

2025 Wreaths Across America – “Keep Moving Forward”



By Pam Pollock
CLINTONVILLE, PA.... The theme for the 2025 Wreaths Across America (WAA) campaign was “Keep Moving Forward.” According to their website, the year-long mission for WWA (a national nonprofit) is to Remember the fallen, Honor those who serve, and Teach our children the value of freedom. This year’s theme was inspired by the last words of Captain Joshua Byers, United States Army, KIA, in Fallujah, Iraq, July 23, 2003. In 2024, we learned about ten bouquets that make up a [veteran’s wreath](#). WAA believes these ten attributes or characteristics define our nation’s servicemembers – a symbol of honor, respect and victory. This poem was initially written by the organization’s founder, Morrill Worcester,

for Mary and Lloyd Byers, Gold Star parents of Capt. Byers. It is only fitting that the theme for 2025 should reflect this same spirit, a call to action for our volunteers and supporters in the communities they serve. Joshua Byers was the Company Commander of Fox Troop in the 2/3ACR service in Iraq in 2003 when an IED struck his Humvee. As the smoke filled the air, Josh gave his driver a last command: “...keep moving forward.” Though Josh didn’t make it home, this command saved lives and became a battle cry for his unit and family. “There will always be challenges to overcome as individuals, communities and a country, but we must keep moving forward together,” said Karen Worcester, executive director of Wreaths Across America. “This year,

we will share not only the Byers’ story of resilience but also the stories of many others who continue to live with purpose every day and have chosen to keep moving forward.” Professional Truck Driver Chuck Andrews, Owner-Operator of Harry Ball Trucking of Cleveland, Ohio is a very proud member of the Wreaths Across America’s Honor Fleet. He’s been a part of the WAA Campaign for over 12 years, loading up his truck’s trailer with thousands of wreaths in Columbia, Maine and then delivering them to several states where volunteers will place the wreaths on graves of Veterans. Chuck Andrews donates his time, truck, fuel and all out-of-pocket expenses as part of WAA’s Honor Fleet. Chuck Andrews and his

Kenworth of PA Clintonville employees unloaded the wreaths from the trailer of Chuck Andrews and then posed for a photo afterwards. - all photos courtesy of Wade Calderwood (far left on the bottom photo), General Manager of Kenworth of PA Clintonville.

“co-driver” dog, Lucy, aka Fluffy delivered wreaths to be placed on the graves of Veterans on a very cold and snowy day on December 10, 2025, to Kenworth of Pennsylvania in Clin-

tonville, Pennsylvania. Employees of KW of PA quickly unloaded the many wreaths from Chuck’s trailer. They also signed the banner on the front of his Kenworth truck.

On December 13, 2025, Volunteers placed over 300 wreaths on the graves of Veterans in the Clintonville Methodist Cemetery.



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Off The Beaten Path

BY PAM POLLOCK



“Perfect” A Toast To The Newlyweds

As I write this column, it's been a month since my son got married. Before the wedding my now daughter-in-law asked me if I wanted to give a speech during their reception. My reply was, “Absolutely not! You know that I have social anxiety and don't like speaking in large crowds. I will get all flustered and say inappropriate things.”

After 15 months of planning, Dan and Victoria were married on a snowy Friday afternoon in December in a beautiful ceremony outside on a balcony with a temperature of 19º! She was gorgeous and he was handsome and my heart overflowed with joy and happiness. As Victoria started her walk down the aisle with her Dad to the altar, I looked at my son first. His eyes were literally dancing with happiness and he had a big smile on his face. I then swung my head around to look at his Bride and while her facial expressions were demurer, there was that same look of pure bliss. They locked eyes and all of the guests in attendance saw it and felt it – LOVE, pure love.

As a parent, all you want for your child is to be happy and find love. It's what I prayed for nightly for years,

“Lord, let my son find his soulmate, someone who will love him for the rest of his life.”

Four years ago, Dan and Victoria reconnected after having been college classmates. I liked her immediately and now I love her and consider her to be my second daughter. They share the same dry wit and crazy personalities. They love their “boys”, their dogs Jäger and Bear. They love the outdoors, traveling, going to antique stores, and fine dining. But the most important thing is that they love each other.

It's reception time at the wedding. The new Mr. and Mrs. swayed on the dance floor as Ed Sheeran crooned “their” song – “Perfect.” I listened to the words and smiled as my eyes got teary-eyed:

*“I found a love for me
Darling, just dive right in
and follow my lead*

Well, I found a girl, beautiful and sweet

*Oh, I never knew you
were the someone waitin' for me*

*‘Cause we were just kids
when we fell in love*

*Not knowin' what it was
I will not give you up this time*

Darling, just kiss me slow

Your heart is all I own



And in your eyes, you're holdin' mine

Baby, I'm dancin' in the dark

With you between my arms

Barefoot on the grass

Listenin' to our favorite song

When you said you looked a mess

I whispered underneath my breath

But you heard it

Darling, you look perfect tonight”

They held each other tight during that dance and in that moment, it was just the two of them, looking at each other with love.

Ed was still singing:

“We are still kids and we're so in love

Fightin' against all odds

I know we'll be alright this time

Darling, just hold my hand

Be my girl, I'll be your man

I see my future in your eyes

Baby, I'm dancin' in the dark

With you between my arms

Barefoot on the grass

Listenin' to our favorite song

When I saw you in that dress

Looking so beautiful

I don't deserve this

Darling, you look perfect tonight”

I was standing on the edge of the dance floor looking at the two of them with such pride and joy. I thought to myself, “If I could give a toast to the happy couple right now, I would tell them everything is perfect. And my wish is that you will always love, cherish, and treasure each other forever and ever.”

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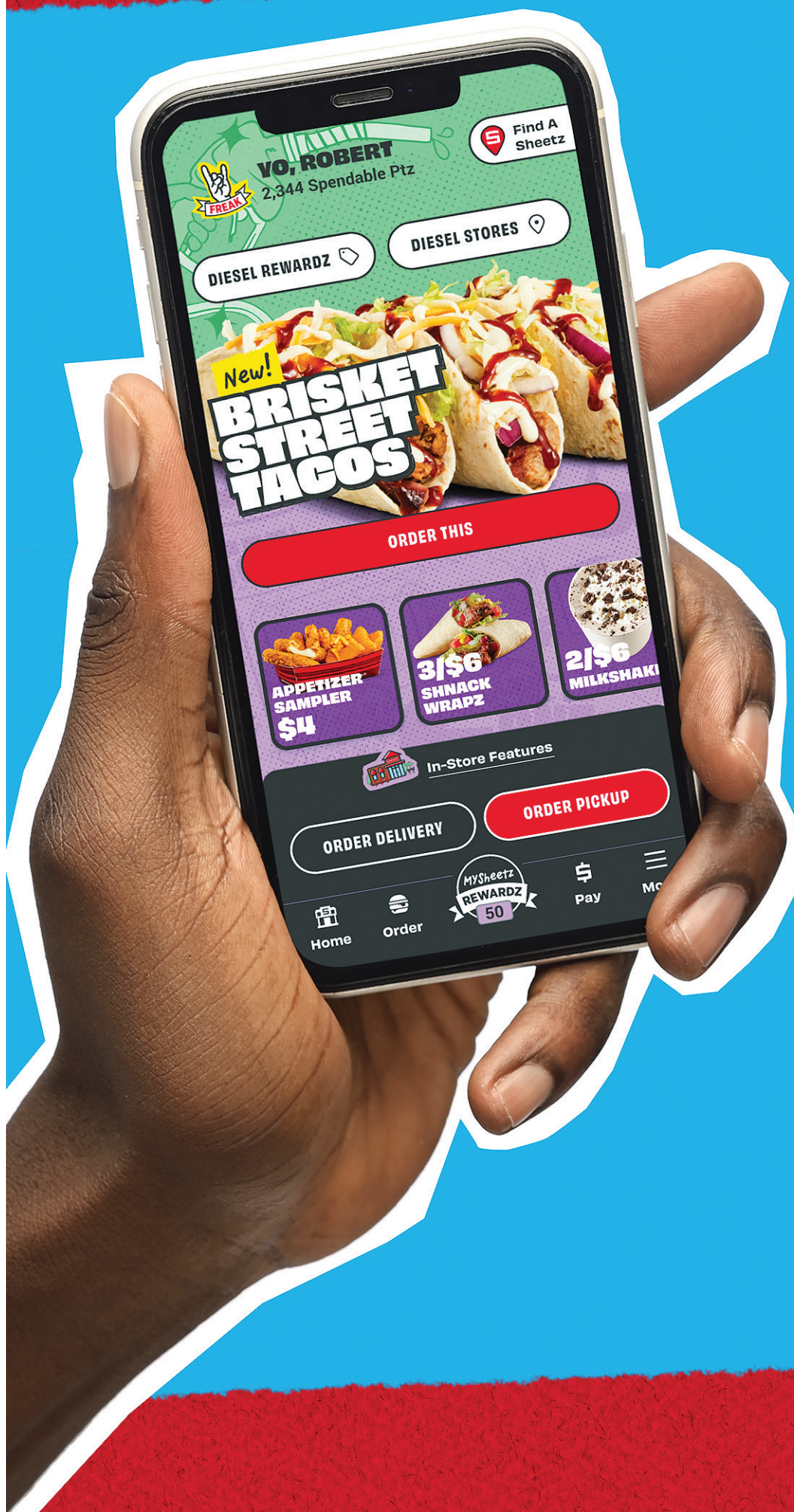
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High Performance Diesels with Bruce Mallinson

Everyday Issues

At Pittsburgh Power, we spend a lot of time talking with truck drivers, owner operators, and fleet managers, and we pay close attention to what drivers are saying online and in everyday shop conversations. Most drivers are not interested in political debates or industry noise. They want useful information that helps them keep their trucks on the road, avoid downtime, and protect their bottom line. Maintenance and repair

topics dominate those conversations because every breakdown costs time and money. What we hear again and again points to the same trouble spots.

Brake issues come up constantly. Strange noises, vibration during stops, or air pressure problems often get brushed off until they turn into something serious. We see brake failures in our shop that could have been avoided with basic inspections. Air leaks, worn components, and brakes that are out of adjustment usually show warning signs long before

they become a safety issue. Ignoring them rarely saves money and almost always makes the repair more expensive.

Engine performance and cooling system problems are just as common. Drivers talk about overheating, loss of power, warning lights, and hard starts, especially when running heavy or climbing grades. Many trucks arrive with cooling systems that have been overlooked for too long. Low coolant levels, restricted radiators, and failing thermostats put extra heat into the en-

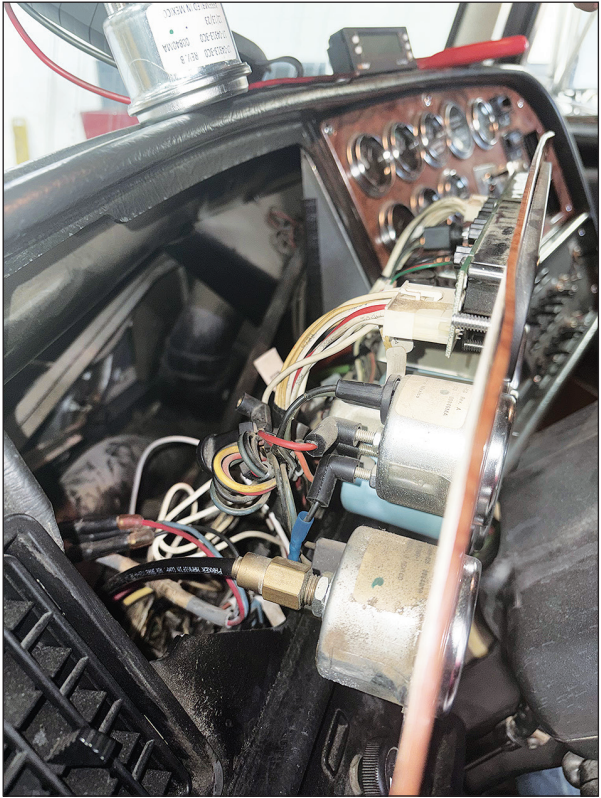
gine and shorten its life. Watching the temperature gauge and reacting early is one of the simplest ways to prevent major damage.

We recently had a long haul owner operator come into the shop with intermittent power loss and occasional overheating on hills. The truck had already been checked by two other shops without a clear answer. After a thorough inspection, we found a partially restricted radiator and a thermostat that was sticking at random. The driver admitted the temperature had been creeping up for months, but since the truck never shut down, he kept running it. That decision led to heat related engine damage that turned a manageable repair into a much larger job with added downtime.

Electrical problems also show up regularly. No start situations, flickering lights, and random sensor faults are often blamed on complicated electronics, but the cause is usually simple. Corroded battery terminals, loose cables, weak batteries, or charging system issues are behind many of these failures. We fix electrical problems every week that started small and were easy to catch early. Basic checks and battery testing prevent a lot of unnecessary breakdowns.

Transmission and clutch complaints follow a similar pattern. Hard shifting, slipping, or delayed engagement tend to develop slowly, which makes them easy to ignore. We see trucks come in after drivers have pushed these symptoms for too long. Transmission repairs are expensive, but many of these failures start with low fluid, leaks, or poor clutch habits. Early attention often keeps the damage limited.

Tires and suspension problems are another frequent topic. Uneven wear, blowouts, and steering issues affect safety, handling, and fuel mileage.



Tire pressure, alignment, and worn suspension parts all play a role. Drivers who routinely check tire condition and pay attention to how their truck handles are more likely to catch problems before they lead to roadside repairs.

Exhaust problems also deserve attention. Louder than normal exhaust noise, strange smells, or reduced performance are signs that something is not right. Leaks and restrictions hurt fuel economy and add stress to the engine. Keeping the exhaust system in good shape supports both performance and reliability.

Preventive maintenance ties all of this together. Most breakdowns are not sudden. They build over time and give plenty of warning if drivers pay attention. Regular inspections, fluid checks, and no-

ticing changes in how the truck sounds or feels can keep small issues from turning into major failures. Good maintenance habits extend the life of the truck and reduce downtime.

The conversations we see online line up with what we experience every day in the shop. Drivers who stay proactive spend less time broken down and more time moving freight. At Pittsburgh Power, our focus is helping drivers understand their equipment, catch problems early, and keep their trucks running strong. A little attention now saves a lot of trouble later.

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Volvo Trucks' New Long-Haul Truck Passed The First-Of-Its-Kind Pet Safety Test



Volvo Trucks North America and the Center for Pet Safety brought a little extra joy and a lot of wagging tails as the organizations completed a first-of-its-kind “pet test” of Volvo’s new long-haul truck, the new Volvo VNL. The test highlighted safety for the approximately 800,000 pets in the US who travel with their owners in commercial trucks every day. The result? The Volvo VNL passed the test!

“To my knowledge, our Volvo VNL is the first heavy duty truck ever to pass a pet safety test,” said Maddie Sullivan, product manager, Volvo Trucks North America. “Safety is in our DNA at Volvo, and that commitment extends to everyone who shares the road, including the pets that so many drivers consider family.”

The evaluation took place on December 12, 2025 at the Volvo Customer Center

in Dublin, Virginia, where experts from the Center for Pet Safety conducted an in-depth evaluation of the

Volvo VNL.

A closer look at pet safety in the Volvo VNL During the evaluation,

the Center for Pet Safety analyzed the Volvo VNLs interior layouts, strength-tested anchor points, and available connection options for pet restraint systems, along with climate control functionality. To bring the evaluation to life, dogs also took the ultimate ride around the Volvo Customer Center track, secured in CPS-approved harnesses and carriers. The hands-on experience allowed CPS experts to observe how pets ride in real-world conditions and how the cab supports safe, comfortable travel for four-legged co-pilots.

“Evaluating the Volvo VNL in person allows us

to examine how vehicle design, securement points, and cab layout all work together to impact pet safety,” said Lindsey Wolko, founder and chief executive officer of the Center for Pet Safety. “By working directly with Volvo’s engineers and product teams, we are able

to evaluate real-world cab features, identify the safest places for pets to ride, and help drivers make choices that keep pets secure while reducing distractions, especially during busy holiday travel.”

The Volvo VNL passed the test



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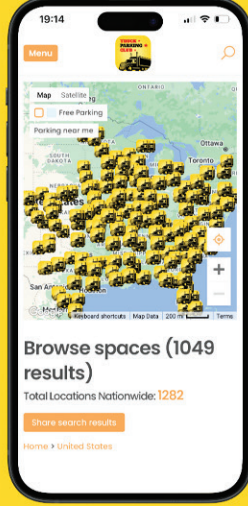
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Latest Trucking Industry News

ATA Truck Tonnage Index Rose 0.2% in November

Washington, DC... Trucking activity in the United States increased slightly in November, but volumes remained at low levels. Specifically, truck freight tonnage rose 0.2% after falling 1.9% in October and 0.8% in September, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

"November's tonnage reading continues to point to a constrained freight market despite the small sequential increase," said ATA Chief Economist Bob Costello. "The index was also down from a year earlier, the second straight year-over-year decline. In addition to challenging volumes, more capacity appears to be leaving the industry after a prolonged freight downturn and increased government enforcement measures targeting unqualified drivers and noncompliant carriers."

In November, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 112.4, up from 112.2 in October. The index, which is based on 2015 as 100, contracted 0.3% from the same month last year after decreasing 1.5% in October. Year-to-date, compared with the same period in 2024, tonnage was unchanged.

October's SA decrease was revised up slightly from what was first reported in our November 18 press release.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 107.3 in November, 10.2% below October's reading of 119.5.

Trucking serves as a barometer of the U.S. economy, representing 72.7% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.27 billion tons of freight in 2024. Motor carriers collected \$906 billion, or 76.9% of total revenue earned by all transport modes.

Both indices are dominated by contract freight, as opposed to traditional spot market freight. The tonnage index is calculated 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.

* 2024 estimates include forecasts.

From The Oregon DOTL Major Landslide Forces Long-Term Closure Of OR 229 Between Kernville And Siletz

LINCOLN COUNTY, OR... OR 229 remains closed between milepost 14 and 15, from Kernville to Siletz, following a large landslide that occurred on Dec. 12, 2025. The slide destroyed the road, and the highway remains closed to all traffic.

Water continues to be one of the biggest challenges at the site and is a key factor affecting the timeline to reopen the highway. Saturated ground conditions limit access and increase the risk of additional movement or new slides. The project team is looking at ways to help the area dry faster, but it's too early to know what options might work.

ODOT engineers and geotechnical experts continue to evaluate the site. There are still many unknowns, so it's too early to set a detailed timeline. Based on what is known right now, fully rebuilding

OR 229 is expected to take years. The team will continue to assess over the winter months as conditions allow.

The landslide is extremely complex and moved in different ways. In some areas, large blocks of soil and rock shifted, while other sections turned into a muddy flow due to so much water. Because of ongoing instability and the potential for additional movement around the edges of the slide, the area remains unsafe to access on foot.

ODOT is working with experts to evaluate the full extent of the slide and develop potential options for how to move forward. The consultant will continue assessment work as conditions allow and is expected to outline possible approaches and timelines once more information can be gathered safely.

There is currently no local detour. ODOT has developed a long-term de-

tour plan and is evaluating potential short-term solutions. Crews are in the process of completing detour signage. Once signage is in place, updated travel information will be shared and posted on TripCheck.com.

This closure has a significant impact on the community and travelers. Because this slide destroyed portions of the road and remains unstable, reopening OR 229 is not simply debris removal. It will require extensive investigation, design, funding and construction similar to building an entirely new road.

ODOT will continue to monitor conditions and provide updates as more information becomes available.

To learn about the more than 4,000 identified unstable slopes along Oregon's highways, visit ODOT's Unstoppable Slopes, Landslides, Debris Flows, and Rockfalls webpage.

U.S. Signals to Canadian Govt & Trucking Industry: Lawless Trucking in Canada Needs to be Addressed

Toronto, Canada... As the Federal Standing Committee on Transport, Infrastructure and Communities (TRAN) continues to examine Driver Inc, trucking regulatory and oversight bodies, including the U.S. Government, continue to notice the growing trend of Canadian fleet owners engaging in behaviour that jeopardizes highway safety and potential connections to illegal cross-border smuggling.

Interviewed by La Presse, U.S. diplomats who have been following the TRAN hearings, stated their concerns over truck safety, forced labour, unfair competition, and potential criminal activity conducted by cross-border carriers:

"Solving the tax issue does not resolve the problems related to driver training...We are concerned that when they perform cross-border work these drivers endanger the safety of American citizens on the roads...This also does not solve the problem of the vulnerability of these workers, nor that of the over-indebtedness in which they are trapped, and does not entirely remedy the fact that the process offered by these trucking companies are unfair...If they (drivers) are being forced to work, our concern is what else are they being forced to participate in?"

The Canadian Trucking Alliance (CTA) has for years sounded the alarm on these issues and wants to explore with Canadian and U.S. officials how current cross-border security programs can be redeveloped or potentially look at creating new programs that would

ensure cross border fleets are safe, secure and labour compliant, and have no ties to criminal organizers/activity.

"After 9/11, cross-border trucking changed with the development of security programs focused on potential terrorist activity and support of these activities involving the trucking and trade industries," said Stephen Laskowski, president and CEO, CTA. "We believe it's time that industry and both governments work to explore programs that would screen all cross-border carriers and drivers to ensure they are safe and compliant and do not endanger Canadian and U.S. citizens on our roadways."

"Truck safety enforcement and training, which is a complicated jurisdictional issue in Canada, can be led by the federal government but also shared authorities/enforcement lies with the provinces, which is an issue that is being dealt with," says Laskowski.

Transport Canada and the Deputy Ministers of Transportation began a process to look at how to improve truck safety. CTA is expecting related announcements dealing with a potential national approach in the first quarter of 2026.

"We hope this response will assist in resolving the lawlessness and truck safety crisis in Canada."

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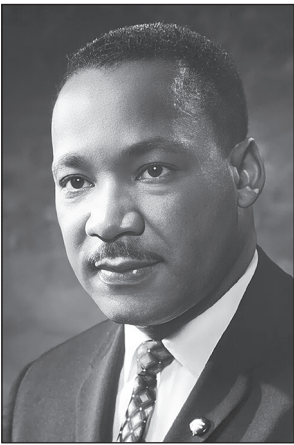


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Founders & Guardians - Martin Luther King Jr.



Dr. King's birth name was Michael King Jr. In 1934, his father attended a meeting of the Baptist World Alliance in Germany. While there, he was inspired by the work of Martin Luther, a leader during the Protestant Reformation. When he returned home, he changed his name and his son's name to Martin Luther King.

by Michael R. McGough
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"Darkness cannot drive out darkness; only light can do that.

Hate cannot drive out hate; only love can do that."

(From the book, Strength of Love, by Martin Luther King Jr., 1963)

Martin Luther King Jr. was born on Tuesday, January 15, 1929, in Atlanta, Georgia. His father, a church pastor in the segregated south, was a significant influence on his son. In the 1930s, King Sr. led peaceful marches to protest racial segregation and voter discrimination. Decades later that model

powered King Jr.'s work for racial equality and social justice.

Educated in the public schools of Atlanta, King entered Morehouse College at age 15. Following college, he entered Crozer Theological Seminary in Pennsylvania, where he earned a divinity degree in 1951. While there, he became familiar with the peaceful protest model of Mahatma Gandhi. Gandhi (1869-1948), a politician and social activist in India, led the Indian Independence Movement against British rule. Like Gandhi, peaceful protest was a hallmark of King's work.

In 1951, MLK entered a doctoral program in systematic theology at Boston University. While in Boston, he met and married Coretta Scott, a student at the New England Conservatory of Music. In 1954, the Kings left Boston, so Martin could become the pastor of the Dexter Avenue Baptist Church in Montgomery, Alabama. In 1955, he completed his doctorate.

Following the 1955 arrest of Rosa Parks, who violated the segregation laws of Montgomery by refusing to give up her bus seat for a white passenger, the Montgomery Improvement Association organized a transit system boycott. Dr. King led this boycott. His peaceful participation resulted in the bombing of his house and a brief imprisonment, but he emerged as a recognized spokesperson for the civil rights movement.

As a respected voice of the civil rights movement,

King was a leader in the formation of the Southern Christian Leadership Conference (SCLC) in early 1957. The SCLC gave the civil rights movement another powerful voice and increased public attention for needed reforms. It also provided organizational structure to support peaceful, nonviolent efforts to end race-based discrimination and expand social justice for all. King served as the first president of the SCLC, until his death in 1968. As its president, MLK successfully partnered the SCLC with other organizations, such as the National Association for the Advancement of Colored People (NAACP), to achieve the shared goal of racial equality.

Martin became co-pastor of Atlanta's Ebenezer Baptist Church with his father in 1960. That same year he joined college students staging a sit-in at a lunch counter. They were arrested, but the charges were later dropped. However, King was sentenced to extended prison time for violating his probation, following a minor traffic arrest months earlier. With the intercession of John F. Kennedy, the 1960 Democratic candidate for president, King was released.

Two momentous actions in 1963 broadened public awareness of segregation practices and heightened calls for reform. They were the Birmingham, Alabama sit-ins in the spring and the historic March on Washington in August. King was a major force in both of these

events. From the steps of the Lincoln Memorial, during the March on Washington, Dr. King delivered his now famous "I Have A Dream" speech. As a result of the work done by King and other civil rights activists, The Civil Rights Act of 1964 was signed into law. It was the most important advance in civil rights since Reconstruction. That same year, Dr. Martin Luther King Jr. was named "Man of the Year" for 1963 by Time Magazine, and he won the Nobel Peace Prize.

The 1965 march from Selma to Montgomery, Alabama, organized by King and the SCLC to call for federal voting rights protections, met with serious opposition. On March 7th, known as "Bloody Sunday," marchers led by John Lewis and Hosea Williams were turned back by police with nightsticks and tear gas on the Edmund Pettus Bridge. Later that same year, the landmark piece of legislation known as the Voting Rights Act of 1965, was passed by Congress.

In early 1968, King was planning another march on Washington. He wanted to draw attention to how the war in Vietnam was diverting attention and resources away from the initiatives to address the plight of the poor in the United States. In early April, in the midst of that planning, he made a trip to Memphis to sup-

port striking sanitation workers. On the evening of April 3rd, while speaking at the Mason Temple Church, he said, "I have seen the promised land. I may not get there with you. But I want you to know tonight that we, as a people, will get to the promised land." The next day, he was assassinated.

Dr. Martin Luther King Jr.'s legacy rests solidly in his genuine commitment to the American Dream for all. Through his work, he shined a light on the dark-

ness of segregation and inspired meaningful efforts to expand social injustice. His life stands as a model of how one person's commitment to a just cause can inspire millions and move them to action. In addition to the Nobel Peace Prize, Dr. King received the Presidential Medal of Freedom (1977) and the Congressional Gold Medal, which he shares with his wife (1994). In 1983, by federal legislation, the third Monday of January, was designated as Martin Luther King, Jr. Day.

'Twas A Spot Rate Surge In The Week Before Christmas

Data from Truckstop.com and FTR Transportation Intelligence for the week ending December 19 showed a much stronger spot market than usual for a period that ended nearly a week before Christmas.

Broker-posted rates in the Truckstop.com system rose sharply across all equipment types. Dry van spot rates were especially strong, posting their best year-over-year comparison since February 2022 and reaching their highest level since January 2023.

Aside from two weeks earlier, refrigerated spot rates were the highest since the start of 2025. Flatbed spot rates posted their largest year-over-year increase since mid-2022 and were at their highest since April this year. Spot rates are likely to rise sharply again this week and typically increase during the week that includes New Year's Day.

Recently published data on trucking employment indicates a notable decline in active capacity in recent months, potentially setting the stage for stronger spot rates—especially if holiday trucking demand was higher than usual. However, variations in when holidays fall during the week can disrupt seasonal patterns, so any confirmation of a sustained market shift will need to wait until at least January.

The modest increase in load postings, coupled with the decline in truck postings, resulted in a Market Demand Index of 108.0 – the strongest level since the week of the International Roadcheck roadside inspection event in May.



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Peterbilt Introduces Electronic Parking Brake for Class 8 and Medium Duty Vehicles



Denton, TX... Peterbilt is pleased to announce the availability of the Bendix® Intellipark® Electronic Parking Brake (EPB) System on its Class 8 and medium duty products.

Designed to enable electronic safety interlocks, the EPB features advanced functions including:

- Rollaway mitigation: Automatic application of the parking brakes on both the vehicle and trailer if the driver exits the vehicle without setting the parking brake
- Auto Trailer brake disengagement: Automatic release of the trailer brakes when tractor movement is detected
- Smart Unpark: Utilizes interlocks to confirm the vehicle is ready to be parked or unparked through sensors that monitor door position, seat belt status and vehicle movement

“Safety is a core value and part of Peterbilt’s culture,” said Erik Johnson, Peterbilt assistant general manager, Sales & Marketing. “The Electronic Parking Brake advanced functions and custom interlocks are the latest in several Peterbilt standard and optional driver-assistance features available to assist our customers in mitigating potential driving risks.”

With ergonomic, easy-to-actuate switches and clear status indication, the new EPB offers an intuitive operation. Other core features include quieter valve operation due to electronic activation, less parts complexity for ease of main-

tenance, as well as the availability of actionable information for analysis and future driver training.

Bendix emphasizes that advanced technologies, including the Bendix Intellipark Electronic Parking Brake System, complement safe driving practices. No commercial vehicle safety technology, including Bendix safety technologies, replaces a skilled, alert driver exercising safe driving techniques and proactive, comprehensive driving training. Responsibility for the safe operation of the vehicle remains with the driver at all times. Never wait for the system to intervene. Every driver should carefully review the operator’s manual and be trained by the fleet or vehicle owner on the proper operation and limitations of the ADAS system during operation.

For more information about the new Electronic Parking Brake, visit your local Peterbilt dealer or <https://www.peterbilt.com/trucks/all>.

Peterbilt Named 2026 Military Friendly® Employer, Underscoring Commitment to Those Who Serve



Denton, TX... Peterbilt is honored to announce its designation as a 2026 Military Friendly® Employer (MFE), reflecting its support of veterans, active-duty service members and military families. The recognition is awarded by Military Friendly®, a ratings entity that evaluates organizations on their policies and resources for recruiting and retaining veterans.

Recognized for its leadership in meaningful recruitment, career development and advancement opportunities, Peterbilt’s dedication to veterans and transitioning service members earned it the MFE designation.

“We are proud to earn the Military Friendly Employer designation,” said Jake Montero, Peterbilt general manager and PACCAR vice president. “It affirms our ongoing commitment to maintain a work environment that supports the growth and development of all employees, especially veterans and their unique contributions.”

Peterbilt supports veterans and active-duty service members within the company and beyond, beginning with its Veterans Employee Resource Group, which serves as a platform for connection and engagement. Peterbilt also actively engages with organizations that honor and champion the military community like Wreaths Across America and RecruitMilitary.

To explore career opportunities for veterans and military service members at Peterbilt, visit <https://www.peterbilt.com/careers/veterans>.

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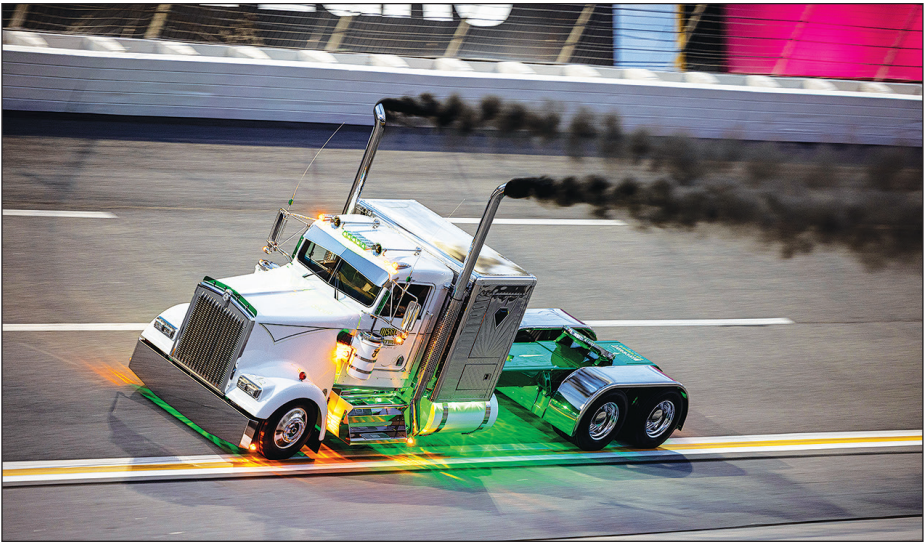
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2025 Stars, Stripes, and White Lines Truck Show



By Steve Pollock

ATLANTA, GA.... The 2nd Annual Stars, Stripes, and White Lines Truck Show sponsored by Bennett Motor Express was held at the EchoPark Speedway in McDonough, Georgia on November 7-8, 2025. All proceeds benefitted Wreaths Across America, specifically to place 20,700 wreaths on graves in the Andersonville National Cemetery.

Gorgeous trucks competed in the National Truck Championship. Additionally, the Stars, Stripes, and White Truck Show hosted a Big Rig, Jeep, and Motorcycle Show. There were vendors, food trucks, and a live auction as well as live performances by Long Haul Paul, and Psycho Devilles, Mark Ware and Tony Jus-

tice. The Golf Ball Drop had 499 numbered golf balls that were dropped from a Huey helicopter toward a painted target. The Golf Ball Drop had cash prizes from \$1,000 to \$10,000 and all of the winners generously donated their prizes back to Wreaths Across America.

The Stars, Stripes, and White Lines Truck Show was started by Lee Gentry, retired Executive VP at Bennett. Also instrumental in getting the show started was Bennett's Kris Rzepkowski. The Event Organizer, Evan Steger, owner of Evans Detailing and Polishing, has worked very hard to ensure a successful truck show.

Some of the show sponsors included MHC Kenworth; Purple Wave Auction; Valley Chrome Plating,

Inc.; Fitzgerald Truck Parts; Time2shine; and Evans Detailing and Polishing.

2025 Stars, Stripes, and White Lines Truck Show Winners List: Limited Mileage Bobtail: National Champion: Drew Discount/CJ Nairn; Second place: Robbie Basse/Shelly Basse; Third place: Eddie Homfeld/Cody McCandless Limited Mileage Combo: National Champion: Don Wood/Crystal Wood; Second place: Luke Rethswich/Bill Rethswich; Third place: TJ Kounkel

Working Bobtail: National Champion Kenny and Heather Ziglar; Second place: Quentin Staffen; Third place: Raiko Gravernan

Working Combo: National Champion: Rob Baesel; Sec-

ond place: Cole Johnson; Third place: Jacob Abrams
The 2026 Stars, Stripes, and White Lines Truck Show is slated for November 6-7 at the EchoPark Speedway.

Additional information regarding registration, sponsorships, vendors, and purchasing golf balls for the helicopter drop can be found at sswltruckshow.com

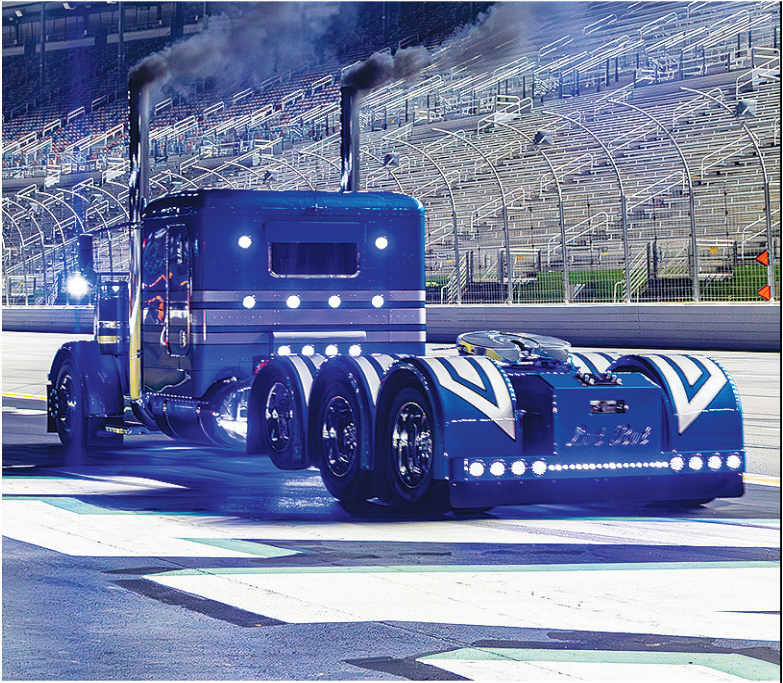
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and Brian Freeman**

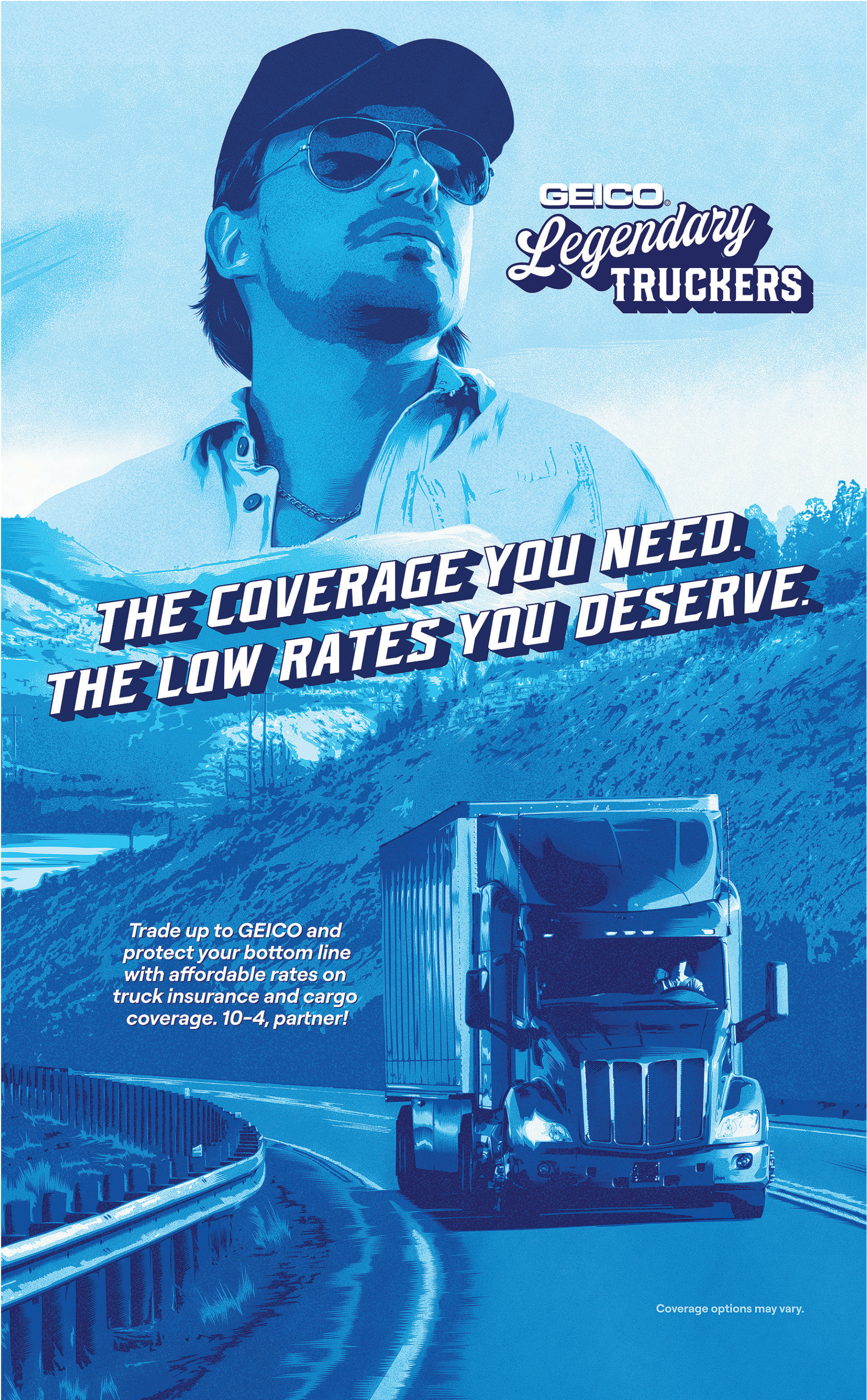


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Left to right: Derek Hackl and Jesse Westby



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ATA's Statement on USDOT Withholding Funding from California

Washington, DC. Following the U.S. Department of Transportation's announcement to withhold funding from California over improperly issued CDLs, American Trucking Associations President & CEO Chris Spear issued this statement:

"Ensuring the safety of our nation's roadways depends on consistent application and enforcement of commercial driver licensing standards nationwide. USDOT has raised ongoing concerns over the past several months that certain California-issued licenses did not fully comply with federal CDL requirements, posing potential risks to public safety.

"A CDL assures the motoring public that a driver has met rigorous safety standards — standards that must be enforced uniformly in all 50 states. Because truck drivers operate across state lines, when even one state cuts corners, the consequences are felt nationwide.

"We call on California authorities to work with the U.S. Department of Transportation to expedite this process to ensure only qualified drivers with properly-issued CDLs are permitted to operate."

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Built on Trust: How Jeremy Huddleston Turned a Love of Trucks Into A People-First Business



For Jeremy Huddleston, trucks were never going to be just a job. His passion for big rigs took root long before they became a business.

Growing up, Jeremy was surrounded by trucks and the kind of hard work that

keeps them running. His father, an owner operator, played a formative role in shaping that interest. From an early age, Jeremy was exposed to many sides of industry, including driving, logistics, management, and repairs. His father also



introduced him to people throughout trucking; individuals Jeremy would come to admire and respect. That early exposure allowed a deeper passion to take hold.

"I just really love semis," Jeremy says. "And you can't own a semi unless you run it. Some people love hot rods. When I see a 379 running down the road, lowered in the front end, all the chicken lights, a badass paint job, it does something to me."

With such a strong

foundation in transportation, daydreaming about running his own business didn't last long. After graduating trade school at 18 and becoming a diesel mechanic, Jeremy spent years honing his skills before turning that dream into reality.

"There's no better feeling than seeing one of your own trucks pass you on the interstate," he says.

When Jeremy and his brother/business partner, Matt, joined Mercer Transportation more than a decade ago, they arrived

eager to learn every angle of the operation. While Jeremy could drive and did when needed, his focus naturally gravitated toward the equipment, logistics, and the bigger picture of how a trucking business functions. Over time, that curiosity and hands-on mindset helped him grow from an independent contractor into a fleet owner with roughly 20 trucks.

In 2022, Jeremy expanded again, launching Pig-Pen Trucking LLC, an independent dump truck business separate from his Mercer operation. The move reflected the same steady, intentional growth that has defined his career.

Those who have worked alongside him say that consistency has always been there.

"I've known Jeremy since he started with Mercer," says Dawn Proctor, Recruiter. "I've seen him build his business from day one, going from contractor to fleet owner. He's always gone above and beyond to help his drivers."

Dawn recalls Jeremy stepping away from personal time to handle driver issues, staying up through the night working on equipment, and reinvesting in newer trucks so long-term drivers could upgrade. As a diesel mechanic, Jeremy doesn't just own trucks, he understands them, which helps keep equipment reliable and drivers moving.

Elizabeth Bosch, Assistant Manager of the Van Department, describes Jeremy as someone who brings calm to every situation.

"No matter what you put in his lap, he handles it," she says. "Truck-related, driver-related, or both, he gets it done. He doesn't pass stress down the line."

That approach shows up even when decisions are difficult. Elizabeth shared a situation involving a driver with repeated service failures. Instead of immediately ending the relationship, Jeremy advocated for a probation period, giving the driver another chance. When the driver ultimately failed again and returned the truck in poor condition, Jeremy absorbed the cost of cleaning and downtime himself. He also paid to get the driver home and made sure he had money for food along the way.

"He's not spiteful," Elizabeth says. "He'll never leave anyone stranded."

Jeremy has said that building a fleet taught him early on that leadership isn't about control, but about trust. With his brother and co-owner of Huddleston Trucking Inc, Matt handling much of the administrative work, Jeremy focuses on drivers and equipment while making full use of Mercer's resources, from fuel programs to insurance and coordinator support. Drivers are given the freedom to run as they see fit, as long as the trucks are profitable and properly maintained.

Truck Coordinator Kathy Kustes sees that philosophy play out every day.

"Jeremy genuinely cares about his drivers," she says. "He's let drivers stay with him and his family if a truck was down. If repairs took too long, he found them work so they could still earn a paycheck. He doesn't micromanage, but he stays involved when it matters."

Kathy adds that Jeremy is always reachable when issues arise and stays on top of equipment to keep trucks moving. "He wants his drivers working, earning, and taken care of."

Across Mercer departments, the message is consistent. Jeremy's success isn't defined by how often he's in the driver's seat. It's reflected in the stability he provides, the trust he's earned, and the pride he takes in building something that supports others.

In an industry driven by miles, Jeremy Huddleston built his career by understanding the machinery, honoring where he came from, and carrying forward the lessons that started it all.

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OOIDA Encourages Members' Families to Apply for Mary Johnston Scholarship Fund

Grain Valley, MO... – Before your high school age dependents return to school from winter break, be sure to take advantage of this college planning opportunity. OOIDA is encouraging members to remind their children, grandchildren and legal dependents to apply for the OOIDA Mary Johnston Scholarship Fund.

Established in 1998, the OOIDA Mary Johnston Scholarship Fund supports the educational goals of OOIDA members' families. Eligible applicants must be at least a high school senior and no older than 22. Each year, five scholarships are awarded — one \$2,000 scholarship and four \$1,000 scholarships.

Children, grandchildren, and legal dependents of OOIDA members planning

to attend a college or trade school are encouraged to apply. Truck drivers who are not currently OOIDA members but have children or grandchildren in need of scholarship assistance are also encouraged to consider joining the Association.

Each applicant must submit a completed application, including a 500-word essay addressing the following questions:

- * What are three positive aspects of the influence of the trucker in your life?
- * How does your choice of an educational goal utilize the strongest attributes of your personality?
- * What changes do you see on the road, in five or 10 years, that would improve the trucking industry?

Applications must also include a high school or

college transcript, proof of enrollment from an institution of higher education prior to receiving the award, and a photo of the applicant.

All application materials are reviewed by the OOIDA Scholarship Committee, which is appointed by the OOIDA Board of Directors. The committee conducts a blind evaluation of essays and supporting documents before selecting scholarship recipients.

OOIDA encourages students to apply early and not wait until the deadline.

Scholarship applications must be postmarked no later than Feb. 1, 2026.

Required application and cover letter forms are available for download on the OOIDA website. Scholarship recipients will be notified by letter following the Association's Spring Board Meeting. OOIDA will verify enrollment and deposit scholarship funds directly into the student's account at the institution of higher learning. Funds are typically available during the first week of August. Each scholarship is renewable for up to three additional years, contingent upon completion of an annual renewal form.

For more information about the OOIDA Mary Johnston Scholarship Program, contact:

Charles Sperry
OOIDA Mary Johnston Scholarship Program
1 NW OOIDA Drive
P.O. Box 1000
Grain Valley, MO 64029
Email: Charles_Sperry@OOIDA.com

The 2025 recipient of the \$2,000 scholarship was Wyatt Arntt, son of OOIDA senior

member Steve Arntt of Goodland, Kan.

The \$1,000 scholarship recipients were:

Cooper Daniel, Madison Woehrle, Sig Halvorson, and Michael Rotondo. Owen Pingel was named the alternate.

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In Memory of Stephen G. Sheetz



Stephen Girard Sheetz, 77, of Altoona, passed away peacefully on January 4, 2026, surrounded by his beloved family.

Steve, the third youngest of eight children, was born and raised in Altoona and he never wavered in his love and commitment to the community and the greater Blair County area. He graduated from Altoona Area High School in 1965 and attended Penn State Altoona, ultimately graduating from Penn State University Park with a degree in Business Management in 1969. He remained a passionate Nittany Lion fan to his very last breath.

Before 1952, the Sheetz family operated the Harshbarger Dairy and stores that offered dairy-related products. In 1952, Steve's older brother, G. Robert (Bob), acquired one of the dairy stores in Altoona from their father and renamed it Sheetz Kwik Shopper. When Steve was still a student at Penn State, he worked to support his older brother in this new endeavor. The business grew from that first store in 1952, adding gas in 1973 and opening the 100th store in 1983. Steve took over as CEO from Bob in 1984, remaining in that role until 1996, when his nephew Stan Sheetz assumed the CEO respon-

sibilities, and Steve transitioned to Chairman of the Board. After his tenure as Chairman ended, Steve remained on the Board until very recently and he was instrumental in the formation of the Sheetz Family Council and the Sheetz Family Assembly, strategic initiatives to maintain a deep connection among family members and the business.

A passionate entrepreneur, Steve is widely acknowledged as a pioneer and one of the true innovators in the convenience store industry. Under his leadership, Sheetz, Inc. expanded its footprint and introduced industry-changing concepts like Made-To-Order, the "convenience store restaurant", and revolutionary technology solutions, all to institutionalize a Total Customer Focus culture, the name Steve gave to his lifelong career passion to meet the customer with what they want. Most importantly, Steve's undeniable leadership skills shepherded the organization from the founder era to next-generation leadership without sacrificing the business's family-owned and family-operated commitment. Steve, known affectionately within the Sheetz leadership team as "Coach", took immense pride in the family members that followed him as CEO, including Stan, Joseph S. Sheetz, and the current CEO, Travis Sheetz. He took equal pride in the 18 family members who currently work at Sheetz, those who have

worked there in the past and those who are involved outside of the business in various capacities. Together, Steve always credited those family members and those who support them in fulfilling his vision of a sustained, exceptional family-owned and family-operated business.

As a result of Steve's vision, he was named the Chairman of the National Association of Convenience Stores; Sheetz, Inc. was named Chain of the Year in 1995; and Steve was inducted into the Convenience Store News Hall of Fame. Steve believed his team, and all of the present and past Sheetz employees, who he had so much gratitude and appreciation for, were the reason for those honors. Sheetz, Inc., with uninterrupted family leadership and ownership, is the 43rd-largest privately held company in the United States, according to the 2025 Forbes rankings. Steve was most proud of their 10-year consecutive streak of recognition on the Fortune 100 Great Places to Work list.

Steve was a long-time member of the Board of Directors at QuikTrip and M&T Bank, as well as other corporate boards. He was an active member and loved the Altoona Rotary Club, named a Paul Harris Fellow by this organization. Steve was awarded, in 2004, the Lifetime Achievement Award by the Altoona Chamber of Commerce.

A second great passion of Steve's life is Altoona

and Blair County, PA. His commitment to the people and the overall welfare of Blair County was instrumental in his strategic decisions regarding Sheetz, Inc.'s growth; any decision that would impair the community, even if it helped the company, was not considered. In addition to Sheetz, Inc. being one of the largest and most important employers in Blair County, Steve and Nancy have lived lives of incredible generosity for the people and institutions of the county. He served on the Blair County Sports Hall of Fame Board of Directors and as its first President. Steve and Nancy were named Angels of the Arts and inducted into the Hall of Fame by the Blair County Arts Foundation. In recognition of their lifelong commitment to the region and substantial financial and volunteer contributions, Steve and Nancy received the Central Pennsylvania/Blair County Community Foundation's highest recognition in 2014. Additionally, Steve and Nancy have been impactful supporters of Sister Paula DelGrosso's Food for Families Soup Kitchen, The ARC of Blair County, Gloria Gates Memorial Foundation, Big Brothers/Big Sisters, and numerous other local initiatives. Finally, Steve and Nancy have been instrumental in the creation and funding of the Gerald and Kathleen Sheetz Family Foundation, which will continue to underwrite programs benefiting Blair County for generations to come.

Steve's lifelong commitment to his central PA roots were deeply connected to Penn State University. Steve served on the Penn State University Board of Trustees, the Penn State Altoona Advisory Board, the Presidential Counselors at Penn State, and chaired multiple Penn State Altoona fundraising/capital campaigns. Steve was awarded Distinguished Alumnus in 1994, Alumni Fellow in 1999 and Penn State Altoona Renaissance honoree in 2015.

Steve and his wife Nancy have endowed multiple scholarships that fund education for many Blair County students, none more close to their hearts than The Sheetz Fellows program at Penn State Altoona, initially endowed in 2009. Steve has served as the program's Board Chair, and to date, there have been 190 Sheetz Fellows, with 21 Fellows inducted in the most recent class. Steve loved teaching classes in management and leadership, mentored multiple Fellows, and traveled internationally each year with the Fellows program for experiential learning. The Sheetz Fellows program is housed in the Sheetz Center for Entrepreneurial Excellence at Rossman Park, both of which opened in 2011 and were funded by Steve and Nancy to bring economic growth to downtown Altoona.

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- How long have you been with Sheetz?**
I started as a Team Member on 12/28/1998, so it's been a long, amazing drive with this company. I'm currently the GM of two HF stores — 791 and 639. Drivers bring a whole different vibe into the stores, and they love our pricing!
- What's your favorite off-menu item?**
My go-to M-T-O® is an awesome steak sub with just provolone. And everyone at both stores can make my vanilla latte with their eyes closed.
- What are some of the perks offered to Driverz through the Driver Freakz Rewards program?**
Our drivers get an automatic 3¢ off per gallon of fuel as soon as we hand them their Rewardz card. We stay highly competitive in both of my markets. Over the last year, we've given away driver hats, offered free cases of water with 50 gallons of HF or more, and even free 6-inch subs this month. We offer DEF at a great price at the pumps and also sell it by the case. There's a dedicated section in our store with products just for their truck needs. We've got big lots where they can catch some rest and an awesome team ready to take care of them. And I love that we call them Big Wheelz!
- What do you love the most about Sheetz?**
What I love best about Sheetz is that we truly are a FAMILY. Even without a name tag, even when you're not in your own store...everybody still knows your name.
- What do truckerz order the most?**
Driverz are major snackerz, but they love our fryer selection too. Afternoon drivers especially go for pizza and a milkshake to-go. And those free subs hit the spot!

STORE 639 — ANNETTE'S ANSWERS

CMAF Donates \$160,000 in 2025 to Support Amyloidosis Research, Awareness, and Support

Carlisle, PA... Now in its third decade of doing good for those impacted by Amyloidosis, the Chip Miller Amyloidosis Foundation (CMAF) works year-round to raise awareness and funds to support research, education, and individuals in need. In 2025, the foundation continued those efforts through fundraising dinners, merchandise sales and auctions, general donations, and a Corvette sweepstakes. As funds are raised, the foundation actively works to identify where

those dollars will have the greatest impact when it's time to give back. With the final days of 2025 behind us and the curtain rising on 2026, the CMAF is proud to share that \$160,000 will be gifted to five outstanding organizations. This includes \$35,000 to the Mayo Clinic, \$35,000 to the Amyloidosis Research Consortium (ARC), \$35,000 to Amyloidosis Support Groups, \$30,000 to the Amyloidosis Foundation, and \$25,000 to Penn Medicine.

In addition to supporting these incredible organizations, CMAF is earmarking an additional \$10,000 to invest in the future of the automotive hobby. These funds will go directly to the Chip Miller Memorial Scholarship Fund, where each recipient will receive \$1,000 to support their pursuit of a career in the automotive industry. "My father was my best friend and mentor," said CMAF President Lance Miller. "Watching him lose his life to this terrible disease

(Amyloidosis) was horrifying for my family and me," continued Miller. "We knew he'd prefer his life celebrated rather than mourned, and the foundation carries his name proudly. We know the donations made are making him smile from above," added Miller. "Most of all, I'd like to thank the board members and all the supporters for making 2025 a major success for the CMAF. As my father would often say, "Life is Good!" To learn more about the automotive

scholarship program, visit ChipMiller.org. The submission portal is open through April 30, 2026. Criteria for consideration include ambition, drive, and passion for the automotive hobby. Candidates may submit their applications and personal stories to CMAF through the website. At least 25 individual \$1,000 scholarships will be awarded on June 1, 2026, with the potential for additional awards should further donations be received. To learn more about the scholarship fund

or to make a donation, please email Jodi Morrison at JodiM@CarlisleEvents.com. Finally, to support the CMAF in 2026 and beyond, visit ChipMiller.org. There, you'll be able to easily enter our annual Corvette Sweepstakes (awarded October 3), apply for scholarship consideration, and once available, enter to win yet another Corvette via the CMAF and Lancaster County Corvette Club (awarded August 29).



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66 — in Springfield, Missouri! The 2026 ATHS National Convention & Truck Show rolls into the Ozark Empire Fairgrounds, June 2–6. Mark your calendars — more info coming soon.

- All Photos by
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Photography -

continued from page 1

* Stroud Hollinshead – West Fargo, N.D.
* Bill Harris –Olathe, Kan.
* Chris Schatz – Worland, Wyo.
* Todd Spencer – Oak Grove, Mo.
2025 Scholarship Recipients
* George Schroyer Memorial Scholarships (funded by ATHS members)
- •Rabeka Liberto, Kansasville, Wis. — child of ATHS member Steven Liberto;
•Lucas Massei, Brooklyn, Wis. — child of ATHS

member Marco Massei
* Cummins Scholarship - •Lily Stackpole, Cushing, Maine — grandchild of ATHS member Robert Stackpole
* Lewis Semple Clarke Educational Fund (funded by The Autocar Co. & ATHS Autocar Division)
- •Arantza Montserrat, Birmingham, Ala. — child of Autocar employee Juan Antonio Rivero Camacho
American Trucking & Industry Hall of Fame
The Hall of Fame announced its 2025 induct-

ees, to be honored Oct. 22, 2025, at ATHS headquarters in Kansas City, Mo.:
* Roy Carver, Bandag
* Lewis Semple Clarke, Autocar
* Joseph Morten, Great West Casualty Insurance
“We’re deeply grateful to the volunteers and sponsors who make the National Convention & Truck Show possible,” said Executive Director John Gravley.
Learn more and get involved at ATHS.org.
Get your kicks on Route



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From The Chaplain's Desk

Volvo Trucks Secures Major Order Of 185 Volvo VNLs From Koch Trucking



By Ron Fraser, TFC Global President

Have this mind among yourselves, which is yours in Christ Jesus, who, despite being in the form of God, emptied himself by taking on the form of a servant rather than viewing equality with God as something to be attained."

—Philippians 2:5-7
When my thoughts become too loud, I return to these verses. when I feel overextended. How did it get this heavy? is the silent question that lurks behind everything.

This is the issue, to put it simply.

Trying to keep ourselves together wears most of us out.

We bear both our own and other people's expectations as we envision them. We hold on to control because it feels risky to let go. We strive for proficiency, assurance, and acceptance. It sometimes seem like we have to earn even our slumber. But somewhere along the line, trust becomes stress. Mental health becomes a personal burden. And we begin to think that being strong entails not requiring assistance.

That road is familiar to me. Several times, I have walked it. Getting ready for a visit while sitting in the car. The same notion keeps coming back to me when I wake up around three in the morning. I'm curious as to why prayer seems thin when I need it to be thick. I'm wondering whether I'm flawed because I find it difficult to simply "trust God" more.

Philippians then cuts me off. In its simplicity, the Big Thought here is almost unnerving:

Jesus made the decision to let go even though he had every right to cling on. Not because I'm weak. out of affection. He did not cling to power, rank, or painlessness. He drained himself. He went down. He pretended to be a servant. Rather of staying out of our vulnerability, he entered it.

Perhaps I'm not being faithful at all because God's own attitude toward the world is one of self-giving rather than self-protection. Perhaps it's fear masquerading as accountability.

In ways we don't usually express ourselves aloud, this is important for mental health. Grasping, attempting to control results, controlling everyone's emotions, demonstrating our value, and avoiding loss are all major sources of internal conflict.

The fist gets tense with anxiety.

It is burdened with depression.

Burnout persuades us that we can't let go because everything would collapse.

Jesus, however, offers us an alternative.

Erasing oneself is not the same as emptying. It's letting go of the delusion that you were always supposed to bear everything. It's having faith that God is there in both power

and submission.

Here is somethings to consider.

- In prayer, identify one thing you've been holding on to too tightly and let it go to God.
- If you've been carrying more than you should have on your own, ask for assistance.
- Allow yourself to relax without having to earn it.
- Alternatively, spend five minutes sitting quietly and accepting that "not being okay" is real without passing judgment.

This week, cultivate the mentality of Christ by letting go just enough to accept what God is already providing, rather than by working harder.



Volvo Trucks North America has secured a 185-unit order from Koch Trucking for its new long-haul truck, the Volvo VNL 860. The family-owned, full-service transportation provider, headquartered in Minneapolis, Minnesota, will integrate the new VNLs into their fleet of late-model tractors that operate across North America.

"Koch Trucking has been a trusted transportation provider for nearly 50 years, and their commitment to investing in equipment that supports both their drivers and their customers aligns closely with our values at Volvo Trucks," said Peter Voorhoeve, president, Volvo Trucks North America. "The all-new Volvo VNL 860 brings together efficiency, safety, and driver comfort in a way that raises the bar for long-haul operations, and we're proud to support Koch as they continue to grow and modernize their fleet."

Volvo's I-Shift automated transmission and I-See predictive cruise control technology help deliver a smoother, more confident driving experience across Koch's varied operating environments.

"The all-new Volvo VNL 860 is already proving its value with meaningful reductions in idle time and strong fuel efficiency on the road," said Jeff Koch, chief operating officer, Koch Companies. "Maintaining one of the newest fleets in the industry allows us to maximize uptime and deliver consistent, reliable service our customers expect. As a family-owned business, investing in equipment that enhances driver comfort, safety, and sustainability isn't just operationally smart, it's foundational to who we are and how we plan for the future."

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Koch Trucking operates a modern fleet, all three years old or newer, with a longstanding commitment to investing in vehicles that maximize uptime, safety, and reliability.

Founded in 1976 and family owned since its inception, Koch Trucking has built its reputation on providing a supportive, driver-centric experience. Regular home time remains central to the company's culture, but driver well-being also hinges on comfort during long-haul operations. The Volvo VNL 860 enhances that experience with a spacious cab designed as a true home away from home. Drivers benefit from reduced noise levels, ample storage, an integrated workstation, and sleeper amenities such as heat and air conditioning without the need to idle.

Koch drivers have long favored Volvo's combination of safety, fuel efficiency, and on-road comfort, attributes that align with the company's focus on supporting the drivers who represent them mile after mile.

Kuhle Motorsports Park Is Now A NHRA Sanctioned Track

As we continue shaping our vision for the 2026 season at Kuhle Motorsports Park, we would like to take a moment to share some exciting news with our racing family. Kuhle Motorsports Park is now one of the newest additions to the NHRA family of sanctioned tracks. This was not an easy decision; however, after considering the many benefits for our racers and our Motorsports Park, we believe this is the right path forward for our continued commitment to the drag racing community. This change will not affect our grassroots programs or semi racing. Instead, it will allow us to introduce additional events and opportunities that would not have been possible otherwise.

NHRA is fully supporting us and our racers to ensure this transition is as smooth as possible. We are currently working through the sanctioning switch, finalizing our programs for next season, and will provide updates as information becomes available. Please continue to follow our website and our official social media pages for updates over the coming months. Thank you all for your continued support over the years. Together, we can make the 2026 season one of the most epic yet at Ohio's Thunder Capital!

Questions? Contact marthy@kuhlemotorsports.com, nicky@kuhlemotorsports.com or General Motorsports Park / Semi Stampede Questions info@kuhlemotorsports.com

ATA's Statement on Marijuana Reclassification

Washington, DC... Following President Trump signing an executive order that reclassifies marijuana as a Schedule III substance, American Trucking Association's Vice President of Safety Policy Brenna Lyles issued this state-

ment: "While we do not hold a formal position on marijuana legalization or deregulation, we are concerned about the safety risks of rescheduling marijuana without explicit safeguards to preserve the testing

authority and technical requirements that apply to DOT-regulated, safety-sensitive workers. A safe driver is a qualified driver. And a qualified driver is drug- and alcohol-free. Motor carriers must retain reliable, enforceable tools to ensure they are not putting

unqualified drivers behind the wheel.

"Without clear measures to ensure DOT's drug- and alcohol-testing program retains—and is equipped to execute—marijuana testing authority, such a federal policy shift could have serious consequences for highway safety and the integrity of the national transportation network. This risk is exacerbated by the fact that there is currently no proven, widely accepted

standard to determine marijuana impairment at roadside or before a driver begins operating a vehicle, making it far more difficult to prevent impaired driving.

"The stakes are not theoretical. Marijuana accounts for nearly 60 percent of all positive drug tests among commercial drivers subject to DOT testing requirements.

"We appreciate the Department of Transportation's ongoing

commitment to highway safety and its work to strengthen driver qualification and enforcement standards. We urge DOT to proactively coordinate with HHS, DOJ, and Congress to ensure that any federal policy shift preserves a holistic approach to safety, one that maintains the authority, tools, and technical capacity necessary to keep impaired and unqualified drivers off our roads."



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March 26-28 - Mid-America Trucking Show—Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

April 24-26 – 75 Chrome Shop's 28th Annual Big Rig Truck Show – 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. For more info visit www.75chromeshop.com/truck-show

May 2 - Truck Meet At The Crossroads – The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. For more info, call 573-796-1927. Email: Karen@horseandbuggychrome.com, Website: www.horseandbuggychrome.com

June 2-6 – ATHS National Convention and Truck Show – Ozark Empire Fairgrounds, Springfield, Missouri. Get your kicks on Route 66! More info coming soon!

June 4-7 – 23rd 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 25-27 – 44th Annual Shell SuperRigs – Bristol Motor Speedway, Bristol, TN.

June 26-28 – Kuhnle Bros. Semi Stampede – Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede

July 9-11 – 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/>

July 25 – 23rd Keystone Chapter ATCA Truck, Antique Car, Tractor, and Machinery Show – 139 Municipal St., East Freedom, PA 8 am – 5 pm. Dash Plaques while supplies last. No judging, no registration fee/ Breakfast/Lunch/Baked Goods. For more info, contact Ken Claar at 814-224-2084

August 7-9 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

September 25-27 – Kuhnle Brothers Unc's Fall Brawl – Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede

November 6-7 – Bennett Stars, Stripes, and White Lines Truck Show – EchoPark Speedway, McDonough, Georgia. The Stars, Stripes, and White Lines Truck Show is an annual event celebrating show trucks from around the country including, elite invite only classes, wash and show classes and patriotic-themed trucks, jeeps, motorcycles. All proceeds go to benefit Wreaths Across America to place 20,700 wreaths at Andersonville National Cemetery. For more info, go to www.sswltruckshow.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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Of The Month

Sercombe Trucking



We caught up with Jim, Mike, and Pete Sercombe at the Walcott Truckers Jamboree in July 2025. The Sercombes had their gorgeous 1997 Freightliner FLB Cabover at the truck show. The truck was built by Dave Sercombe, who died in June of 2016 and is currently being operated by his son Pete. Dave is Jim's oldest son and Mike's brother. The Freightliner is powered by a 425 CAT coupled with a 10 speed

transmission. It pulls a 1984 Utility trailer, hauling freight as part of the Sercombe fleet, which is based in Jackson, Michigan. The Sercombe family thanks Jim Sercombe for being their mentor and leader of the company. Pictured from left to right: Jim, Mike and Pete Sercombe.

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(12) 2026 MANAC STEEL DROPS, 48"x102", 10' Top, 38' Main, Galv C/M's 10'1" Hnd Air SPSpread, Rear Axle Dump, Winch Track, **\$45,500 Incl FET**



(20) 2026 VANGAURD VXP PLATE VANS, 53'x102"x13'6", 101" Ins Width, Alum Roor, Hnd Air Ride, 48" Log Posts, TireMaax Pro, **\$38,895 Incl FET**



(5) 2019 HEIL PETROLEUM TANKS, 9200 Gal., 3200/2300/1100//2600, Trough Bottoms, One Double B/H, Air EV's, Civacon Top & Bottom Probes, Air Ride, Disc Brakes **\$69,500**



\$23,950

Qty 100 75 Reitnouer Maxmisers and Benson 524's 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes, Winch Track both sides.



(10) 2025 FONTANE 55LCC, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, **\$112,950**



(6) NEW EAGER BEAVER 35GSL PT PAVER LOWBOY 48'6"x102", 24' Well, 24" DeckHt, 35-Ton, NGB, 90" Swing, Air Ride, **\$77,250 Incl FET**



(6) NEW WABASH COMBO W/REAR AXLE SLIDES, 53'x102", Alum Floor, Winch Track Both Sides, Cal Legal, Alum Outer Wheels, **\$35,950 Plus FET**



(10) 2018 REITNOUER DROPMISER 48"x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, **\$38,900**



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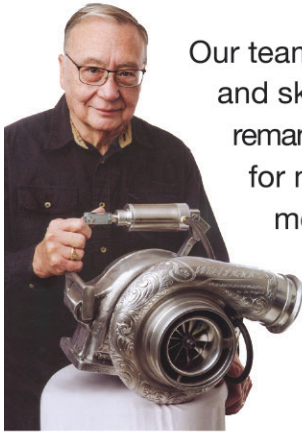


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Customer Testimonials

"I installed a Switchblade on my '99 IH 9400 with a Cummins N14 Celec. Fully loaded at 80k lbs, I went from 5mpg to 6.7mpg. Unloaded went from 6.0mpg - 8.2mpg. It spools up super quick, gets me into higher gears faster, and runs very smoothly. I'm saving > \$16,000 for every 100k miles I drive"

-Todd F. - Houston, TX

"The Switchblade Turbo extended our oil change intervals from 109 hours to >200 hours—no questions asked. The black smoke on all of my rigs has reduced immensely, and the improved fuel mileage is the cherry on top. The Switchblade pulls everything I have down the road."

-Jeff Anderson, Anderson Construction, Blackfoot, ID - "JPayDirt" on YouTube

"I purchased a Switchblade Turbo for my B Model CAT and it performs every bit as good as Jim described. Overall better engine response & performance, 150-200 cooler EGT's, and fuel mileage increase from 5.3 MPG to 6.4 MPG pulling an average gross weight of 120,000lbs."

"I would recommend the Switchblade to anyone looking for better engine performance and improved fuel efficiency."

-Ian Manger, White Sulphur Springs, MT



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