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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 5<sup>h</sup> Annual DMF-OH Cancer Benefit Truck Show and Truck Pull



The 5<sup>th</sup> Annual Denise Marie Flaherty Memorial Foundation (DMF) Cancer Benefit Truck Show and Truck Pull honored the memory of Denise Flaherty and supported individuals affected by cancer, including those undergoing treatment, survivors, and their families. Turn to pages 12 & 13 for story and photos. - Photo by Pam Pollock -

### Protect Your New Trailer – Restore Your Old Trailer With Goods Aluminum Coatings



Good's Aluminum Coatings is located in Newmanstown, Pennsylvania.

By Steve Pollock

NEWMANSTOWN, PA... Good's Aluminum Coatings was started by the need for Dale Good to protect and restore his own fleet of dump trailers, hopper bottoms and tanks.

Dale started into trucking in the 1990s. founding Good's Transport

and hauling AG products. Since then the company has diversified its commodities and grown to 18 trucks and 20 trailers.

In 2013 Dale had the opportunity to become a dealer for AlumaClear and founded Good's Aluminum Coatings. Since then, the company has evolved to offer several aluminum coat-

ing products and processes to fit the needs of new or old trailers.

For new trailers, Dale recommends a Nanotech coating. The trailer is washed in a light acid solution to remove the oils and polishes. Once dried, the Nanotech coating is sprayed on, keeping your continued on page 15

### Kuhnle Bros. Unc's Fall Brawl Brought The Heat To Kuhnle Motorsports Park



The 3<sup>rd</sup> Annual Unc's Fall Brawl, Ohio's only Quebec-style Uphill, side-by-side semi-truck drag racing event was held on September 26-28, 2025.

- photo by Steve Pollock -

THOMPSON, OH... Kuhnle Motorsports Park, located in Thompson, Ohio was the site of the 3<sup>rd</sup> Annual Unc's Fall Brawl, Ohio's only Quebec-style Uphill, side-by-side semi-truck drag racing event on September 26-28, 2025.

Spectators in record numbers lined the track fencing during the week-

end event, which featured Loaded Racing and Bobtail Racing on Ohio's only Uphill Race Track!

Drivers from the USA and Canada brought their trucks to Kuhnle Motorsports Park and battled fiercely over the 2 days of racing.

The 2025 Kuhnle Bros. Unc's Fall Brawl Results

List is:

Class A Bobtail: 1<sup>st</sup>-Andre Turcotte; Tanner Siwecki; 3<sup>rd</sup>-Justin Nevi-us; 4<sup>th</sup>-Andre Denomme; 5<sup>th</sup>-Peter Wagg

Class B Bobtail: 1<sup>st</sup>-Simon Chaunt; 2<sup>nd</sup>-Maxime Gervais; 3<sup>rd</sup>-Justin Richardson; 4<sup>th</sup>-Brandon Pe-

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Peterbilt Named a 2025 Top Company for Women to Work in Transportation



Denton, TX,.. Peterbilt has been honored as a 2025 Top Company for Women to Work in Transportation by the Women In Trucking (WIT) Association, marking the 8th consecutive year of this distinction. Peterbilt was also named among the Elite 30, highlighting the companies that received the highest number of votes for this recognition.

“In an industry that keeps the country moving, this recognition reaffirms we’re moving in the right direction, empowering and championing talented employees that contribute to our success,” said Tina Albert, Peterbilt assistant general manager, Operations.

Since its introduction in 2018, the Top Company for Women to Work in Transportation program has advanced WIT’s mission to recognize organizations that actively support the employment, development and promotion of women across the transportation industry.

“Peterbilt takes great pride in the strength of its diverse workforce,” said Jake Montero, Peterbilt general manager and PACCAR vice president. “Earning recognition as a Top Company for Women to Work in Transportation underscores our ongoing commitment to foster an inclusive culture where all employees can thrive.”

Peterbilt continues to champion initiatives including the Peterbilt Diversity Council, the Peterbilt Women’s Initiative Network (PBWIN) and other Employee Resource Groups to create a workforce that drives innovation and success.

For more information on career opportunities, visit <https://www.peterbilt.com/careers>.

The 44th Shell Rotella SuperRigs: Big Rigs Are The Boss In Bristol, TN

Mark your calendars and get ready to roll! Shell Rotella proudly announces the 44th annual Shell Rotella SuperRigs® truck beauty contest, where Big Rigs are the Boss in Bristol, TN. This year’s event will take over Bristol Motor Speedway from June 25–27, 2026, celebrating North America’s most impressive and hardworking big rigs.

This iconic event is more than just a competition—it’s a tribute to the incredible spirit and dedication of truck drivers. The three-day extravaganza will feature some of the finest and most eye-catching trucks from across the U.S. and Canada. Families, fans, and trucking enthusiasts alike can look forward to enjoying an action-packed weekend filled with fun, entertainment, and admiration for these rolling masterpieces.

Highlights of the 2026 SuperRigs:

\* Over \$25,000 in cash and prizes to be awarded across more than 20 categories, including Best Chrome, Best Lights, and the prestigious Best of



Show.

\* The chance for 12 drivers to earn a coveted spot in the 2027 Shell Rotella SuperRigs Calendar, capturing the beauty and grit of these extraordinary vehicles.

\* A weekend full of family-friendly activities, interactive exhibits, and community fun celebrating the trucking lifestyle.

\* And more!

Everyone is invited to join the festivities at the Bristol Motor Speedway, which is open to the public, and admission is free.

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# OFF THE BEATEN PATH

BY PAM POLLOCK



The new Mr. and Mrs. Dan and Victoria Pollock

## Continuing Family Heritages And Traditions...

Mary Elizabeth Frye once wrote a beautiful poem entitled "Fallen Limb". She eloquently described what she felt our loved ones who had died were saying to those of us who remain alive here on Earth. The opening line is "A limb has fallen from the family tree." The poem goes on to express that our departed loved ones hope that we will remember the best times, the laughter, the song, the good life that they have lived. We're asked to continue their heritage and traditions.

My son Dan and his fiancée Victoria will officially be Mr. and Mrs. Pollock by the time this January 2026 issue of Movin' Out is printed. They were married on December 12, 2025, which was deadline week. I had to hustle to try and get as much work done ahead of time as possible in the week leading up to the wedding and I have broken a record in the 36 years of writing this column to have it done so soon.

Up here at the Homestead, we have two apple trees planted in memory of my Father-In-Law Strick and Mother-In-Law Audrey. Their ashes are buried with the roots of the trees. They have begun to produce apples, providing the deer with a tasty treat before we can harvest them. I have a willow tree planted for my Mom June, and her ashes are also buried there. Limbs may have fallen but we can plant new trees to honor and remember our loved ones. The trees have grown so much in the 3 years that we planted them. I can stand under my Mom's willow tree and I do that often, feeling the soft leaves against my face brings me peace and comfort.



Honoring our Scottish and Irish heritages, the men wore kilts.

I wanted our loved ones, who have died, including Dan's beloved beagle, Gunny and his best friend since preschool, Eric to be a part of his and Victoria's wedding day. I found a photo pin on Etsy and had one made for him with photos of his 3 Grandparents, Eric and Gunny. I gave Dan the pin moments before the start of the wedding when we were alone in an elevator. I was of course a tearful hot mess and he had to fasten the pin in the inside of his jacket by himself. When he, his Dad and I walked down the aisle together, those loved ones joined us on that walk, and were a part of this wonderful day. I know that they were shar-

ing in his happiness and joy as he begins his new life with his bride Victoria. Together, they will honor the heritage and traditions of both sides of their families, whilst creating their own memories and traditions.

As Father of the Groom, my husband is giving a toast at the reception and this is a portion of it:

*"It is a tradition in Scotland to toast friendship and love with a Quaich. This small pewter cup has two handles symbolizing love and partnership. As you both hold on to this cup, reflect on how your love for each other makes you stronger. Your marriage to-*

*day, is a partnership, which prepares you for the challenges, and triumphs life will bring you.*

*I'd like to offer a traditional Scottish toast to the newlyweds:*

*Strike hands with me, the glasses brim.*

*The dew is on the heather.*



For love is good and life is long,  
And two are best together.  
Bless the union of these two.  
Eager for marriage, eager for love.  
May they begin life together,  
er,  
Live that life together  
And come to the end together."

- Photos by  
Shawna & Alec Nebel  
of Nebel Images

# MOVIN' OUT

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P.O. BOX 97 SLIPPERY ROCK, PA 16057  
PHONE: 724-794-6831

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**PUBLISHER**  
Steven M. Pollock

**EDITOR**  
Pam Pollock

**NATIONAL SALES**  
Autumn Kellogg  
Dan Pollock  
George Miller

**CONTRIBUTING WRITERS**  
Dr. Michael McGough  
Bruce Mallinson  
Ron Fraser

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## STORE 745 – JIMMI'S ANSWERS

- How long have you been with Sheetz?**  
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- What's your favorite off-menu item?**  
I really enjoy ordering our Meatball Subs and Philly Steak Flatbread Pizza from our Made-to-Order (MTO) kitchen. I'm also a big fan of our freshly made donuts that get delivered daily.
- What are some of the perks offered to Drives through the Driver Freakz Rewards program?**  
Drivers get 3¢ off per gallon of diesel or gas when using the My Sheetz Rewardz Truck Diesel VIP Card. And when they pump 50+ gallons, they can earn rolling rewardz like free subs, coffee, hats, and more.
- What do you love the most about Sheetz?**  
The thing I love most about Sheetz is how much they genuinely care about people. Sheetz prides itself on being high-energy, and you feel it in every store. No matter where you stop, you're met with smiles, laughter, and a great experience.
- What do truckerz order most often?**  
Our self-serve coffee and cold brew are definitely favorites among truck drivers. I also get a lot of positive feedback about the wide variety of items we make through our Made-to-Order (MTO) kitchen and our Sheetz Bros. Coffeez® (SBC) bar like Subs, Burgers, Pizza, Salads, Breakfast... whatever you're craving, we've got it.

# WHY THE SHEETZ NOT

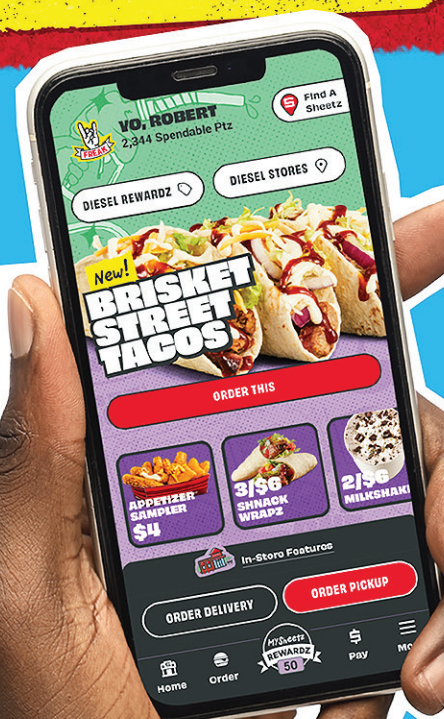
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# High Performance Diesels with Bruce Mallinson

## A New Evolution Of OPS For Modern Engines

Downtime is always a surprise, at least that is what the paperwork says. Out in the real world, most engine failures do not show up like lightning. They show up as a slow grind: heat, soot, fine debris, and oil that keeps doing its job right up until it does not. And because the truck still starts and pulls, it is easy to pretend everything is fine, until it is fine on the side of the road.

That is the whole point of OPS Gen 2. It is built for the miles between oil changes, where the damage actually happens, caused by microscopic contamination circulating through tight clearances all day, every day, wearing things down one invisible scrape at a time. You can run good oil, you can have a clean-looking dipstick,

and you can still be grinding away at bearings and rings like you are trying to “save money” in the most expensive way possible. OPS Gen 2 leans hard into filtration because that is where it counts. It uses a synthetic micro glass filter designed to catch particles down to 3 microns, the stuff you are not going to see, feel, or brag about, but the stuff that contributes to long-term wear. Long-term wear is exactly how you end up writing five-figure checks while telling yourself it “came

out of nowhere.” Keeping that fine contamination out of circulation is how you make the engine’s life easier and your wallet less emotionally involved in your maintenance plan. Gen 2 also takes a more modern approach to system design. Engines built since the mid-to-late 2000s often run hot enough, depending on duty cycle and operating temps, that some liquid contaminants can be driven off during normal operation. So instead of leaning on an external evaporator as the centerpiece, Gen 2 keeps filtration and monitoring as the main act. Translation: fewer extra parts to mount, fewer things to route, and fewer “creative” installation solutions that look good until service day.

Now let’s talk about the part that directly saves you money. OPS Gen 2 gives you real-time visibility into oil condition, so you can make smarter decisions instead of changing oil on a calendar just because that is how it has always been done. When you can see what the oil is doing, you can tell the difference between oil that is actually done and oil that is still serviceable. That means you are not automatically dumping good oil, and you are not gambling by running oil that is past its usefulness either. It can also help you identify when you need to add base oil to maintain the proper level and keep the oil performing correctly. In plain terms, it helps you decide whether to change the oil, add base, or let it keep going.

And speaking of decisions, let’s talk about oil sampling. The old way usually involves a mess, wasted time, and someone saying they will do it later. Later turns into never and never turns into guessing. OPS Gen 2 includes a push-button sampling valve, which means you can pull a clean sample quickly without turning it into a production. When sampling is easy, it hap-



pens, and oil analysis becomes useful instead of decorative. Because one oil report does not tell you much. It is a snapshot. A trend is what matters. With consistent samples, you can track contamination patterns, wear metal movement, and changes that indicate something is starting to go sideways, catching problems early instead of catching them with a tow bill and a hotel receipt. Fitment is handled like someone has installed parts on real trucks before. Gen 2 is designed for versatile mounting on the frame and runs under constant oil pressure, which helps around real chassis limitations and makes installs repeatable and serviceable across units. Finally, Pittsburgh Power is involved as part of the OPS Gen 2 system, not just as a logo on a box. Their team helps monitor results and supports fleets and owner operators with real mechanical advice rooted in decades of seeing what fails, why it fails, and what “normal” actually looks like. Because oil analysis does not help if you do not know what to do with it, and what you really need is a clear plan

and straight answer. OPS Gen 2 is set to be available soon. It is for the people who want fewer surprises, fewer emergency repairs, and fewer days that start with, “Well, that is not ideal.” Keep the oil cleaner, make sampling realistic, watch what is happening inside the engine, and have a team you can call when you want the straight answer. Since December 1977 December 1, 1977, I, Bruce Mallinson took over Diesel Injection from Chuck Passmore because he moved to Tampa and started Tampa Diesel Service. We have since changed the name to Pittsburgh Power Inc. and this week marks the start of our 49th. year in the diesel engine business. From building and road racing Corvettes at Nelson Ledges Road Course in Warren, Ohio to building performance semi-truck engines. Our emphasis has always been on performance, longevity and fuel mileage. For the past 48 years working with owner operators and small fleets we along with you, our owner operators clients have proven the industry wrong. For years I was

continued on page 7

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High Performance Diesels

continued from page 6

told I would never be successful giving truck drivers horsepower and torque, however with your help we proved them wrong. The first thing I told my critics was I don't deal with truck drivers, I work with owner operators, and many of them are just like me, whatever they drive must run good, or let's say great. Together we have proven that a great running diesel engine, properly driven and maintained, will always get better fuel mileage, live longer and put a smile on the owner operators face. My goal has always been to hear you say, "I love my truck since you tuned it or built the engine." The word LOVE is a very strong word, and when a man, or woman, loves their truck, several things happen. First, they enjoy driving the truck, it is no longer an effort to go to work. Second, the truck is driven easier, they never have to mash the throttle, just another 1/4 to 1/2 inch of throttle the truck picks up and charges into the hill or mountain. Third, they enjoy driving truck is taken care of much better than a stock, unresponsive truck. It's kept cleaner and gets anything it needs. Fourth, it's addictive to drive, it's a natural high on every hill, a great running diesel en-

gine will allow the brain to release adrenaline, dopamine, and endorphins, which Kevin Rutherford told me is more powerful than cocaine. Maybe this is why many owner operators with great running trucks never want to fully retire. In closing of this paragraph I want to thank so many of you owner operators for your friendship, loyalty, and giving me the opportunity to make your life better along with mine. Please think about joining me at the annual Owner Operator snowmobile conference this February in Dayton, Wyoming at the Bear Lodge on February 18, arrival, and departing on February 22nd. Our speaker and tour director is Mike Johnson, retired US Army and now an owner operator. Mike was in the Army for 21 years and will talk about being a sniper. The phone number for the Bear Lodge is 307-753-2444. This is the 20th year for the Owner Operator snowmobile conference. It's a great time!

Written by: Bruce Malinon, Pittsburgh Power, 3600 South Noah Drive, Saxonburg, PA, 16056. Phone (724) 360-4080. Website: www.Pittsburgh-power.com

From The Oregon DOT - Kuebler Boulevard to Delaney Road Nighttime Closures Mid-January

Plan ahead for upcoming full I-5 nighttime closures mid-January

As part of our I-5 widening project between Kuebler Boulevard and Delaney Road, we're building a new Battle Creek Road Bridge, which will connect to a roundabout east of I-5.

Planned nightly I-5 closure January 12 - 14, 2026

To safely do this work, we need to close both directions of I-5 nightly for three nights in mid-January. During the closures, you can expect:

- \* Nighttime full I-5 closures in both directions January 12 - 14.
- \* I-5 closures to last between 10 p.m. and 5 a.m.
- \* All traffic to detour onto Commercial Street SE and Kuebler Boulevard, depending on the direction you need to go.
- \* North and southbound I-5 to reopen to traffic after 5 a.m.
- \* Delays and construction noise.

These dates are tentative. Use TripCheck.com for the most up-to-date information on traffic and impacts. If our schedule changes, we'll send out another update.

Northbound I-5 detour

To get around the closure, travelers should follow the signed detour:

- \*To Commercial Street SE.
- \* Right on Kuebler Boulevard.
- \*Back onto northbound I-5.

Southbound I-5 detour

To get around the closure, travelers should follow the signed detour:

- \*Exit onto Kuebler Boulevard.
- \*Left on Commercial Street SE.
- \*Back onto southbound I-5.

If you're traveling through the area now, you can expect:

- \* Construction noise.
- \* Crews working during the day and at night.
- \* Lane, shoulder and ramp closures as needed.
- \* 55 mph speed limit in the work zone.



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# Latest Trucking Industry News

## EPA Indicates It Will Proceed With 2027 NOx Standards

By **Rebecca Oylar, PMTA**

The American Trucking Associations (ATA) recently informed its members that the U.S. Environmental Protection Agency (EPA) has indicated it plans to move forward with the Model Year 2027 start date for its heavy-duty nitrogen oxides (NOx emissions rule. ATA conveyed that this information was provided through ongoing communications with the agency regarding the status of the regulation.

This update follows a coordinated national advocacy effort. On August 13, 2025, PMTA joined ATA, national carrier groups, and all other state trucking associations in signing a letter urging EPA to delay implementation and reconsider key components of the rule. Background

The heavy-duty NOx rule, finalized in December 2022 under EPA's "Clean Trucks Plan," establishes some of the most stringent emissions requirements ever applied to diesel-powered trucks. Major provisions include substantial reductions in allowable NOx emissions, extended useful-life requirements, expanded warranty obligations, and enhanced testing and durability standards for engine manufacturers. As currently written, these changes will take effect beginning with Model Year 2027 engines and vehicles. The August 13 letter submitted by ATA and state trucking associations requested a delay in the effective date to 2031 and called for additional time for manufacturers, service networks, and fleets to prepare. The letter also highlighted the economic pressures facing carriers, the challenges of integrating new technologies on compressed timelines, and the need for greater regulatory certainty. PMTA signed the letter due to the anticipated impacts on Pennsylvania fleets, which operate in one of the nation's most freight-intensive states.

Implications  
According to ATA's communication to its members, EPA has indicated that it does not plan to shift the 2027 start date, despite the industry's request. At the same time, the agency is reportedly working on revisions to the rule, which could affect technical requirements such as durability standards, test procedures, and warranty provisions. The result of these changes could ultimately lower costs and make compliance more manageable. These revisions are expected to be released as a formal proposal sometime in 2026.

EPA's intention to keep the

2027 start date — even as it works on revisions — leaves carriers preparing for a rule whose final requirements are not yet fully known. Fleets may face higher equipment and compliance costs depending on how the revised standards are structured, and maintenance operations could need to adjust to updated emissions-control technologies. The short timeline also limits how much flexibility fleets have in their replacement and budgeting plans. Overall, the combination of a fixed implementation date and pending revisions creates continued uncertainty for carriers across the Commonwealth. Looking Ahead

On a hopeful front, legislation to eliminate the 12% Federal Excise Tax was reintroduced earlier this year by Rep. Doug LaMalfa (R-Calif.), a senior member of the House Transportation and Infrastructure Committee. Supporters argue that the tax, originally

enacted during World War I, discourages truck buyers from replacing older, less efficient vehicles and represents the highest percentage-based excise tax imposed on any product. Industry groups welcome the effort, noting that FET can add more than \$20,000 to \$24,000 to the price of a new clean-diesel tractor-trailer.

Federal emissions policy continues to evolve, and the heavy-duty NOx rule is a central component of EPA's clean-air strategy for the coming decade. While forthcoming revisions may address some of the concerns raised by the industry, the 2027 deadline remains a significant challenge for fleets. PMTA remains committed to ensuring that Pennsylvania's trucking companies are informed, represented, and supported as this regulatory transition and other potential changes move forward.

## Pennsylvania's Non-Domiciled CDL Process Under Renewed Scrutiny

By **Rebecca Oylar, PMTA**

Pennsylvania's procedures for issuing commercial driver's licenses (CDLs) to non-U.S. residents are receiving renewed attention following recent federal actions and a high-profile arrest involving a Pennsylvania-issued CDL.

In October 2025, the Federal Motor Carrier Safety Administration (FMCSA) identified Pennsylvania as one of six states issuing non-domiciled CDLs in a manner not fully consistent with federal regulations. FMCSA cited concerns about verifying lawful presence and ensuring that CDL expiration dates do not extend beyond an applicant's authorized length of stay. Following that notice, PennDOT voluntarily paused issuing, renewing, transferring, or upgrading non-domiciled CDLs and commercial learner's permits.

Last week, the issue resurfaced after the arrest of a 31-year-old Uzbek na-

tional in Kansas who held a valid Pennsylvania non-domiciled CDL. Federal officials allege the individual had terror-related ties. Although the driver possessed federal work-authorization documents at the time of issuance, the case prompted renewed questions about documentation and verification procedures across states.

In addition to the October findings, the U.S. Department of Transportation has now warned Pennsylvania that up to approximately \$75 million in federal highway funding could be withheld if the state does not fully correct the compliance issues identified in FMCSA's review.

Governor Josh Shapiro and PennDOT officials maintain that the Commonwealth uses the federal SAVE (Systematic Alien Verification for Entitlements) system to verify lawful presence and that their internal reviews have not shown a case in which an ineligible individual was

knowingly issued a CDL. Federal officials, however, say further improvements to documentation and record-matching procedures are required.

State lawmakers are preparing additional oversight. Senator Judy Ward, chair of the Senate Transportation Committee, has announced a committee hearing to examine PennDOT's CDL and REAL ID verification processes and gather testimony from state and federal officials.

PMTA will continue to track these developments and provide updates to members as more information becomes available.

## Intermodal Stays Ahead in Third Quarter

CALVERTON, MD... Total intermodal volumes rose 2.8 percent year-over-year in the third quarter of 2025, according to the Intermodal Association of North America. International containers added 4.4 percent, domestic containers improved 2.5 percent, while trailers fell 18.7 percent.

Key highlights:  
Domestic container strength - Domestic container traffic recorded its highest September volume ever, rising 5.8 percent year-over-year. This segment's strong growth was supported by increasing manufacturing activity and a successful capture of modal share from trucking, which experienced low rates and high operating costs.

International container sensitivity - July saw record volumes as domestic suppliers «frontloaded» in anticipation of tariff increases, with rapid weakness following in August. This volatility caused overall annual growth for IPI to slow to just 0.6 percent year-over-year in September.

Trucking capacity constraints - Despite a current sluggish freight environment, future tightening in the trucking market is expected to significantly benefit domestic intermodal. Pressures like a surge in insurance premium costs and declining Class 8 truck orders are aligning to constrain the available driver supply and fleet capacity.

Five of the seven highest-density trade corridors, which collectively handled more than 60 percent of total volume, were up. The Trans-Canada increased 17.3 percent; the Intra-Southeast climbed 8.0 percent; and the Northeast-Midwest grew 5.5 percent. The South Central-Southwest managed 1.5 percent, and the highest volume corridor, the Midwest-Southwest, eked out 0.9 percent. The Southeast-Southwest fell 7.0 percent, while the Midwest-Northwest dropped 13.0 percent.

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# Volvo Trucks Extends Exclusive Sponsorship Of America's Road Team Through 2026



Peter Voorhoeve, president of Volvo Trucks North America, pictured here with the 2025 America's Road Team Captains.

Volvo Trucks North America announced its continued sponsorship of the American Trucking Associations' America's Road Team for 2026, marking the company's 24th consecutive year as this prestigious program's exclusive sponsor. The announcement was made during the ATA Management Confer-

ence & Exhibition, held in San Diego, California, reflecting Volvo Trucks' shared commitment with the America's Road Team to advancing highway safety, elevating the image of the trucking industry, and inspiring future generations of professional drivers.

Every two years, a new

class of Captains is selected for their exemplary safety records and commitment to the industry. These Captains collectively log millions of accident-free miles and serve as ambassadors for the values that define the trucking profession. America's Road Team Captains attend a wide range of

events including visits to the White House, state capitals, motorcycle rallies, career fairs, schools, and educational conferences.

They also host ride-alongs with policymakers and members of the media to demonstrate first-hand what it takes to operate

safely and professionally on the nation's highways.

"America's Road Team Captains play an essential role in advancing safety and professionalism across the industry," said Peter Voorhoeve, president of Volvo Trucks North America. "Through their ongoing work in communities, classrooms, and legislative halls, they help bridge understanding between truck drivers and the communities they serve, inspiring respect for the work that keeps our economy moving. We are honored to have them driving the all-new Volvo VNL, our safest, most connected, and most fuel-efficient Class 8 truck, as safety remains the top priority in our industry."

In support of the program, Volvo Trucks provided America's Road Team with a fully equipped, all-new Volvo VNL 860 to transport the ATA Interstate One mobile classroom to events and communities nationwide. Volvo Trucks' vision Toward Zero Accidents is demonstrated through the all-new Volvo VNL's next-generation suite of digital and mechanical safety systems, including advanced driver assistance and occupant protection technologies designed to safeguard lives and mitigate the risk of serious injuries in the event of an accident.

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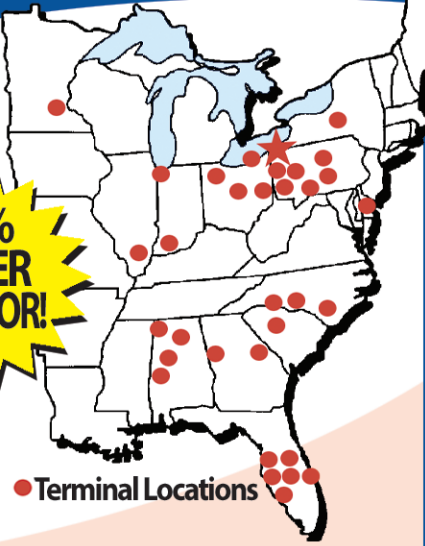
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# Knight-Swift Transportation Driver Michael Porter Delivers 2025 U.S. Capitol Christmas Tree in Kenworth T680



The Hoover Dam was just one of the many stops made on the 2025 U.S. Capitol Christmas Tree Tour.



Professional Truck Driver Michael Porter

For Knight-Swift Transportation professional driver Michael Porter, transporting the U.S. Capitol Christmas Tree from the Humboldt-Toiyabe National Forest in Nevada to the nation's capital in Washington, D.C., is a career highlight he'll never forget.

"It was an absolute honor to represent Knight-Swift and the trucking community for this year's U.S. Capitol Christmas Tree tour," said Porter. "The holiday season is a special time of the year, so to have the opportunity to spread holiday cheer to communities all across our great country as we made our way to D.C. was truly an unforgettable experience."

For the past 12 years, Kenworth has been a major sponsor of the U.S. Capitol Christmas Tree program, supplying trucks to transport the iconic tree each holiday season. As an industry leader and long-time customer, Kenworth was pleased to work with Knight-Swift Transportation to safely transport

the 53-foot Red Fir, nicknamed "Silver Belle," from Nevada to the West Lawn of the U.S. Capitol Building in Washington, D.C. The truck that made the cross-country journey was a Kenworth T680 equipped with a 76-inch sleeper and the PACCAR Powertrain featuring the PACCAR MX-13, PACCAR TX-12 automated transmission and PACCAR DX-40 tandem rear axles. This year, the truck's design celebrated the "Spirit of the Silver State" with a background of a sunset overlooking Nevada's national forest.

Since earning his CDL after a career as a mechanic, Porter has driven in Knight-Swift Transportation's flatbed division for the past seven years, often hauling oversized loads for the company.

"I started my career in transportation as a mechanic, servicing cars and later heavy trucks, and realized I enjoyed driving big rigs more than I liked working in the shop," Porter recalled. "I love being on the

road, traveling the country, and the flexibility I have in my schedule working with Knight-Swift. Truck drivers serve a pivotal role in our nation's economy, and this tour is an excellent opportunity to highlight an important industry in trucking while kicking off the holiday season. I'm proud to be a part of it."

In the flatbed division for Knight-Swift Transportation, Porter is accustomed to hauling extended trailers, giving him the experience necessary to transport the 53-foot U.S. Capitol Christmas Tree on the 80-foot-long Hale Trailer. That said, the logistical planning involved for the tour, which included 15 community event stops across nine states, is unlike anything Porter has experienced.

"From law enforcement leading the convoy to the logistical planners and all the sponsors involved, it was truly a team effort to safely make this 3,700-mile journey across the country possible," said Porter. "I've

never been involved in a transport with so much attention, which added a bit of pressure, but it also

made the experience that much more rewarding. Everywhere we went, people were excited, waving, tak-

ing photos – you could really feel the pride and joy this tree brought to communities along the way."



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# 5<sup>h</sup> Annual DMF-OH Cancer Benefit Truck Show and Truck Pull



COMBO CLASS: Best of Show went to Travis Ross.

By Pam Pollock

RANDOLPH, OH... Big Rigs, a dazzling light show, and truck pulls – the 5<sup>h</sup> Annual DMF-OH Cancer Benefit Truck Show and Truck Pull had it all! The excitement began on Friday, September 19<sup>th</sup>

with the first ever Lights At Night Show with the trucks lighting up the Portage County Fairgrounds in Randolph, Ohio. The fun continued the next day, September 20<sup>th</sup> with the truck show, raffles and vendors during the day. 162 trucks were reg-

istered and for the second year in a row, over \$37,000 was raised. The truck pull by CS Pulling Promotions marked the conclusion of the show in the evening. The Denise Marie Flaherty Memorial Foundation (DMF) is a 501c3

organization that honors the memory of Denise Flaherty and supports individuals affected by cancer, including those undergoing treatment, survivors, and their families. 5 annual events are held in the states of Ohio, New Jersey, Illinois, North Carolina, and Texas. The DMF-OH Truck Show benefits local families fighting cancer. If you missed the 2025 show, make plans now to attend the 6th Annual DMF Cancer Benefit Truck Show and Truck Pull, which is slated for

September 18-19, 2026, at the Portage County Fairgrounds. Winners from the 2025 DMF Cancer Benefit Truck Show were: People's Choice Award: Clint Sherbondy COMBO CLASS: Best of Show Travis Ross; 1<sup>st</sup>: Kyle Weaver; 2<sup>nd</sup>: Dave Cunningham; 3<sup>rd</sup>: Brian Sweet BOBTAIL CLASS: Best of Show: Joe Schmitt; 1<sup>st</sup>: Jake Chismar; 2<sup>nd</sup>: Ethan Bunker; 3<sup>rd</sup>: Luke Leister ANTIQUE CLASS: Best of Show: Russ & Regina Puzausky; 1<sup>st</sup>: Terry

Green; 2<sup>nd</sup>: Scott Tayerle, Sr.; 3<sup>rd</sup>: Roger Herrington CABOVER CLASS: Best of Show: Jamesyn Portman; 1<sup>st</sup>: Bob Bubon; 2<sup>nd</sup>: Patrick Jeffrey PICKUP CLASS: Best of Show: Matt Berta; 1<sup>st</sup>: Clint Sherbondy; 2<sup>nd</sup>: Jamie Leister; 3<sup>rd</sup>: Bob Baker

- Photos by Pam Pollock -

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# 5th Annual DMF-OH Cancer Benefit

## Truck Show and Truck Pull



All Photos by Pam Pollock

See our complete photo coverage on the show in our online Truck Show Gallery @ [www.movinout.com](http://www.movinout.com)





**By Pam Pollock**

It was a wonderful turnout with costumed kids, adults, and even pets visiting each truck and receiving some sweet treats.

All participating truckers were entered into a drawing for a free PM service/oil change from Christie Diesel, which was won Ricky Gorman.

Mark and Natalie Christie, owners of Christie Diesel Heavy Truck and Trailer Repair did a fantastic job organizing the Truck-or-Treat and they said they plan on making this an annual event!

Christie Diesel is located at 2885 State Route 208, Harrisville, PA 16038, 1 mile west of Clintonville. They are a family owned and operated business specializing in major and minor truck, trailer and automotive repair. Office/shop hours are 9 am – 5 pm Monday-Friday and they also offer 24 hour road assistance – hit option 1 when calling.

You can contact them via phone at 814-908-0083 or email: [christiediesel1@gmail.com](mailto:christiediesel1@gmail.com)

For Movin' Out's complete photo coverage of this event, visit our Online Truck Show Gallery at [www.movinout.com](http://www.movinout.com)



**- photos by Pam Pollock -**

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continued from page 1

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# She Didn't Set Out to Be a Hero: The Quiet Power of Sheila McCutchan



Sheila McCutchan didn't set out to be a trailblazer in logistics either. She set out to teach.

Born and raised in Evansville and a graduate of the University of Evansville with a degree in elementary education, Sheila's early life felt far removed from freight: "I worked as a pharmacy tech all through high school and college," she remembers. When a post-college job didn't appear, she pivoted into systems work for Humana and later McKesson—practical moves that quietly set the stage for something else: a career built on problem-solving, relationships, and a relentless calm under pressure.

"I went in and was like, 'Oh, it's fun what you guys do,'" Sheila says about her first days around the freight business. What began as convenience—working alongside her husband's office and avoiding nights away from home—turned into a vocation. When the Danville (DAN) office needed a steady hand during the recession, Sheila stepped up in 2008 and took it over.

If the industry looks chaotic from the outside, Sheila describes it like a jigsaw puzzle: "It's basically just

putting pieces of a puzzle together." A customer emails a late bid; a driver calls in from the road; a forklift runs out of gas. The agent's job, invisible to many end customers, is to make those edges line up. "You have to call trucks... make sure the drivers can be out of their other load in time...sometimes you'll make 40 or 50 calls on a load to get everything lined up," she says. That tenacity, combined with genuine care for people, is what earned her recognition long before the recent spotlight.

This spring, Sheila was named a CLT Hero at the Expeditors Carrier Awards—a distinction she calls meaningful because it's peer-nominated. "They just nominated me and said that I'm always available to help them with their loads, and I always make sure appointments are made, that drivers are on time, and that I communicate with the shipper," she explains. Sheila still remembers the moment she learned she'd won. "I was thrilled! It was nice to be rewarded for my and my team's hard work." For her, the award isn't a single heroic moment; it's

a nod to years of consistent, steady work. "I think it's over time," she reflects. "I've worked with the same guy pretty much the whole time he's been there. So, I feel like they're showing their appreciation of my work ethic throughout the many years, not just like 1 or 2 instances, but for the long haul, year over year."

Her steadiness defines her work. She's had a string of career pivots turned into a practice rooted in relationships and resolve. Sheila credits the human side of the job for this: "I know what their families are doing, what their kids are doing... it's just a relationship kind of thing." She's frank about the demands: "You gotta love it or don't do it because there can be a lot of stress with the job." And when she makes a promise, it carries weight. "If I say I'm going to get a load for them, I'm going to get it for them." Her attitude has helped Sheila develop trusting and loyal relationships with everyone she works with.

Her approach also reflects the kind of partnership Mercer aims to foster. Sheila speaks warmly about the company's systems and people: "They give us the tools we need to be successful... the coordinators are always willing to help," she says. And where the industry can feel mechanical, she emphasizes Mercer's human strengths: "Mercer is known for billing quickly and paying drivers quickly. So, I think we're pretty much at the top of the industry in my opinion."

Growth has followed that combination of grit and grace. Sheila recalls transforming the Danville agency from modest beginnings: "When I took over, they were doing about a million a year. Now the agency, at its best, moves 10 million in a year." She shares her proudest achievement of "just being able to grow this from pretty much nothing, up to being a top 15

agent now," with graceful pride that makes the numbers feel more personal than boastful.

Outside of work, Sheila is grounded by the things that matter most to her: family and the chance to experience life beyond the office. "My kids, my grandson, and traveling. We travel a lot," she says simply, but it's clear those few words carry weight. For someone who spends her days solving problems and lining up moving parts, time with family and time away serve as a necessary counterbalance. The flexibility of remote work has allowed her not just to manage freight, but to manage life. Now, being in South Carolina allows her to be present for the moments that don't appear on any schedule or spreadsheet.

For those seeking an example of quiet leadership, Sheila's career is instructive. She didn't arrive as a superstar; she arrived curious, patient, and willing to learn from those she admired at agent meetings. She treats every relationship as an investment and measures success not just by revenue, but by respect: "People respect you, and people acknowledge what you're doing for them," she says. "That's the biggest part."

That humble confidence is the throughline of her story: a woman who moved from classrooms and pharmacy counters to the world of freight because she loved the work, the people, and the challenge. The CLT Hero award acknowledged what drivers and partners have known for years: Sheila McCutchan is the kind of agent who quietly makes complicated things look simple, and along the way, builds a business that others want to be part of.

Her success isn't loud, but it's undeniable. Built not on flash, but on faith, follow-through, and a life lived with intention.

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# Transservice Employees Support Book Fairies' Mission To Provide Books And Literacy-Based Resources Across Long Island And New York City



Sean Schnipper (right), Director of Marketing, and Gregg Nierenberg, President & Chief Executive Officer. (Photo courtesy of Transservice Logistics Inc.)

LAKE SUCCESS, NY... For the 7th consecutive year, Transservice employees are supporting Book Fairies, a non-profit that sources and redistributes books to under-resourced communities on Long Island, New York City, as well as internationally, to provide equitable opportunities for children to learn, grow, and thrive. Helping to pack up company donations at the Transservice headquarters office are Sean Schnipper (right), Director of Marketing, and Gregg Nierenberg, President & Chief Executive Officer.

Since 2012, Book Fairies has distributed 5,705,417 books that directly impact at-risk children. "Transservice is proud to have contributed

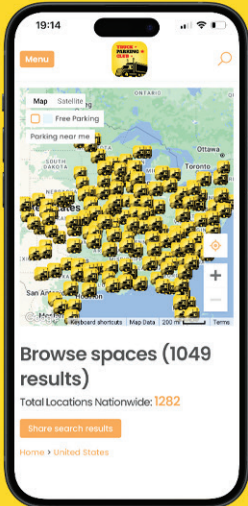
thousands of books and literacy resources over the years to this astonishing record in support of local children living in Long Island and the five boroughs of New York City," said Nierenberg. Founded in 1969, Transservice has a history of service and a tradition of excellence. The company's service offering includes dedicated contract carriage, contract maintenance, full-service leasing, and freight brokerage. The Book Fairies source and redistribute books to under-resourced communities on Long Island and New York City to provide equitable opportunities for children to learn, grow and thrive. Since its inception in 2012, Book Fair-

ies has distributed over 5 million books to remove the financial and access barrier by directly supporting literacy programs and building school, classroom

and home libraries in hundreds of schools and organizations in New York. They are headquartered in Hicksville, NY. <http://www.thebookfairies.org/>

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# McClymonds Supply and Transit Thanks First Responders



McClymonds Supply and Transit of Portersville, Pennsylvania has continued their tradition of showcasing and honoring various organizations on some of their trucks. The latest addition to their fleet is this stunning Peterbilt, which is a tribute to First Responders. The First Responders Truck is a 2024 Peterbilt 389 equipped with a Cummins X15, 13 Speed Transmission, and a 272 inch wheel base. McClymonds' body shop did all of the paint and graphics. Dewayne Barker is the driver of the truck.

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# The 34th Annual PKY Truck Beauty Championship Returns to the Mid-America Trucking Show in 2026



The PKY Truck Beauty Championship is proud to announce its return to the Mid-America Trucking Show (MATS) on March 26-28, 2026, at the Kentucky Exposition Center in Louisville, KY.

To kick off the custom show-truck season, the PKY Championship invites fleets, owner operators, custom builders, and enthusiasts from across North America to compete, observe, and celebrate the comradery and innovation of heavy-duty trucks.

This year's PKY Championship promises even more excitement, as the Big Rig Build-Off returns for 2026, along with the PKY Light Show, PKY Parade, and the PKY Awards Ceremony. Follow MATS on Facebook and Instagram for updates about the builders and more.

\* PKY Light Show – March 26, Dark- 9:30pm, Lot N: A dazzling nighttime display where show trucks illuminate the show grounds, highlighting custom lighting, designs, and unique features in a spectacular visual presentation.

\* PKY Parade Presented by Big Rig Videos – March 28, 7:15- 8:15pm, Parking Lot Outside Circle of Champions: A celebratory procession of competing and featured trucks around the show grounds, giving attendees a chance to see each rig up close and appreciate the artistry and detail of every entry.

\* PKY Awards Ceremony – March 28, 10:00am: The culminating event recognizing winners across multiple categories, including Best of Show and People's Choice, honoring the skill, creativity, and dedication of the builders.

\* Big Rig Build-Off: A head-to-head competition where elite custom truck builders showcase their craftsmanship, creativity, and innovation, vying for top honors in one of the trucking industry's most prestigious contests.

For full details, please visit [truckingshow.com/pky-truck-beauty](http://truckingshow.com/pky-truck-beauty).

# Trucking Cares Donates Nearly \$100,000 in 2025

Washington, DC... The American Trucking Associations' Trucking Cares Foundation announced that it donated nearly \$100,000 for a wide variety of charitable causes in 2025, from supporting truck drivers and disaster relief to combatting human trafficking.

The organizations the Trucking Cares Foundation supported in 2025 are as follows:

- Disaster Relief:
- \$10,000 for the American Logistics Aid Network (ALAN) Truckers:
  - \$15,000 for the St. Christopher Truckers Relief Fund
  - \$15,600 for Garrett High School to support a first-of-its-kind high school CDL program developed through the Center for Transportation Safety.
- Veterans and First Responders
- \$10,000 for At Ease USA
  - \$13,380 for the North Bangor (PA) Fire Co.
- Trucking Cares:
- \$25,000 for TAT (formerly Truckers Against Trafficking)
  - \$5,000 for West Kerr (TX) Education Foundation
  - \$5,000 for the Monarch School Additionally, TCF officially added the

following individuals to the Board of Directors:

- Joey Ballard, Covenant Logistics
- Andrew Okuyiga, UPS

- Sheri Call, Washington Trucking Associations
- Randy Clifford, Ventura Transfer



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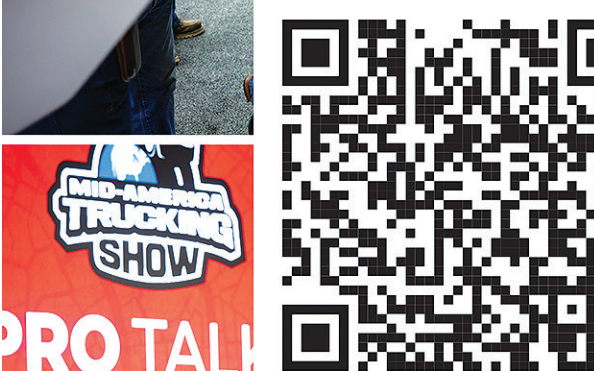
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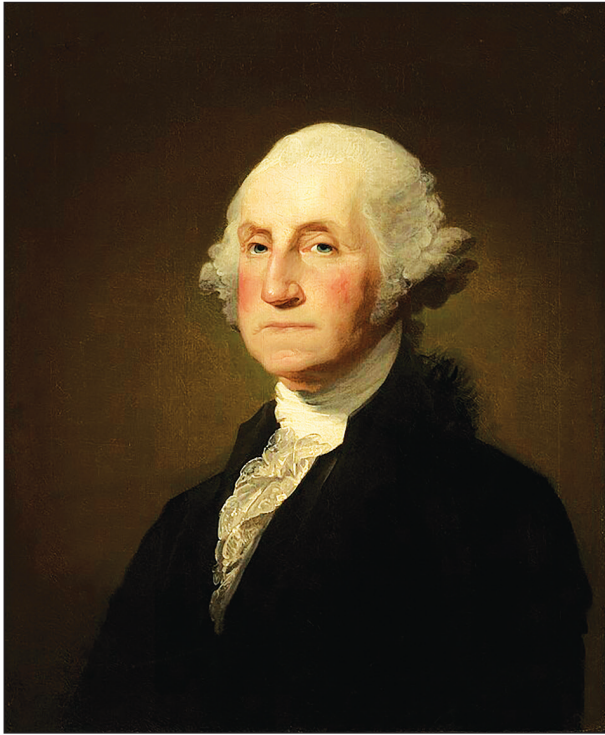
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# Founders and Guardians - George Washington



The story of young George admitting that he had chopped down one of his father's prize cherry trees is a myth from Mason Locke Weems' biography, *The Life of Washington* (5th Edition, published in 1806). Weems created the myth to illustrate how Washington's personal virtues of honesty and integrity impacted his accomplishments as both a general and a president. Weems sought to make those virtues part of the enduring role model set by the "Father of His Country."

**By Mike McGough**  
"Truth will ultimately prevail where pains is [sic] taken to bring it to light."

George Washington was born on Friday, February 22, 1732, in Westmoreland County, Virgin-

ia. Details regarding his childhood are limited. As a child, he lived at several of the properties owned by his family, one of which was Mount Vernon. His formal education was brief, but he read extensively and engaged

in self-directed learning throughout his life. Following his father's death when George was 11, his older half-brother, Lawrence, assumed a major role in his life.

At age 17, Washington became a surveyor in Culpeper County, VA, where he developed an appreciation for the land and the westward development of the American Colonies. In 1752, he began his military career as an officer in the Virginia Militia. His service during the French & Indian War provided military experience and an awareness of the changing political climate in the American Colonies.

George's marriage to Martha Dandridge Custis in 1759 was a loving and supportive union that lasted 41 years. He was an active source of guidance and support for Martha's two children. In 1761, the Washingtons inherited Mount Vernon. They managed and improved their 18th century estate, making it their permanent home along the Potomac River.

As tensions between Great Britain and the American Colonies grew between 1765 and 1775, Washington, who served in the Virginia House of Burgesses, was a respected voice of reason and

calm. In June of 1775, following the April 19, 1775 battles at Lexington and Concord, Congress named Washington Commander-in-Chief of the Continental Army. From that point through to the end of the war, he maintained an all but constant presence with the army.

During the winter of 1777-78, Washington was the central figure in the transformation of the army from civilian volunteers to soldiers. Valley Forge is considered by many to be the birthplace of the modern United States Army. Even though the Continental Army suffered more losses than victories, American independence was ultimately secured. Following the signing of the Treaty of Paris in 1783, Washington resigned his commission. He returned to civilian life at Mount Vernon, surrendering all power and authority.

The Constitutional Convention opened in Philadelphia in May of 1787, and it ended on September 17, 1787. Washington, a delegate from Virginia, was elected president of that convention. In June of 1788, the Constitution was ratified as the new framework of government for the United States of America.

Following his unanimous election by the Electoral College, Washington was inaugurated as the first President of the United States, in New York City, on April 30, 1789. He was unanimously re-elected in 1792. He remains the only president unanimously elected by the Electoral College.

As the first president, Washington, breathed life into the executive branch of the new government. He established precedents where none existed. Most notably, he established the president's cabinet, executive privilege to protect sensitive information, various social and diplomatic roles of the president, the peaceful transfer of power from one president to the next, and the simple title "Mr. President." By refusing a third term, he established an informal limit that continued until the 1940 and 1944 re-elections of Franklin Roosevelt to a third and fourth term. In 1951, the Twenty-Second Amendment to the Constitution formalized Washington's two-term limit.

Throughout his many years of service, Washington did not blur the lines between his public life and his personal life. As a result, he avoided potential abuses of the

powers entrusted to him. He had made himself accessible when his country called on him, and when his service was over, he relinquished all power and returned to the quiet life of a farmer at Mount Vernon. The Roman leader Cincinnatus (c. 519 – c. 430 BC) demonstrated that same model. Because of the similarities in their commitment to service followed by a peaceful surrendering of power, Washington is often referred to as the "American Cincinnatus."

On December 14, 1799, Washington died of complications from a throat infection. He is buried at Mount Vernon. Although many eulogies were offered, what may well be the most memorable was shared on December 26, 1799 in Philadelphia. It was offered by Henry "Light-Horse Harry" Lee, a member of Congress who had served with Washington during the Revolutionary War. Lee summed up the enduring relationship between George Washington and his fellow countrypersons when he declared that he was "First in war, first in peace, and first in the hearts of his countrymen."

# UNC'S FALL BRAWL



**All Photos by Steve Pollock**  
See our complete photo coverage on the show in our online Truck Show Gallery  
[www.movinout.com](http://www.movinout.com)





# Kuhnle Bros. Unc's Fall Brawl Brought The Heat To Kuhnle Motorsports Park

continued from page 1

ters; 5<sup>th</sup>-Carl Rannou  
Class C Bobtail: 1<sup>st</sup>-Jordan Lariviere; 2<sup>nd</sup>-Sylvain Naud; 3<sup>rd</sup>-Joe Shannon; 4<sup>th</sup>-Max Gervais; 5<sup>th</sup>-Tyler Gallagher  
Class C Mechanical Bobtail: 1<sup>st</sup>-Ted Ellis; 2<sup>nd</sup>-Josh Yoos; 3<sup>rd</sup>-Joe Bonner  
Class A Loaded: 1<sup>st</sup>-Patrick Boutin; 2<sup>nd</sup>-Peter Wagg-3<sup>rd</sup>-Andre Denomme; 4<sup>th</sup>-Andre Turcotte; 5<sup>th</sup>-Joe Mosher  
Class B Loaded: 1<sup>st</sup>-Carl Rannou; 2<sup>nd</sup>-Simon Chaunt; 3<sup>rd</sup>-Chris Tober; 4<sup>th</sup>-Michael Jeanson; 5<sup>th</sup>-Nicholas Francoeur  
Class C Loaded: 1<sup>st</sup>-Sylvain Naud; 2<sup>nd</sup>-Jordan Lariviere; 3<sup>rd</sup>-William Estrada; 4<sup>th</sup>-Red LaLone; 5<sup>th</sup>-Neal Dams  
Class C Mechanical Loaded: 1<sup>st</sup>-Ted Ellis; 2<sup>nd</sup>-Josh Yoos; 3<sup>rd</sup>-Scott Oliver  
2025 Sponsors included: Ohio Cat; Ohio Peterbilt; Devils Trucking; Mr. Excavator; American Premium Castings; Grand Rock; Shane's Equipment Sales, LLC; Youngstown Kenworth; IPD Heavy-Duty Engine Parts; Performance Diesel, Inc.; and Chrome Depot.  
Mark your calendars for June 26-28, 2026, for the

Kuhnle Motorsports Canadian Style Truck Uphill Racing event at Kuhnle Motorsports Park and Sept 25-27, 2026 for Kuhnle Bros. Unc's Fall Brawl.  
For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)



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- All photos by Steve Pollock -



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MO 2026



# Calendar of Events

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**March 26-28, 2026 - Mid-America Trucking Show**—Kentucky Fair and Expo Center, Louisville, KY. For more info visit [www.truckingshow.com](http://www.truckingshow.com)

**April 24-26, 2026 – 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](http://www.75chromeshop.com/truck-show)

**May 2, 2026 - 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](mailto:Karen@horseandbuggychrome.com), Website: [www.horseandbuggychrome.com](http://www.horseandbuggychrome.com)

**June 4-7, 2026 – 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](http://www.wheeljamtruckshow.com)

**June 25-27, 2026 – 44th Annual Shell SuperRigs** – Bristol Motor Speedway, Bristol, TN.

**June 26-28, 2026 – 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](http://www.kuhnlemotorsports.com/semistampede)

**July 9-11, 2026 – Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**August 7-9, 2026 - 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](http://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](http://www.kuhnlemotorsports.com/semistampede)

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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MOVIN' OUT



# Working Show Truck Of The Month

Kevin "Jake" Chismar



This month's Working Show Truck is Kevin "Jake" Chismar's gorgeous 2023 Peterbilt 389. This beauty has a Cummins X15 engine with 605 horsepower, 18 speed transmission and 3:55 rears.

The truck runs 7 days a week/365 days a year transporting milk from farms to dairies in Ohio and Pennsylvania.

Kevin says his love for trucks began at an early age – both his Father and Uncle are truck drivers and they nicknamed him "Jake" because he loved the noise of a Jake Brake!

He spent a lot of his childhood riding shotgun in this Dad's old R model Mack. Kevin

has been a Professional Truck Driver for 33 years, driving for his family's business, Chismar and Sons. He has always loved shiny, large cars.

Kevin has two children, Tyler and Kayla who love the trucking industry and trucks as much as he does. Tyler is following in his Dad's

footsteps and is also a Truck Driver and Kayla loves to help detail the trucks before they attend truck shows.

Kevin extends his thanks and gratitude to his Mom and Dad, Lee Ann and Kevin Chismar and his children Tyler and Kayla.

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(10) New 2026 REITNOUER CK-100 ALUM FLATS  
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(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



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



(10) NEW EAGER BEAVER 20XPT TAG TRAILERS 34'x102"x21' Flat Deck, 34" Deck Height, Wood Filled or Steel Ramps., \$35,650 Incl FET



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



(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



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



Qty ~~100~~ 75 Reitnouer Maxmiser and Benson 524's 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes , Winch Track both sides. \$23,950



(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



NEW STARGATE 40' ALUMINUM FRAMELESS DUMP 40'x102"x72", Polished Sides, Dual Tailgate, 38 Total Lights per side, 10'2" Spread Frt. Lift Axle, Disk Brakes \$89,950



(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





























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-Jim Blaylock, Founder

## How It Works

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The Switchblade Turbocharger is engineered with a groundbreaking “two-in-one” VGT design that transforms engine performance and fuel efficiency. The Switchblade utilizes a single internal vane that adjusts with boost pressure.

At low RPM's the Switchblade provides rapid spool-up, eliminating turbo lag and providing more efficient fuel combustion. As the boost pressure increases, the vane opens to allow the turbo to deliver great top-end power. With the Switchblade you get the best of both worlds - quick spool up and unparalleled performance at the top-end.

## 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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