Truett Novosad, Kevin Benson, Derek Joubert, Jimmy Ganske, Dil McKinney, Danny Kimball, Trevor Timblin, Tony Huttleston II, Jason Lemberg, Ben Overton

2022 Shell Rotella SuperRigs Calendar Winners: Brian Dreher, Truett Novosad, Kevin Benson, Derek Joubert, Jimmy Ganske, Dil McKinney, Danny Kimball, Trevor Timblin, Tony Huttleston II, Jason Lemberg, Ben Overton

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- All Photos by Pam Pollock -

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Truck World - 50 Years of Serving America's Truckers



The original Truck World building.



Truck World's company owned Helio Courier being washed at the Blue Beacon Truck Wash.

By Steve Pollock

HUBBARD, OH... Truck World is "Old School", the way truck stops used to be, designed, and built to service trucks and drivers – a full-service truck stop with a complete compliment of driver services and amenities.

Truck World was established in 1971 by Gary Burke and his mentor/Uncle Ed Yasechko, a few years after the opening of Interstate 80, on 38 acres off exit 234 in Hubbard, Ohio. The land was purchased from the Youngstown Sheet and Tube Company as well as several smaller companies. Initially, the truck stop consisted of a small 24'x24' building that housed Red Carpet Fuel Service and T/W Permits, a few diesel pumps and a small restaurant that was opened in an old Jehovah's Witness Church on the property. It quickly became a popular stop for truckers traveling I-80. Located just a couple of miles west of the Ohio-Pennsylvania State Line, T/W Permits supplied a vital service, providing permits for oversize and overweight loads at a time when they [the permits] were difficult and time consuming to obtain.

1971 was about the same time that Truck World, Inc owner, Gary Burke, began his career in the truck stop industry. Gary was a Naval Aviator stationed on the Kitty Hawk Aircraft Carrier, flying F-4 Phantom Jets. Gary served from 1967-1971 before helping to establish Truck World shortly after his discharge from the Navy. To this day, Gary maintains his Pilot's license and owns his own plane. A grass landing strip and hangar were built on the Truck World property to accommodate the company owned Helio Courier airplane and would later be used to host several hot air balloon events.

By the mid 1970s, America was seeing shopping malls pop up all over the country, a new concept that placed multiple businesses and services under one roof providing ease of shopping for consumers.

With business growing, the need for a larger, more comprehensive truck stop facility became necessary, and in 1977 construction began on the "Truck World Mall", which was completed and opened in 1978. The Truck World Mall remains unique to this day as the only truck stop in the world to be built with the mall concept. The Truck World Mall was literally built around the Red Carpet Fuel Service building, which was later dismantled when the truck stop opened for business.

While some of the vendors inside the mall have changed over the years, they still provide all the services required by Professional Truck Drivers. Current tenants inside the Truck World Mall include The Globe Restaurant, a full-service sit-down restaurant that has become famous for not only the good home cooked meals prepared fresh on the premises, but also for their Prime Rib dinner. Other shops inside the mall include JoJo's Truckers Store; Mr. Tool; Maverick's Hot Dog Stand; TW Newsstand and Tobacco; Erin's Pub; Tango Whiskey Games of Skill; two additional game rooms; Truck World's Fuel Desk; and Roadside WellCare. There is a full-service Travelodge Motel adjacent to the truck stop as well.

Nearly as famous as the Truck World Mall is, so is Truck World Blvd., the street that connects the Truck World complex where drivers will find a Burger King; S&H Used Truck Parts; a Certified Tire Center; Flynn's Commercial Tire Scale; and Road Service; Blue Beacon Truck Wash; RaDa Truck Repair and Mobile Road Service; TRAC ThermoKing; trucking companies Crossett and Hurricane Express, as well as freight agents for Mercer Transportation and American Transport. In addition, Frito-Lay has a terminal and T&D Landscaping is headquartered on the complex as well as a Dunkin' Donuts; Gas Station/C-Store and a carwash.

Across the interstate, drivers will find authorized Detroit Diesel and Cummins parts and

repairs as well as a full-service Kenworth dealer. Just minutes away are International Harvester, Freightliner, Western Star, Mack/Volvo, Caterpillar, and several truck parts suppliers – just about everything you and your truck will ever need.

One thing that has remained the same over the years, is Truck World's commitment to their customers to provide clean facilities that have been continually upgraded and improved. CEO Gary Burke stated, "We have always been constantly and consistently improving our facilities, upgrading to the latest technologies, and not only providing clean, modern facilities for our customers, but also a safe place to park their truck. By continually reinvesting in Truck World, we have been able to continue to serve our customers for the past 50 years." When asked about the most significant changes to the trucking industry he has seen, Gary said, "Communications and technology has driven change in the trucking industry. I believe the biggest changes are yet to come with the adaptation of electric, hybrid and alternative fueled vehicles, which will require truck stops to adapt to fueling the next generation of trucks."

Some of the more recent improvements at Truck World have been the addition and modernization of the fuel pumps. A second fueling canopy was added, bringing the capacity to 22 diesel pumps, half of which are equipped with DEF pumps as well. All the pumps were upgraded to modern high-speed pumps at the time. Truck World has just finished a massive paving project, completely repaving the truck parking areas and Truck World Blvd. With the addition of two turning lanes, congestion has been alleviated for trucks leaving the facility as well as those using Truck World Blvd. Truck World has the capacity to park over 200 trucks and the parking spaces have all been repainted, with most providing drive-in, drive-out (no backing up) as well as wider spaces (15'x80'), which are about 3' wider than most standard truck parking spaces.

Truck World, Inc is still a closely held family-owned business and is committed to stay the same well into the future. The company has not only continued to improve the facilities over the years, but also opened a second Truck World location 4 years ago on I-76, Bailey Rd. exit and a third location on I-90 in Conneaut, Ohio in 2020. The company also owns convenience stores/gas stations in Girard, Poland



Truck World today.



Iconic Truck World Boulevard.



The Burke family: Brian, Erin, Gary, and Conner.



Hot Air Balloon at "Truckers Expo."

and Boardman, Ohio. Truck World locations have their own branded restaurants, known as "Maverick's Bistro", that offer fresh food prepared daily and sit-down dining.

While the two other Truck World locations are streamlined and not as large as the original, one thing is consistent,

the company has some of the cleanest and most modern showers and restrooms in the trucking industry. These facilities are meticulously kept sparkling clean. Truck World has also implemented a frequent fueler program honored at all locations, which gives cash back to fueling customers

on all fuel purchases. They also have "Your Wheels Keep Turning And So Will Ours", which is a program that has a monthly drawing for a chance to win 25,000 points, which are redeemable at Truck World locations.

In the formative years, Truck World held Truckers Expos, an early version of today's "truck shows", with vendors, food, prizes, and entertainment. There were hot air balloons and even a huge crane with a suspended Kenworth tractor hanging. While the format has changed somewhat, Truck World still hosts annual Driver Appreciation Events at all three locations in the month of August. Drivers receive free meals, handouts, and prizes, as a "Thank You" for their business. Truck World Hubbard also hosted two bands this year, Disco Inferno and Dwayne Dopsie and the Zydeco Hellraisers.

If you are getting tired of the same ole, same ole of the big chain truck stops, visit Truck World and experience what trucks stops used to be – a place for Truckers and their trucks! You can't miss them! They are right on I-80 Exit 234 in Hubbard, Ohio, just a couple miles west of the Ohio-Pennsylvania Stateline.



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Reliable Carriers – Delivering Dreams



By Steve Pollock

CANTON, MI... “We believe we have the best drivers in the business and recognize the true value of Professional Truck Drivers and we are looking to hire and lease more,” stated Bob Sellers, Vice President and COO of Reliable Carriers.

With an incredibly low turnover rate of only 18% (most of whom are retirees), there are a lot of reasons why Professional Truck Drivers spend their trucking career working for Reliable Carriers. “People come here and are treated properly, many of our drivers have been with Reliable Carriers for 25-35 years. It is hard work with a lot of responsibility, but the rewards are great. How many owner-operators can afford to buy a new truck every two years,” said Sellers.

With 360 units, Reliable Carriers is the nation’s largest enclosed auto transporter. While Enclosed Auto Transport is the primary business at Reliable Carriers, the company has

40 units dedicated to Open Car Carrier Transport, which serves just about every car manufacturer on the planet. Additionally, Reliable Carriers offers Fifth Wheel Transport (single car enclosed), Custom Roll Back Transport and Lowboy Heavy Equipment Transport for oversize vehicles. The company owns all the trailers, which are specially built for all types of auto transport, and they take care of all maintenance as well. There is no charge, however, to pull a company trailer.

Reliable Carriers provides service to auto manufacturers, high end collectors, auto auctions, antique auto auctions, relocations, corporate trade shows and events, and OEM and individual moves. The company carries 5 million dollars worth of insurance on every load with an umbrella policy of up to 50 million. Reliable Carriers is large enough to meet any customer demands but capable of transporting an individual’s car. The company has terminals

in Canton, MI; Orlando, FL; Fairfield, NJ; Chandler, AZ; and Sun Valley, CA. Each terminal has temperature-controlled warehouses. Reliable Carriers provides service to all 48 states and Canada and can hire/lease anywhere in the US.

Reliable Carriers was founded over 60 years ago with a single tractor trailer and began as a moving and storage company and is still owned and operated by the Abram family with Tom Abrams (the third generation) as President and CEO. In 1986, Reliable Carriers converted to 100% auto transport. The company has doubled in size in just the past 5 years and has plenty of business creating the need to hire/lease additional drivers, as well as some teams. The Reliable Carriers fleet is made up of about 60% independent contractors and 40% company drivers. Contractors are paid on percentage while company drivers are paid by the mile or hourly, dependent on which fleet they operate in. Reliable



to offer our drivers flexibility with their home time. We have a job you will like! Our drivers are the most important part of our company and the backbone of our business, which is why we have some of the highest compensation in the industry, as well as a very comprehensive benefit plan that all employees enjoy, including management. Our drivers are promise keepers to our customers and custom service agents who happen to drive truck. They are “Reliable Carriers” and that is why our drivers take a lot of personal satisfaction with the job.”

If you are interested in the challenges and rewards of Enclosed Auto Transport, give Reliable Carriers a call at 833-464-1472. You must be at least 25 years of age with at least 3 years of OTR experience and a good driving record. Drivers must have good communication skills and experience in auto transport, household goods or high value loads is preferred but not required.

Carriers’ contractors and drivers are among the highest paid in the trucking industry.

Line Haul OTR drivers are out 3-4 weeks with a week at home. Regional Hauls are home ever 2-3 nights and Local Hauls are home every night. Reliable Carriers has 25 trucks dedicated to running the Detroit area daily. There is no forced dispatch for Company Drivers or Owner-Operators. The Company Fleet is comprised of late model Peterbilt and Kenworth tractors, all are big bunks and some even have

showers and restrooms. The trucks are loaded with driver amenities, and with their polished aluminum wheels and colorful paint schemes, they are show truck quality. Power units are 4 years or newer, as are the special built trailers that are often worth \$250,000 each.

Bob Sellers commented, “At Reliable Carriers, you can feel good about your job. People treat you with respect and shippers and receivers are glad to see you. No bumping docks here, every day is a new challenge. We are blessed to be able



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Roger and Cindy Kral . - photo by Steve Pollock -



Left to right: Kim Kuhnle, Bob Russel, Tom Kuhnle, Kim Kuhnle, Roger Kral, and Casey McNicholas with the \$50,000 check.

By Steve Pollock

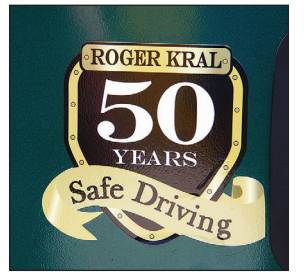
NEWBURY, OH... August 12, 2021 was a special day for Roger Kral, it marked the 50th Anniversary of his safe driving for Kuhnle Brothers in Newbury, Ohio. The owners and employees of Kuhnle Brothers honored Kral for this monumental milestone with an event in his honor.

Guests enjoyed a catered steak fry, complete with dessert. Roger's truck was parked in front of the Kuhnle building, where CEO Kim Kuhnle presented him with two special stickers, one for each door, placed at eye level for the 4-wheelers to view. Roger also received a special Eagle trophy. Then, to everyone's surprise, Kim presented Roger with a giant check for \$50,000 for his 50 years of safe driving for Kuhnle Brothers.

76-year-old Roger Kral began his driving career in 1962 at the age of 18 driving for a gas company. He joined Kuhnle Brothers on August 12, 1971. During his 50-year career with Kuhnle Brothers, Roger has logged over 5 million miles without a chargeable accident. Casey McNicholas put Kral's achievement in perspective, remarking, "It is like 200 trips around the Earth or 11 trips to the moon and back, all without having an accident."

When asked what the secret to his success is, Roger stated, "You have to pay attention all the time - and a little luck doesn't hurt, either!"

Roger and his wife Cindy have been together for 40 years and married for 36. The couple lives in Newbury, Ohio and have another home in Florida. Roger plans to keep on trucking for as long as Cindy will let him.



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Bestpass Raises Nearly \$8,000 for American Diabetes Association in Fight Against Disease



within the company that is responsible for identifying opportunities to contribute to the community in a meaningful way while also building relationships across functional teams. The committee identified raising awareness of diabetes as its focus for the second quarter of 2021.

The Bestpass Tour de Cure tea, as depicted in these photos, raised nearly \$8,000 for the American Diabetes Association.

ALBANY, NY... Bestpass®, the comprehensive payment platform provider and leader in toll management solutions for commercial fleets in North America, recently raised \$7,926.00 for the American Diabetes Association (ADA) to give back to the community while also encouraging healthy activity.

The Bestpass Tour de Cure team included 48 employees, customers, and partners from around the country.

Three team members raised more than \$1,000 to become Champions to Stop Diabetes.

"We're extremely grateful for the amazing support from the Bestpass team, not only for their effort in raising crucial funds, but for raising awareness around the importance of being active as well," said Jeff Collins, executive director, ADA Upstate New York.

The initiative was spearheaded by Bestpass Gives, an employee-led committee

coming together for this awesome cause." "I'm so pleased by all of the efforts by the Bestpass family to impact our communities for the better. We fielded a passionate, committed team to participate in the Tour de Cure this year, which enabled us to exceed our fundraising goal for the ADA Upstate New York chapter," said Tom Fogarty, CEO of Bestpass. "I am thankful to the ADA for the opportunity to work towards a healthier world, and Bestpass salutes the inspired efforts of our employees, customers, and partners in

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The Circuit Rider



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

Man Is Still Searching For Peace

The words "peace" and "piece" sound much alike but they are far apart. The word "peace" means collected, settled, having all ill-at-easeness removed and having calmness in spirit, a calm after the storm. Peace is settlement down within the heart.

The word "piece" simply means a particle. The world is filled with slogans about "peace", including peace with God, peace with man and peace with oneself. The only problem is they can't get the peace they are looking for.

It does not come through the channels the average person is following. Before man can have "peace" with man, he must have "peace" with God. So long as men are in pieces, as pieces of pie or pieces of a broken mirror, there is no "peace" for them.

How are we brought together? We are brought together in Christ. We are unified by His Spirit. The commandment of Jesus is to love one another and to do good to them who despitefully use you. As opportunities arise, give it the very best. Do everything as if you were doing it directly to the Lord. Then the pieces of the puzzle will be put into the "peaceful" picture you have been looking for.

ATA Truck Tonnage Index Decreased 1.5% in June

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 1.5% in June after falling 1% in May. In June, the index equaled 111.6 (2015=100) compared with 113.3 in May.

May's reading was revised down slightly to -1% from our June 22 press release.

Compared with June 2020, the SA index rose 0.5%, which was preceded by a 3.3% year-over-year increase in May. Year-to-date, compared with the same six months in 2020, tonnage is up 0.3%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 116.2 in June, 2.4% above the May level (113.4). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s.

Latest Trucking Industry News

OOIDA Responds To Infrastructure Package, Frustrated With Lack Of Parking Funding

Given how critical drivers are to our nation's supply chain, it is extremely frustrating to see lawmakers continue to treat truckers as an afterthought. Despite the disappointing outcome, we want to thank Senators Mark Kelly, D-Ariz., and Cynthia Lummis, R-Wyo. for championing Amendment 2615, which would have helped increase truck parking capacity across the country. We will continue work with them to identify other opportunities to address the lack of parking.

Truckers are routinely expected to simply be thankful for more highway funding and accept the fact all their unique needs are ignored time and time again. Years of inaction on addressing the lack of truck parking has created a nationwide crisis that threatens the safety of millions of professional drivers, and increasingly the motoring public. By failing to include the Kelly/Lummis amendment, the Senate has missed yet another opportunity to enact meaningful policies that would immediately improve drivers' lives and highway safety.

This should have been a bipartisan slam dunk. Instead, the continued lack of action has demonstrated to America's truckers that, despite all their hard work keeping the country safe and supplied throughout the COVID-19 pandemic, they largely remain an afterthought in the Senate. The lack of dedicated funding to address the truck parking crisis is a major reason OOIDA could not support the bill.

And we will continue to oppose surface transportation legislation that doesn't prioritize the needs of professional drivers.

Fortunately, the legislation does not increase minimum insurance levels and will invest hundreds of billions for roads, highways, and bridges. We will continue to monitor as the bill now advances to the House of Representatives where further action is expected this fall.

ATA Statement on Budget Reconciliation

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement today after the Senate adopted a \$3.5 trillion budget blueprint by party-line vote:

"On the heels of a momentous, bipartisan achievement for our nation's infrastructure, Congress is now turning its back on middle America to placate elite, liberal interests.

"President Biden led bipartisan talks through listening, compromise and keeping his word. These traits and common sense have become the exception in Washington, not the rule. With a 50-50 tie in the Senate and almost the same in the House, President Biden could again call for consensus and compromise. Americans are worried about rising inflation, getting back to work and responding to COVID and national disasters. Demonizing businesses and enabling partisan tax-and-spend policies following such a vital, bipartisan triumph is regrettable, will dampen our economic recovery and jeopardizes the fragile gains we've made.

«The trucking industry and

the families and businesses who depend on the supply chain call on President Biden, Leader Schumer and Speaker Pelosi to work in good faith across party lines for solutions all Americans can be proud of, not just a handful of liberal activists."

CVSA Releases 2021 International Road-check Results

More than 40,000 commercial motor vehicle inspections were conducted May 4-6 for International Roadcheck, the Commercial Vehicle Safety Alliance's (CVSA) annual high-volume, high-visibility inspection and enforcement initiative. Approximately 83.5% of the commercial motor vehicles examined had no out-of-service (OOS) violations. However, inspectors had to remove 6,710 commercial motor vehicles and 2,080 drivers from roadways—a 16.5% vehicle and 5.3% driver out-of-service rate – over that three-day period after the discovery of out-of-service violations during inspections.

CVSA-certified inspectors at weigh stations, inspection stations, roadside and designated inspection sites in Canada, Mexico and the U.S. inspected commercial trucks and combinations, cargo tank hazardous materials/dangerous goods (HM/DG) trucks and combinations, non-cargo tank HM/DG trucks and combinations, and motorcoaches/buses during International Roadcheck.

Inspectors primarily conducted the [North American Standard Level I Inspection](#), a 37-step inspection process that involves thorough inspection of the vehicle (including underneath the vehicle) and the driver. Inspectors performed 23,135 Level I Inspections and removed 5,048 vehicles (21.8%) and 1,200 (5.2%) drivers from roadways due to the discovery of critical vehicle or driver inspection item violations as identified in the [CVSA North American Standard Out-of-Service Criteria](#).

In addition to Level I Inspections, inspectors also conducted Level II Walk-Around Driver/Vehicle Inspections, Level III Driver/Credential/Administrative Inspections and Level V Vehicle-Only Inspections.

In Canada and the U.S., inspectors conducted 9,410 Level II Inspections and placed 1,593 (16.9%) vehicles and 549 drivers (5.8%) out of service. They also conducted 6,836 Level III Inspections and placed 331 drivers out of service. That is a 4.8% driver out-of-service rate.

In Mexico, inspectors with the Ministry of Communications and Transportation and the National Guard conducted 1,288 Level V Inspections. Note: Since Level V Inspections are vehicle-only inspections, there is no driver out-of-service rate to report.

•Of the 24,423 Level I and V Inspections conducted throughout North America, 5,084 vehicles and 1,200 drivers were placed out of service, which is a 20.8% vehicle out-of-service rate and a 4.9% driver out-of-driver fatigue.

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Savage Celebrates 75 Years of Moving What Matters



By Steve Pollock
SALT LAKE CITY, UT...
When Kenneth Savage returned from serving in the U.S. Navy in 1946, he and his father, C.A., purchased an International KB-5 stake body truck and began hauling materials in Utah and surrounding states. Before long, Kenneth's brothers Neal and Luke joined the family business. The three brothers built a successful, multi-generational company through hard work, integrity and innovation, along with the help of other great people. Today, Savage employs nearly 4,500 team members in over 200 locations throughout North America and in Saudi Arabia, moving and managing

critical materials using trucks, trains and marine vessels. Vice President of Operations Scott Hall explains, "Savage is a global provider of industry infrastructure and supply chain services, which includes transportation, logistics, materials handling and other industrial services. We enable our customers and partners to feed the world, power our lives and sustain the planet." Savage is a transporter of dry and liquid bulk materials, including Haz-Mat. They operate bottom dump trailers, end dump trailers, pneumatic trailers, flatbeds, liquid bulk tankers and compressed gas trailers.

Today, the company provides services that span the agriculture, energy and chemical, and environmental services industries, operating as Bart-

lett, Savage and EnviroServe. The company remains true to the core values established by their founders, which are: do the right thing, find a better

way and make a difference. Safety is also a primary focus throughout the organization. By holding long-term contracts with many of their

customers, Savage provides consistent dedicated hauls on regular lanes that allow nearly all of their drivers to be home every day at the end of their shift. The fleet is comprised mainly of late model Kenworth, Peterbilt and Mack daycabs. Since Savage's operational area is so extensive, the company has positions available for company drivers throughout the USA. Collaboration and teamwork are key values at Savage and team leaders help new drivers to become acclimated at the company. V.P. Scott Hall stated, "We value our drivers at Savage and make sure they are trained and treated well. There is nothing more important than safety at Savage and we involve many of our drivers and other team members in leading our safety programs and making sure we're all watching out for one another."

Established by a veteran, Savage has earned the designation of a Military Friendly® Employer over multiple years. Driver requirements are dependent on the operation and/or part of the business. EnviroServe welcomes new CDL graduates at all operations if they have the ability to obtain a Haz-Mat endorsement. Savage's requirements vary by operation and may allow new graduates or require 6-12 months experience with doubles and triples endorsements. Bartlett requires a minimum of 2 years driving experience. Savage offers competitive compensation and benefits. To learn more, visit www.savageservices.com/careers or contact us by email at talentacquisition@savageservices.com or by calling 800-233-0883.



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A Likely Story - What Parking Problem?

By Roger Clark

I hear a lot about the parking problem at truck stops. But I don't see it. What I do see are drivers—dozens of drivers—playing musical chairs every evening, looking for a parking spot. No matter the color, creed, sex, or political party, they make at least three complete circuits before blocking the fuel islands.

When the inevitable gridlock occurs, along with a hood or two ripped off for good measure, tardy drivers head for the get-off ramps, rest area acceleration lanes, and the hapless Walmart parking lots. No matter how unsafe, inconvenient, or rude, they insist it couldn't be helped. It isn't their fault. It's not their problem.

So, a parking problem? What parking problem? They did the best they could, they say. They're sorry if you're offended, they say. And no, they say, they are not going to move, just because you're on time, parked in a proper place, and using commercial property the way it was intended.

So, it's our problem, not theirs. It's our schedule being wrecked, not theirs. It's our attitude that sucks, not theirs, because we did it by the book. We did it right. We did it early. Therefore, we are to

blame, not them. It makes perfect sense. To them.

They should never be challenged. They should never be expected to plan their day, route a trip, accommodate the ELD, or extend a hand of courtesy. They should never have to learn how to park, when to sleep, or where to find alternative places.

It amazes me, but truck stop management agrees with these bozos. After all, these driving school dropouts might purchase a hot dog or keychain in the travel store. They might even use the restrooms, instead of weeds behind the parking lot. Or not.

Managers at the Big Four truck stop chains have all received the same memo. Abusers, lawbreakers, runners, and wreckers have the right-of-way, regardless how it inconveniences the paying customer or innocent travelers. There's always a surplus of oil dry, after all, to pour over discarded urine bombs and overflowing trash cans.

My daddy taught me never to complain unless I had a solution, and here it is. For every one of the Big Four truck stop chains, there's a rural fuel stop with surplus parking. They're listed in any one of four national truck stop directories and, unlike

the Big Four, appreciate your business.

Here's another novel idea, Bunkie. For every major truck plaza AND rural fuel stop, there's an industrial park with wide drives and spacious parking. Still not sure, Crash? About half the weigh stations all across the country that allow, or even encourage overnight parking.

I was concerned about foreigners driving trucks in the USA. But now I have become more worried about American drivers coming out of the woodwork. Who are these clowns—really? They can't read a map, shift a gear, or get out of their own way, whether it's a fuel island or the hammer lane.

If there's a hundred trucks backed into parking spaces, then you can bet some bozo is going to pull straight in. Then when it's time to leave, it takes that driver, two ground guides, twenty minutes, and an insurance adjuster to complete his exit.

They say we're 50,000 drivers short this year, and all I can say is thank goodness! Can you imagine the havoc created by unleashing a thousand more drivers wearing flip-flops in every state? I can't either, but get ready, because it's coming to a truck stop near you before nightfall!

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season. It's BRL's mission to keep hardworking drivers in their trucks and on the road, so we couldn't be more excited to help Jim and The Warden keep on screaming down the track."

The Warden is currently touring with the Street Outlaws Live Shows. If you find yourself near one of these events, make it a point to stop by and check it out. Not only will you get to see the best fender decal in drag racing, but you're sure to have a blast watching the team put the pedal to the metal.

"We couldn't be happier to have Big Rig as a partner. We've logged hundreds of thousands of miles over the years driving to races all over the country. That means we've had our fair share of breakdowns. When you spend that kind of time on the road, you spend a lot of time meeting truck drivers. Truckers are the backbone of this great country, and Big Rig is there to support them in a time of need. That makes everyone at Howe Motorsports proud to be associated with Big Rig Lending," says Jim Howe, Jr.

Big Rig Lending loans working capital to owner-operators through their industry-leading 10-4 process. In just 10 minutes and 4 steps, you could get approved for a loan that will get you back on the road. Say you're 50 miles away from bumpin' the dock, and your truck breaks down? Or your insurance premium comes due, but you're short this month? Then there's the tax bill, which exceeds your estimate, and you need cash. No worries. Offering loans up to \$25,000, Big Rig can help you take care of the problem with a commercial truck loan. We'll keep lending so drivers can keep driving.

Howe Motorsports, led by Jim Howe, Jr., is an American drag racing team based in Crossville, Tennessee. His drag racing roots started while growing up at Crossville Dragway, once owned by his family. For over thirty years, Jim Howe, Jr. has been drag racing in one form or another. From his early days of

racing cars that made a few hundred horsepower to becoming the Limited Drag Radial World Champion. In recent years you can find him competing on the Discovery Channel's wildly popular television shows Street Outlaws Fastest in America and Street Outlaws No Prep Kings.



winning the 2019 Limited Drag Radial World Championship, Jim was invited to bring his machine and thirty-plus year of racing experience to drive for Team Kentucky on the 2020 season of STREET OUTLAWS: FASTEST IN AMERICA. In the upcoming season of Fastest in America, Jim led his own team for the first time. You'll be able to see Big Rig Lending on The Warden for the upcoming season of STREET OUTLAWS: NO PREP KINGS on Discovery Channel in early 2022.

"It only makes sense that one of the fastest commercial truck lenders in the industry would team up with one of the fastest drag racers in the country," says Chris McCoy, Marketing Manager at Big Rig Lending.

"Just like commercial truck owner-operators, Jim and the Howe Motorsports team know what it's like to deal with unexpected repairs and downtime as they travel all over America during the race

We are proud to announce Big Rig Lending's sponsorship of The Warden for the 2021 No Prep Kings race season! Built by mad scientists at

Howe Motorsports and piloted by Jim Howe himself, The Warden is a 1968 Chevrolet Camaro powered by a Whipple super-charged big-block Hemi. After

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MOVIN' OUT Calendar of Events

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August 28 – Damiron Truck Center/Chrome Warehouse Jamboree Truck Show - Damiron Truck Center/Chrome Warehouse. 6575 Old U 27, Fremont, IN. Non-judged Truck Show, Vendors, Public Welcome. For more info, call Jeff at 260-833-9344.

September 10-11 – Big Iron Classic - Dodge County Fairgrounds, Kasson, MN. Visit www.bigironclassic.com or email: info@bigironclassic.com

September 11 – 5th Annual Cable Truck Show – 2876 State Route 286, Saltsburg, PA. 15681. Sponsored by Hunter Truck Sales, Kenworth of PA & American Legion Riders. Trophies, Raffles, Music, Food and Beverages. Bobtail Trucks Only. For more info, call 724-639-9043.

September 11 – Blessing of the Trucks – Elkhart County Fairgrounds, Goshen, IN. For more info, contact Lavern Cross at 574-596-8957.

September 18 – Snowshoe Truck Show – Snowshoe Park, I-80 Exit 147, Snowshoe, PA. Truck and Car Show, Farm Tractors, Fun for the whole family. For more info, call Jr. at 814-321-1170.

September 24-25 – Truckers 4 Hope Truck Show – Clinton County Fair, 98 Race-track Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

September 23-25 - CSM'S Guilty By Association Truck Show (GBATS) – 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more ... bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshopmafia.com/guilty-by-association-truck-show>

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

October 2 – Dying Breed Diesels Family Reunion Truck Show – South Main St., Columbiana, Ohio. All makes and models welcome. Tractors only – sorry, no trailers. For more info, call 330-429-4601.

October 16 – 12th Annual LargeCarMag Southern Classic Truck Show - Whites Travel Center, Raphine, VA. For more info www.largecarmag.com

March 24-26, 2022 – 50th Anniversary Mid-America Trucking Show – Kentucky Exposition Center, Louisville, KY. www.truckingshow.com

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

movinout@zoominternet.net.

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GBATS Joplin, MO Truck Show Poised for A Record Turnout

Joplin, MO... 4 State Trucks is proud to announce they are teaming up with the Joplin 44 Petro for the 2021 Guilty by Association Truck Show & Jamboree. This partnership will expand the GBATS truck parking from 825 trucks to 1,000+ as well as open more

space for vendor participation, exhibits, entertainment, and other events. If you've ever been to a GBATS in September, you know that Exit 4 off I-44 is hopping.

"We are stoked to have the Joplin 44 Petro joining in alongside 4 State Trucks, as

well as several other neighboring businesses. This will truly make GBATS 2021 an Exit 4 experience you won't want to miss. The GBATS trams will be running the entire Show Grounds - from 4 State Trucks to the Joplin 44 Petro, and all stops in between." said Bryan Martin, President of 4 State Trucks and Chrome Shop Mafia.

Heather DeBaillie, the Joplin 44 Petro's Vice President of Marketing stated, "We are excited to work with 4 State Trucks & GBATS. Together, we can provide a fun-filled event and host even more great working show trucks than in years past."

Truck Registration will take place at Rapid Roberts, located just north of 4 State Trucks. Several hundred participating trucks, 10+ vendors, as well as all Antique vehicles will be showcased at the Joplin 44 Petro.

GBATS 2021 is brought to you by 4 State Trucks in Joplin, MO, OOIDA (Owner-Operator Independent Drivers Association), Grain Valley, MO and TBS Factoring, Okla. City, OK.

The Guilty by Association Truck Show & Jamboree is a bi-annual truck show held Sept 23, 24 and 25 in Joplin Mo, by 4 State Trucks & Chrome Shop Mafia. GBATS is where the trucking industry comes together to enjoy all aspects of trucking and the super cool things that come with it. You'll see unique events such as Big Rig Burnouts, Diesel Dirt Drags, Lucas Oil Truck & Tractor Pull, Celebrity Appearances, Kids Activities and more!

Full details at www.chromeshopmafia.com. Click on the GBATS banner.

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Hill Bros. is hiring company drivers, leasing owner-operators and lease purchase operators located near Minneapolis, Kansas City, Chicago, and Omaha. The company also has opportunities for teams, both company and owner-operator to operate on high velocity routes from Omaha to Denver and Chicago to Denver.

Drivers enjoy working for Hill Bros., it's a great family atmosphere where you are a name, not a number, according to Darnell Clark. Driver Chad Cleary said, "My dispatchers are good guys. They're fun and they make me feel a part of the team. They give the drivers the tools they need to get the job done safely and on time."

Driver Mike Hoback remarked, "They stay in touch with you and have your back. I will get random phone calls thanking me for doing my job. I have worked for other companies, but this will be the last."

For additional information about Hill Bros. Transportation, Inc., call 800-258-4456 recruiting.



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By Steve Pollock
OMAHA, NE.... "A rich history, valued drivers, great safety record and dedication to customers. We have your back, we honor commitment, and we own it, that is the Hill Bros. Way."

Hill Bros. Transportation, Inc. is marking their 45th year in business in 2021. The company was founded in 1977 by Pete Hill, Sr. His sons, Pete, Al, Pat, and Jim Hill took over in 1986. Hill Bros. provides

dry van and refrigerated services, hauling palletized frozen food, dry food, beer, and wine. The company has dedicated, regional and long-haul freight. The dedicated division services several major retailers as well as corrugated box manufacturers with general LTL and line haul freight. Dedicated drivers operate in a 250-mile radius of Omaha and are home every night. Regional drivers are home every 2 to 3 nights, depending on the length of haul.

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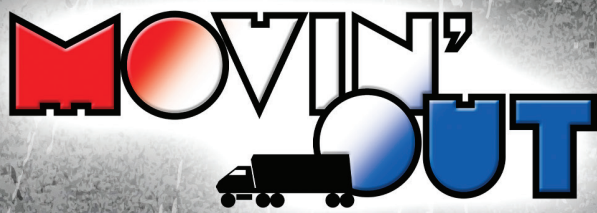
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Working Show Truck Of The Month

J W Trucking - Jay & Megan Westgate



By Robert Conrad
Jayson Westgate credits working with his grandfather in the woods at a very young age for his love of trucking and it led him to establish his own company, J W Trucking, back in 2009. He and his wife Megan have hauled just about everything from refrigerated freight to trash, but they currently haul cars with what might be the coolest Freightliner around! This '99 Classic XL was originally a CA truck and

they purchased it in 2018. The truck is powered by a 500 Detroit that's paired up with a 13-speed transmission, and it was completely redone in 2020 when it got a new paint job, a frame stretch to 285" with new frame rails, a polished drop visor, and a new bumper by Jay's brother-in-law Brandyn Clarke. In fact, Brandyn gets credit for all of the custom stainless work including the light box and deck plate. The truck also features cus-

tom rear fenders, front drop fenders, and front & rear T-bars - all from Talladega Fiberglass. Plenty of clear LED lights all around create a rolling light show at night with the flip of a switch. Jay says he has had his CDL for over 20 years and he's a 3rd generation trucker. He wanted to send a big thanks out to Brandyn Clarke for the great custom work and his help putting the truck back together. He says there are a few more

custom surprises in store for this blue beauty and we can't wait to see them! This cool, car-hauling Classic Freightliner definitely stands out in the crowd and it's the pride and joy of the J W Trucking fleet! Movin' Out salutes the Westgates and their customized car-hauler by making them our choice for the September Working Show truck of the Month.

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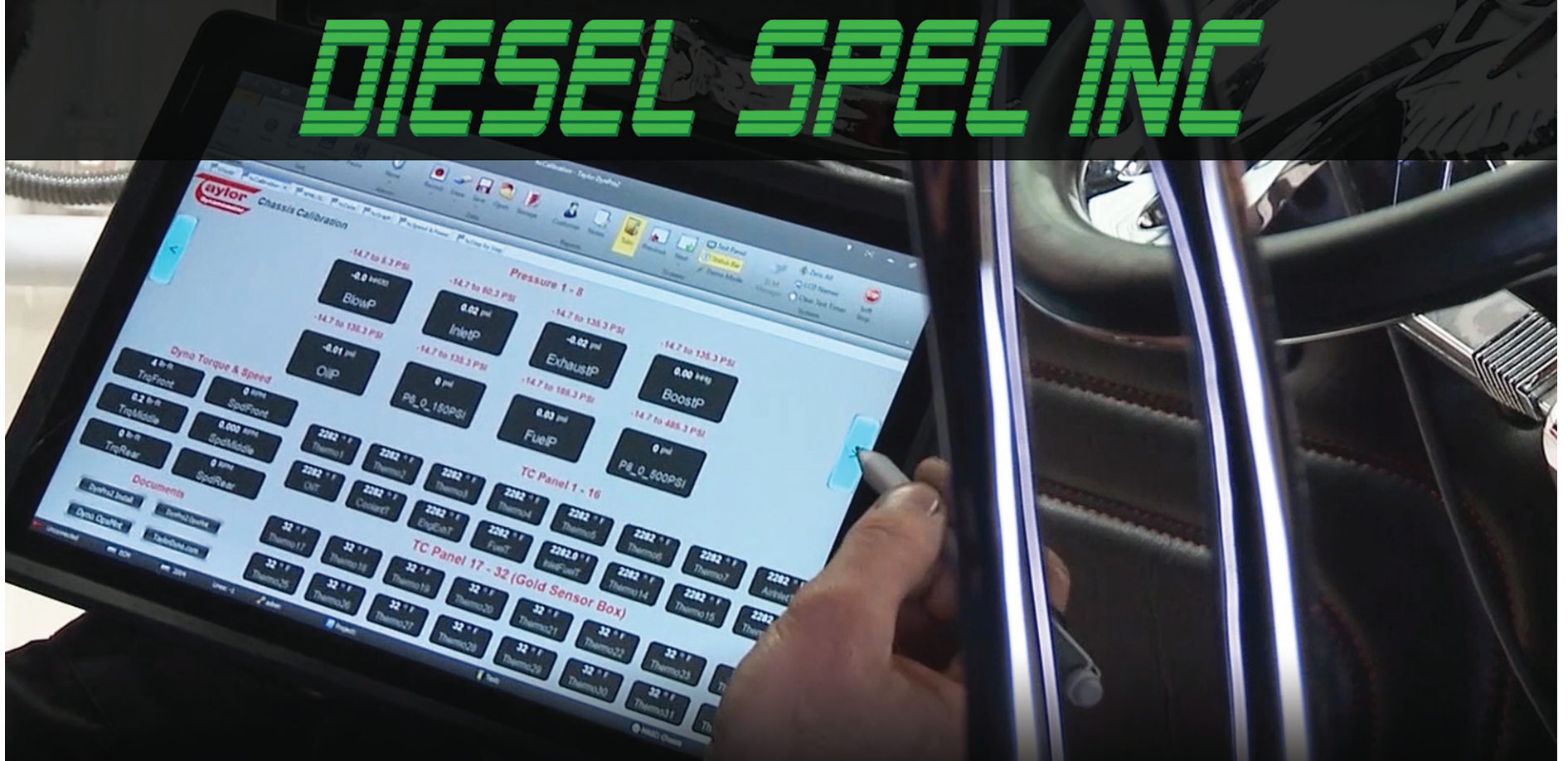


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