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**Vol. 45 No. 11
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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Victory Road Truck Show's Inaugural Event Is A Big Winner



Clay Transport's stunning Peterbilt impressed attendees at the first ever Victory Road Truck Show on October 3rd. Sponsored by Long Haul Custom and Pittsburgh Power, the event was held at the Victory Road Business Park in Saxonburg, Pennsylvania. Turn to pages 8 & 9 for more photos. - Photo by Dan Pollock -

Tri-State Trailer Sales Completes Addition To Corporate Offices



Tri-State Trailer Sales, Inc.'s new office addition.

By Steve Pollock

PITTSBURGH, PA... Tri-State Trailer Sales, Inc., located at 3111 Grand Ave. in Neville Island, (Pittsburgh) Pennsylvania, recently completed a new addition to their corporate offices and headquarters. The project began in August of 2020. The addition has allowed Tri-State Trailers to consolidate their sales teams into one building

as well as providing space to accommodate expansion of the sales and leasing departments. All of Tri-State Trailers offices were remodeled and modernized during the construction with new floors, ceiling tile and lighting.

Tri-State's new addition includes a larger conference room, 7 private offices, a kitchenette/lunchroom and 2 additional bathrooms. Tri-

State employees are enjoying the new amenities.

President Joe Mancino stated, "We wanted to give our offices a fresh new look and we needed some extra space to allow for future growth."

Tri-State Trailer Sales, Inc. was founded by Frank and Marian Mancino in 1985. The company has grown to 4

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Truck World Opens On I-90



Ribbon cutting at the Grand Opening of Truck World in Conneaut, Ohio.

By Steve Pollock

CONNEAUT, OH.... Truck World has opened a third Travel Plaza location at I-90 and SR 7, Exit 241 at 780 State Route 7 in Conneaut, Ohio, just a few miles west of the Ohio-Pennsylvania state line.

Truck World Conneaut, like the other two Truck World Travel Plazas, offers

a full range of amenities for Professional Truck Drivers, including a Burger King, in addition to Truck World's own signature Maverick's Bistro that features fried chicken, wings, beer-batter fish and deli foods. A fully stocked C-Store has a full complement of diesel additives and oils for Professional Truck Drivers and their

trucks. There is even cold beer and wine for sale. Everything is open 24 hours. Like the other Truck World Travel Plazas, the restrooms and private showers are kept sparkling clean at all times.

Outside, there are 9 extra wide diesel lanes, each with its own DEF dispenser. The extra

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Photo Auction To Benefit Truckers Final Mile



not familiar with Truckers Final Mile and talking to Robert Palm Founder and CEO I was surprised to learn that there is no responsibility for a company to get a driver home if they pass away on the road. The money we raise from this auction will go 100% to helping families get their loved one back home. The mission statement is "To reunite North American truck drivers and their families in times of crisis."

If you have a picture that you are willing to donate, please feel free to search for the group A-Frame and Friends pic's Auction group. It is a public group and it's the way we are going to share the photos that will be available in the auction. The photos you share have to be one you have taken yourself.

The auction will start at noon EST 11/14/20 to noon EST 11/21/20. This leaves plenty of time for you to share a picture or browse the photos and choose the ones you might want to bid on yourself. Let's all work together to make this a huge success!!

Go to truckersfinalmile.org and learn more about how this organization is helping drivers and their families at what can be the most difficult time in their lives. If they aren't able to help, they will refer a driver or their family to other organizations that might have programs or benefits to help in each individual situation.

By Kim Grimm

There are a lot of amazing truckers out here who shoot some awesome pictures. One of those drivers Brent Collins made a post in the photo group A-Frame and Friends Pics asking what people thought about an idea he had. How about organizing an auction of photos with the proceeds going to the non-profit Truckers Final Mile?

I thought it sounded like a great idea and I contacted Brent to tell him so and with a lot of help from several drivers and friends contributing pictures as well as a few pieces of artwork there are even contributions

from Australia and Canada. John Testa with 10-4 Magazine has offered to help us set up the auction which we will have plastered all over social media as soon as we have all the details.

The photographer can donate 1 or 2 pictures if they chose. The auction is going to be held November 14-21. When it's over the person with the winning bid can have the print in time for Christmas. Once the winner pays Truckers Final Mile the photographer will print and send the picture to the winner. It will be a tax deduction for the photographer and the winner.

I have to admit that I was



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Off The Beaten Path

by Pam Pollock



Grateful For The Small Things, The Big Things And Everything In Between...

I don't mince words – let's face it, 2020 pretty much stinks, stank and stunk. At the end of each day, I pretty much give thanks for making it through another 24 hours and lay my head on the pillow and pray that I can do the same thing tomorrow.

2020 brought not only the COVID pandemic but so many health issues to my loved ones. I've watched the world turn upside and the economy went to hell in a handbasket. One after another local businesses in our small town have been forced to close their doors permanently. I've learned to despise the words, "Social Distancing". Hate and violence has been spewed all over the world and a person is afraid to open their mouth because no matter what you say, someone is gonna get offended. Don't even get me started on the political situation – crap show is how I describe this current mess our Country is in – but I don't say crap...

My family has and always will be my world – they keep me sane and loved and protected. I spout off – a lot – but I also keep my innermost feelings bottled deep down in my soul. I turned to my birds and the outdoors in the summer for a reality check and some much needed peace and harmony to balance out the negativity. I treasure the time that I spend meandering down wooded trails. It's brought me so much happiness and soothes my troubled soul.

My sojourns in the state parks and gamelands have opened my eyes to things that I overlooked in the past. I now see, hear and appreciate the birds chirping a sweet song and the chattering of chipmunks and squirrels. The beauty of wildflowers brings shivers down my spine. I now also view weeds as alluring and beguiling. I like to get up early in the morning and hit the trails. I am awestruck at the sight of mist rising from the lake as the sun begins its ascent into the sky. Frost on blades of grass captivates me. Mother Nature has dazzled Pennsylvania this Fall with an extravaganza of foliage of epic proportions. I crunch through the leaves that have already cascaded to the ground as I seek out the perfect trees to photograph.

I have made new friends

who are filling the void of old friendships that have sadly ended. I am grateful to have a husband who still makes me laugh and lets me put my cold feet against his back in the middle of the night. After months of being told that we can't hug – embraces from my parents are one of the greatest feelings I have ever known. Dancing in the rain with my grandkids and having picnics in the car because we can't go into restaurants makes my heart soar, because we are spending time together. Small family gatherings at my daughter and son-in-law's house that is



overflowing with love and noise from four little mischief makers only reinforces how much I love and need my family. Sharing jokes and eye rolls with my son

brings levity into the daily grind of work. An evening cuddle on the couch with Jager is relaxing – until he decided to dry hump my pillow (and yes, the boy is

neutered).

No one knows what the future holds for any of us. I wish I had a magic wand that I could wave and all of our cares, worries and illnesses would just POOF – disappear. But that only happens in fairy tales

and movies. So, while I will continue to have my moments of grumpiness and complaints and ranting, I will also take time each and every day to count my blessings and to be grateful for the small things, the big things and everything in between...

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ATA Freight Forecast Projects Continued Long-Term Growth in Volume - Freight Volumes Expected to Grow 36% Between 2020 and 2031

Arlington, VA... The American Trucking Associations released its latest ATA Freight Transportation Forecast: 2020 to 2031, which is conducted annually by IHS Markit, showing that despite contraction in 2020, the long-term trend for both trucking and overall freight shipments is still positive.

"The COVID-19 pandemic has had an unprecedented impact on many parts of the economy and trucking is no exception," said ATA Chief Economist Bob Costello. "However, despite significant contractions

in 2020, the forecast makes it clear that the long-term trend for trucking, as well as for the overall freight economy is positive."

Among the findings in this year's Forecast:

* Total freight volumes in 2020 are likely to collapse by 10.6% to 14.6 billion tons, although truck freight volumes falls a smaller 8.8%.

* Trucking volumes are expected to rebound in 2021, rising 4.9% next year and then growing 3.2% per year on average through 2026.

* Overall freight revenues in 2020 will total \$879 billion, rising to \$1.435 trillion in 2031.

"Freight Forecast provides a roadmap for where our industry, as well as all modes of freight transportation, are going - which is why you can find it on the desks of industry executives and policymakers around the world," Costello said.

ATA Freight Transportation Forecast: 2020 to 2031 is available for sale now at ATA Business Solutions.

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High Performance Diesels with Bruce Mallinson



1st Annual Victory Road Truck Show was a great success!

Pittsburgh Power and Long Haul Detailing hosted the Victory Road Truck Show on Saturday, October 3rd. This was our first truck show, and it was a huge success. 97 trucks, antique trucks, a couple Rat Rods, some pickup trucks, and one 1-ton Chevy that was powered by a 3126 Caterpillar Engine. There were vendors selling truck related items, food trucks, plenty of dogs (the 4-legged type), and many people enjoying themselves on a beautiful Western Penn-

sylvania Fall afternoon. We filled two parking lots with cars from spectators. We had dyno runs at our facility and even a horsepower shootout. Mr. Hunter's Peterbilt put 851 horsepower to the ground and Mike Adam's Kenworth put 959 to the ground; that's 1126 fly-wheel horsepower! The RPM on the 6NZ Cat was set to 3,000 and JR, our electrical engineer and dyno operator, held it at 2500 RPM screaming out of straight stacks. Being on a dead-end street in an industrial park we were able to have several trucks performing burnouts and one Dodge Challenger doing donuts. The weather was perfect, blue sky and no rain. Jane Gates was here, she is the PHD chemist who invented the Max Mileage Fuel Borne Catalyst. She answered many questions about how the product works for many owner-operators. Rick, Sue and Jordan Skurka, owners of Long-Haul Detailing are already working on next year's event with Pittsburgh Power. It's the same weekend, the first Saturday in October which is the 2nd. Next year's Victory Road Truck Show is going to be larger, with many more activities, and even some for children so put the date on your calendar.



2021 Western Star on the dyno

Ethan, from our Engineering Department would like to talk about recent observations regarding electrical issues: The first issue is one that I have been seeing a lot this year. Something so simple that it normally takes a few hours to fix but ends up costing thousands of dollars to the owner-operator if they take it to the wrong repair shop. I am talking about checking vehicle grounds for proper operation of the vehicle electrical system. Over time the factory installed wiring for the vehicle's ground wires can deteriorate causing the resistance of the wire to increase, or worse, they can break altogether. When this happens the most common complaint is odd electrical issues such as vehicle lighting flickering, breakers tripping randomly, or low voltage alarms going off on the dash. If you choose the wrong technician this simple problem can cost you thou-

sands. Instead of diagnosing the problem correctly, many shops just chase the symptoms and end up throwing parts at it. We all know that throwing parts at a problem can get awfully expensive. The sad part is, it only takes about 15 minutes to check a vehicle electrical system with a digital multimeter to determine if there is an issue with the grounds. So with that in mind, please ask to have the ground wires checked if you are experiencing odd electrical issues on your vehicle. The second thing I would like to talk about is getting the most life out of a One Box on a DD15 aftertreatment system. The most common issue that people ask me about on the One Box is the dreaded fault code "Selective Catalyst Reduction (SCR) NOx efficiency low." It normally starts at about half a million miles. The SCR has a finite life span for how long it can break down NOx being produced by the engine. Therefore, it is very important to keep your engine running at peak efficiency; our Max Mileage does just that. Using EPA 1065 certified equipment, it has been shown to reduce the output NOx of the engine, therefore extending the life of the SCR element and lowering DEF consumption. This helps limit unwanted down time that can become costly in the long run.

During our truck show, we had one owner-operator drive down from Connecticut with his brand new 2021 Western Star equipped with a DD15. Since he wanted more power without affecting the warranty, we put a Power Module on it and it worked flawlessly. It went from 415 wheel horsepower to 515. That's around 600 flywheel horsepower. So if you have a new Detroit and would like more power without changing the stock ECM tune, please give us a call. We are currently working on a Power Module for the 2021 Cummins engines, but they are not available yet. If you have a 2019 or older Cummins equipped Paccar truck with the Paccar Collision Mitigation System, we can repair it for you. These systems are not perfect and some Owner-Operators have told us the system will panic stop for no obvious reason. We hope you enjoyed hearing from Ethan, our lead engineer. We would like to have Ethan contribute more to these articles in the future to share his vast knowledge of semi-truck electronics. If you would like to call us about a specific concern, Ethan can be difficult to get a hold of because he is very busy in the shop. Even Bruce has to wait to talk to Ethan someday. If you're calling with an electrical problem, please see if someone in our service department can help you first.

Written by: Bruce Mallinson, Andrew Wilson, Ethan Fortuna; Pittsburgh Power Inc., 3600 S. Noah Dr. Saxonburg, Pa. 16056 Phone 724-360-4080; website: PittsburghPower.com

Turn to pages 8 & 9 for photos of the 2020 Victory Road Truck Show.

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Victory Road Truck Show's Inaugural Event Is A Big Winner



Shawn Barnhart's sleek beauty garnered a lot of attention at the Victory Road Truck Show!



- All photos by Dan Pollock -
Turn to page 6 to read Pittsburgh Power's story on the show.



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VICTORY ROAD TRUCK SHOW SAXONBURG, PA



All Photos by Dan Pollock Visit our Online Truck Show Gallery at www.movinout.com for complete photo coverage of the truck show.





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Truck World Opens On I-90



The new Truck World Travel Plaza is located at I-90 and SR 7, Exit 241 at 780 State Route 7 in Conneaut, Ohio, just a few miles west of the Ohio-Pennsylvania state line.



The Burke Family, left to right: Brian, Erin, Gary and Conner.



Maverick's Bistro and Burger King



Fully stocked Truckers C-Store

continued from page 1

wide gas island also offers auto diesel as well as recreational gas, which is ethanol free, a great feature for fisherman heading to Lake Erie. The gas and diesel are quality Shell branded. There is also a sand-dump for RVs and air pumps for trucks and automobiles. They

will be offering propane service in the near future.

Truck World welcomes overnight parking and can accommodate 85-100 trucks. The parking lot is well-lighted and secure, using state-of-the-art LED lighting.

Truck World Conneaut is

smaller than the well-known Truck World Mall at Hubbard, Ohio, but 2,000 square feet larger than the North Jackson, Ohio location. Construction was started in April of 2017 and the Grand Opening took place in September of 2020. The project was not without its

challenges – Truck World had to purchase an adjoining 100 acres to acquire the 140,000 cubic feet of dirt needed to raise the foundation base 7 feet to be level with SR 7. The intersection had to be revamped with a traffic light and some wetlands had to be relocated, adding an additional cost of 1 million dollars to the entire project.

The City of Conneaut is very pleased to have Truck World open; It was a great collaborative effort between the Truck World team and city officials to open the Travel Center. Owner Gary Burke stated, "I owe a special thanks to the entire Truck World team, office personnel, my family and the City of Conneaut for enabling us to open this Travel Plaza."

Truck World was founded in



Sparkling clean showers and restrooms.

1971 and built their flagship location, "The Truck World Mall" in Hubbard, Ohio at I-80 exit 234 in 1977. A second location was opened in 2016 at I-76 and Bailey Road, near North Jackson, Ohio. Truck World also owns and operates 4 gas station/convenience stores in

Northeast Ohio. The company Truck World, Inc. is a family venture with Gary Burke as CEO, his daughter Erin Burke as President and sons Connor, Brian and Patrick all involved in the family business. To learn more about Truck World, visit www.truckworldinc.com

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Tri-State Trailer Sales Completes Addition To Corporate Offices



Left to right: Drew, Jayce, Randy and Mike



New larger conference room.

The Ohio Trucking Association Elects 2020-2021 Leadership

Columbus, OH... On September 21st, the Ohio Trucking Association membership elected new board members and officers to lead the organization for the next year at the Annual Convention held at the Renaissance Hotel in Westerville.

The following members were elected to officer position:

- Ed Nagle, Nagle Toledo, Toledo, OH as Chairman
- Glenn Fehribach, Container Port Group, Cleveland, OH as Vice Chairman
- Tony Tomase, GetGo Transportation, Toledo, OH as Treasurer
- Jonathan Gaupp, Walmart Transportation, Columbus, OH as Secretary
- Dean Kaplan, K-Limited

Carrier LTD, Toledo, OH as State Vice President to the American Trucking Association

• Jim Subler, Classic Carriers, Versailles, OH as Immediate Past Chairman

The following members were elected as trustees of the board:

- Kevin Burch, Jet Express, Dayton, OH
- Scott M. Pauchnik, FedEx Corporation, Harrisburg, PA
- Keira Sullivan, Continental Express, Inc., Sidney, OH
- John Alden, Luper Neidenthal & Logan, Columbus, OH
- Mark Carrocce Sr., R&J Trucking, Boardman, OH
- Joe Kerola, PI&I Motor Express, Masury, OH
- Stacy Sadar, SmartDrive Systems, Cleveland, OH



Steve Amsdell, Vice President of Sales

continued from page 1
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Latest Trucking Industry News

CVSA Releases New Video on the Future of Commercial Vehicle Safety and Enforcement

Greenbelt, MD... The Commercial Vehicle Safety Alliance (CVSA) released a new stop-motion video envisioning the future of commercial motor vehicle safety technology, inspections and enforcement. This four-minute video takes the viewer to a future – near and far – that's safer for all road users. The future of commercial motor vehicle safety includes important advancements such as:

- * Vehicle-to-everything applications, including vehicle-to-vehicle, vehicle-to-infrastructure, vehicle-to-pedestrian and vehicle-to-enforcement technologies

- * Alerts to drivers regarding inclement weather, crashes, closed roadways, bridge height restrictions, construction, road conditions, etc.

- * Lane centering, lane keeping, automatic emergency braking and controlled driver steering

- * North American Standard Level VIII Electronic Inspections and universal electronic identification

- * Vehicles equipped with automated driving systems

- * Vehicle, driver and pedestrian monitoring technologies with cameras, sensors and radars inside and outside of the vehicle

Universal deployment of these critical safety technologies would revolutionize commercial motor vehicle roadside enforcement, monitoring and inspections, exponentially growing the North American Standard Inspection Program and drastically improving roadway safety.

The «Welcome to the Future of Commercial Vehicle Safety and Enforcement» video provides a clear and easy-to-understand visual presentation of today's challenges and the solutions to those challenges, such as the deployment of proven safety technologies that improve transportation safety and prevent crashes. In addition, implementing the safety technologies referenced in the video will enable law enforcement officials to better identify and prioritize unsafe commercial motor vehicles and drivers for intervention, taking unfit vehicles and operators off the roads, while making roadside inspections and enforcement more efficient and reducing impacts on the movement of goods.

This public video is meant to be shared with lawmakers, regulators, safety advocates, motor carriers, drivers, researchers, vehicle safety technology developers and vendors, the law enforcement community and anyone else interested in learning about commercial motor vehicle safety and CVSA's efforts to improve roadway, driver and vehicle safety.

Truckload Turnover Plunges in Second Quarter

Arlington, VA... Virginia – The annualized turnover rate at both large and small truckload carriers experienced declines of double digit percentage points in the second quarter as the industry was roiled by the COVID-19 pandemic.

“The second quarter was a tumultuous one for trucking, and the broader economy, as restrictions imposed to slow the spread of the COVID-19 had significant impacts on the country,” said American Trucking Associations Chief

Economist Bob Costello said. “The coronavirus had a profound impact on the driver market – particularly in the first part of the second quarter. But by the end of the quarter we had begun to see the market tighten again as various restrictions began to be lifted.”

In the second quarter, the turnover rate at truckload carriers with more than \$30 million in annual revenue fell 12 percentage points to 82% – the lowest level since the end of 2018. The rate at smaller

truckload carriers fell ten points to 60%, the lowest level since the final quarter of 2011.

“After steep drops early, the driver market began to normalize toward the end of the quarter,” Costello said. “As the economy continues to recover, we should see the market for drivers continue to tighten going forward.”

The annualized turnover rate at less-than-truckload carriers was unchanged at 12% during the second quarter.

ATA Truck Tonnage Index Fell 5.6% in August

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 5.6% in August after declining 1.4% in July. In August, the index equaled 107.5 (2015=100) compared with 113.9 in July.

“The August softness suggests that freight is very uneven in the trucking industry,” said ATA Chief Economist Bob Costello. “The trucking sectors that haul for the industrial and energy industries are not seeing the surge in freight like the consumer side of the economy. The industrial loads tend to be heavier, so they count more in a tonnage calculation than most consumer-related loads. Fleets hauling for retailers are generally seeing strong freight volumes. Carriers hauling heavier industrial products generally saw softer volumes in August.”

July's decrease was revised up to -1.4% from our August 18 press release.

Compared with August 2019, the SA index contracted 8.9%, the fifth straight year-over-year decline. Year-to-date, compared with the same period in 2019,

tonnage is down 3.4%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 112.8 in August, 3.9% below the July level (117.3). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.84 billion tons of freight in 2019. Motor carriers collected \$791.7 billion, or 80.4% of total revenue earned by all transport modes.

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

OOIDA Supports Extension Of FAST Act

Washington, DC... The Owner-Operator Independent Drivers Association commends members of Congress for passing legislation to extend the highway surface transportation legislation for one year.

The Fixing America's Surface Transportation Act from 2015 was scheduled to expire on Sept. 30, 2020. The Association joined more than 80 other organizations last month encouraging Congress maintain funding and stability as the U.S. continues to struggle with the fall-out from the COVID-19 pandemic.

However, OOIDA stresses

that while a one-year extension will ensure America's economy continues to bounce back, there is still a great deal of work to be done for the trucking industry.

“We are nevertheless concerned about the continued push for changes that harm small-business truckers,” said Lewie Pugh, Executive Vice President of OOIDA, who spent 22 years as an owner-operator. “Efforts to increase insurance minimums will be vigorously challenged and we are determined to see the shortage of safe truck parking addressed as part of a final, long-term reauthorization bill.”

OOIDA will continue to work with industry stakeholders and lawmakers to promote efforts that support small-business truckers.

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 150,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

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PennDOT Extends Expiration Dates on CDLs and CLPs to Nov. 29

Pennsylvania announced they are extending the expiration date for CDLs and CLPs. Below is a summary of the updated changes.

Expiration dates for commercial driver licenses and commercial learner's permits are extended for Pennsylvania residents through November 29, 2020.

Effective September 30, the following products' expiration dates are extended:

- * Commercial learner's permits scheduled to expire from March 16, 2020, through November 29, 2020;

- * Commercial driver licenses scheduled to expire from March 16, 2020, through November 29, 2020; and

- * Hazardous Materials Endorsements (HME) for individuals who are a Pennsylvania-licensed commercial driver's license holder and who held a valid, unexpired HME with a determination of no security threat on or after March 6, 2020.

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A Likely Story - COVID-19 And Russian Roulette

An editor I greatly respect recently penned an interesting, if inflammatory article. Well, okay a lot of what he writes is combustible. But this time he described Americans wanting to resume daily routine as 'playing Russian roulette' in a

game which he was forced to be part of.

I don't know who cares. More importantly, I know who does. That would be the people directly affected by the virus, and those directly affected by the cure. After that - nobody... and nobody is extending subscriptions, paying advertisers, watching the so-called news shows, or buying game-day tickets to watch millionaire ballplayers take a knee to the national anthem.

If one chooses to leave their shelter, whether for work, fun, fitness, or worship, then that's their right--and risk. They could fall, freeze, panic, or collapse. They could be subjected to a head-on crash with a cough, sneeze, nasal drip, or bloodshot eyes. It could even be the poor shmuck next to them in the middle seat of a jam-packed airliner. But that's not Russian Roulette. That's just life.

That's because we're too busy working. Or looking for work. Or seeking relief. Or helping others that need it. It sums up the definition of American exceptionalism. We don't run. We don't hide. We don't waste time on people who think the sky is falling. We've already read that book.

I'm not an MD, even though I played one on the radio, and I'm not a politician because they lie more than I do. I try, however, to be a good soldier in the war against Covid19. I wear gloves, because my wife insists upon it, and mask up because I'm not allowed to work without it. I keep all social distance, wash my hands, and never eat anything that's fallen on the floor more than twice.

The year 2020 will be memorable, no doubt about it, even if we don't recall the COVID crisis. Here it'll be remembered as the year we gave up network news, newspapers, NASCAR, cable TV, and NFL Football. It's the year we signed up at the gym, walked a mile every day, and established a low sodium diet. And one more thing.

But I do read a lot. I listen to much. I see what's going on, in the world, and right here in front of my house. I can think critically for myself about what I read, hear, and see, despite the insistence from the media that I need their interpretation.

This is the year I'm finally going to learn how to beat my wife. You have no idea how much she deserves it. You have no idea how often I've dreamed of this outcome. Either that, or the Scrabble game gets recycled once and for all!

None of their fortune telling came true. Not a single computer model has been accurate. Not one medical expert has been correct, and no politician has acknowledged the trillions of bailout dollars that don't even exist. To make matters worse, this parade of colossal ignorance is led by a hysterical media marching to the beat of relentless panic.

THOUGHT FOR THE DAY. There are good days and bad days. This is one of them.

Written by Roger Clark

It's not working. Oh, it's having an effect, of course, driving more and more people to glove up, mask up, and throw up, but the media is becoming less formidable with each passing day. Most days they're talking only to each other, and only about two subjects; beating down Donald Trump, and extending Covid19 till the elections. So maybe it's really just one subject.

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The Circuit Rider



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

Quality Of Life At All-Time Low

We are living in a day when people are joining the Church at a rapid rate. I suppose there are more Church members who have united with the Church in our day than at any time in history.

Yet, upon examination, we find the quality of life at an all-time low. Seldom can you find a person who has high standards, who has taken the Bible as a handbook and a rule by which to live. It forces us to ask the question, "Why do we see this on the horizon?" The answer is repentance is not being preached or if it is preached, the people who are listening are not practicing what they are hearing.

This is a day when man professes a faith and goes right ahead doing the same old things, he has done all of his life. He has joined the Church, but nothing has happened in the way of a changed life. Conversion without repentance is like trying to treat a patient who doesn't know he is sick.

First, we must be convinced of our sins before we can see the need for a savior. When we see the seriousness of our sins, we will be willing to forsake them and come to the Savior and find rest, forgiveness and the peace that He has promised. But not until we repent can we have faith to believe. Just to change the situation as a state of mind is not enough. We must have a transformation of heart. When repentance is preached and practiced, conversion will become a reality.

OOIDA Foundation Releases Videos Explaining New Hours-Of-Service Changes

Grain Valley, MO.... The OOIDA Foundation, which is the research affiliate of the Owner-Operator Independent Drivers Association, created and released a series of free, online videos explaining the recent changes to hours-of-service regulations.

The hours-of-service regulations were revised by the agency that oversees commercial vehicle safety, the Federal Motor Carrier Safety Administration, earlier this year and take effect Sept. 29. The modifications are aimed at giving drivers more flexibility within four key areas including the short haul exemption, adverse driving conditions, 30-minute rest break and split sleeper, all of which are covered in the series of videos.

The videos are available at the following links on YouTube:

- * Overview of the Rule - https://youtu.be/dHP_9uhxJUM
- * Short Haul Exemption - <https://youtu.be/YB-0slv-wOz8>
- * Adverse Driving Conditions - <https://youtu.be/pzHhbN-zo6iw>
- * 30-Minute Rest Break - <https://youtu.be/AOAqt-KKsCZY>
- * Split Sleeper - <https://youtu.be/YtXfGYMvM5E>



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Pacifico Reflections - Petty Politics

by: Mike McGough

They were all ages, their educations were unique and difference, their experiences wide and varied. They represented a broad range of professions and careers. Their interests were numerous and often very deep. By personality they were what one would expect to find in any cross-section of any typical population. What bound them together were family ties or the attachments of friendship, that for some of them were more than 70 years in the making.

Like the rest of the nation on this particular Saturday, they were living through some tough times. There were health, gender, racial, and a host of other social issues that made a lingering economic collapse all the more troublesome. The nation was politically polarized. The competing camps played to a fear of George Washington's. In his farewell address, delivered on September 17, 1796, Washington stated that political parties, "... are likely in the course of time and things, to become potent engines, by which cunning, ambitious, and unprincipled men will be enabled to subvert the power of the people and to usurp for themselves the reins of government. . ."

The political views and opinions within this gathering of family and friends were about as varied as everything else about them. The meal they were enjoying was wonderful. Everyone had brought something to the table including their opinions and thoughts. Talk was, as always, ample and lively. Politics had long been a favored topic for this group, and although spirited at times, politics never came between family

and friends. That was until current social, economic, and political forces coupled with a presidential election the next month, combined to become a perfect storm of petty politics.

As one of the older members of the group, he was bright, witty, and talkative. He was one of the family patriarchs and oldest friends in the group. He too had political opinions he liked to share. However, he had noticed over the past several months, that what had once been friendly give-and-take around his table, was becoming increasingly spirited, noticeably unpleasant, potentially hurtful, and headed rapidly to becoming downright hostile. It was becoming too personal in nature, and its potential for a negative impact was mounting.

On this particular Saturday, he left it go just long enough so everyone would realize where it was headed. The central topic was whether incumbents or challengers offer the best hope in presidential elections. Had he waited another five minutes the proverbial manure would may well have hit the fan.

"Okay, that's enough. Fun's fun and politics is politics, but this discussion is headed in a not-so-fun direction, so let's all take a breath, take a bite of food, and calm down!"

After observing the silence he had suggested, he continued. "Now each of you've given some really good reasons why sticking with our current Republican incumbent or voting in the Democrat challenger is what's best for the nation. This topic has been part of our Saturday dinners for some time. I can't say I've seen any shift in the sentiments of the group, and that's neither good nor bad. That's just the nature of

political thought and opinion."

Everyone knew that they had just been warned to tone it down a bit, so they did. Sensing a calm, he decided to launch into one of his armchair historical lessons.

"The election of 1864 offered voters a choice between an incumbent and challengers. Also, not unlike today, the country was going through some really tough times. You've maybe heard of it—the Civil War. The country was politically divided, families were split and friendships were crushed by political animus. That's nothing we need to do here today. The same thing happened in 1932, when a Republican incumbent was challenged by a Democrat."

With peace restored the meal continued and the discussion was far more genial. As they were finishing up, he gave them a little more to think about.

"Folks, politics has got to be about more than, well you know, politics. It's got to be about the individuals running for office and what's best for a nation. Being an incumbent or a challenger isn't enough and neither is being associated with a particular political party. If challengers were always best, Lincoln, a Republican, would have been voted out in 1864. If incumbents were always the best choice, Franklin Roosevelt, a Democrat challenger, would have lost in 1932. And just for the record, regardless of the poll or survey taken, both men routinely rank in the top five of all US Presidents."

As a parting thought he said, "Avoid petty politics and bickering; vote for the person who best represents how you want to live your life. Then and only then your vote has meaning!"

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Gail Losee/U.S. Army

our military veterans for their service, we are again offering a Kenworth T680 as the Transition Trucking: Driving for Excellence award," said Laura Bloch, Kenworth assistant general manager for sales and marketing. "Congratulations to our four finalists – Ivan Hernandez, Shaun Mason, and Ray Miller – and United States Marine Corps/EPES Transportation, Marcia Luchenbill/U.S. Army/Knight Transportation, John Shepard/U.S. Army/Roehl Transport, Kyle Smith/U.S. Air Force/Averitt Express, and Wade Wanner/U.S. Navy/US Xpress.

Drivers were nominated by trucking companies that have made a hiring commitment and pledge to hire veterans on www.truckingtrack.org, members of the National Association of Publicly Funded Truck Driving Schools, and Commercial Vehicle Training Association member schools.

The winner will be announced in December during a ceremony at the U.S. Chamber of Commerce in Washington, D.C.

For further information on the "Transition Trucking: Driving for Excellence" award program, please visit www.transitiontrucking.org.

KIRKLAND, WA... FASTPORT recently announced its top four finalists for "Transition Trucking: Driving for Excellence," a program dedicated to finding America's top rookie military veteran driver. The program recognizes top drivers who have made the successful transition from active duty to driving for a commercial fleet.

The top four drivers, listed with their military branch of service and current truck fleet,

are: Ivan Hernandez/U.S. Army/Werner Enterprises, Gail Losee/U.S. Army/Stevens Transport, Shaun Mason/United States Marine Corps and U.S. Army/Prime Inc., and Ray Miller/U.S. Army/Stevens Transport.

For the fifth consecutive year, Kenworth has teamed with the FASTPORT Trucking Track Mentoring Program and the U.S. Chamber of Commerce Foundation's Hiring Our Heroes Program. Kenworth will provide The Driver's Truck™ -- a Kenworth T680 -- as the program's award to this year's

winner. The Kenworth T680 features the complete PACCAR Powertrain with a PACCAR MX-13 engine, PACCAR 12-speed automated transmission, and PACCAR 40K tandem axles, and includes a 76-inch sleeper equipped with the Kenworth Driver's Studio package of premium elements for a luxurious, relaxing and comfortable living environment.

"It is important for the trucking industry to continue to offer veterans support and career opportunities. As Kenworth's way of thanking



Shaun Mason/United States Marine Corps and U.S. Army



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Manac Reaches A New Production Milestone



Manac is proud to announce the production and delivery of its 200,000th trailer out of its main production facility in St-Georges, Quebec Canada.

Mr. Charles Dutil, CEO and President of Manac said "This

is a huge milestone not only for our company but also for our many dedicated employees and loyal customers. Manac was founded by my father Marcel here in St-Georges back in 1966. They produced the very

first Manac trailer in a barn behind the family house and 54 years later we built the 200,000th trailer. It's been a good journey so far."

Dutil goes on to say "Appropriately, the 200,000th trailer was an impressive tri-axle log trailer sold to our longest standing US dealer, Hale Trailer Brake and Wheel, who are headquartered in New Jersey and operate out of 11 branches on the East Coast. We have been long term partners working closely together to support the many trailer markets our companies serve."

Manac's main facility is in St-Georges, Quebec and is

considered one of the most versatile in the industry. "We have 5 distinct production lines that provide us with the flexibility of producing various trailer models at any given time. The facility has undergone several expansions over the years to accommodate increased customer demand and additional volume from new designs and products".

"This impressive growth is the result of our employees' commitment to providing the most reliable trailers in the market place with the highest level of service combined with a proactive acquisition plan", adds Dutil. Over the past 20 years Manac has acquired CPS Trailers in Missouri, Trailmobile, Liddell Canada, Peerless and most recently Alutrec and Cobra trailers.

Manac is the leading North American manufacturer of specialty trailers. Manac offers a wide range of vans, dumps and belt trailers, lowbeds, grain hoppers, chip and logging trailers, heavy duty chassis for oil, gas and mining industry and has achieved a leading position in the flatbed market. Manac has a portfolio of top brands: Manac®, UltraPlate®, Ultravan, Alutrec®, Darkwing®, CPS®, Liddell Canada®, ABS Trailers®, Peerless®, Scona® & Trailmobile® and Cobra®. Manac manufactures its trailers in facilities located in Saint-Georges and Laurier-Station (QC), Penticton (B.C.) and Oran (MO, USA).

Challenger Driver Stops To Assist Fellow Driver, Dispatches First Responders



The Truckload Carriers Association has named Donna Wright, from Kelowna, British Columbia, a Highway Angel for stopping at the scene of an accident and rushing to dispatch first responders.

Wright has been team driving with her husband, Geoffrey, for four years. On June 6 around 5:30 a.m., she was behind the wheel as Geoffrey slept in the sleeper berth. They were eastbound from Vancouver and headed to Ontario on the Trans-Canada Highway. "It was just starting to get light out as we approached Salmon Arm (British Columbia)," Wright shared with TCA. "I noticed there was a lot of mud strewn across the highway." Looking farther ahead, she was alarmed to see a semi-truck 20 feet off the side of the road in a marshy area with the tractor on its side. The driver had just missed a concrete barrier. Wright put her hazards on and pulled over

and then grabbed her headset as she jumped out of the cab. "My heart was racing," she recalled. "I knew in my heart of hearts that I needed to do what I could, but I don't deal well with tragedy or blood." In fact, she can become faint in a moment. "The best thing I could do was to call 911 and get them dispatched." While Wright knew she couldn't get too close, she called out to the driver to see if he was okay and if there was anyone else in the cab. About that time a driver in a pickup truck pulled over to the side of the road. As he ran down into the marsh, the truck driver emerged and was able to pull himself out of the truck. "He was coherent and was able to answer questions and didn't appear to have any serious injuries," said Wright. Police and an ambulance arrived minutes later.

Wright said Geoffrey slept through all of it. "I did wake him up afterward," she said with a laugh. "He was actually quite taken aback that I would do that because of my fear of blood—a little scratch on my finger and I pass out." she quipped. "He was quite pleased with me. I'm glad I could do that for a fellow driver. I would hope someone would do that for me if something were to happen."

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March 9-12, 2021 – The Work Truck Show – Indiana Convention Center, Indianapolis, IN. For more info, visit www.worktruckshow.com

March 25-27, 2021 – Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 23-25, 2021 – 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 9, 2021 – Annual Make-A-Wish Mother's Day Convoy - For more info, visit www.wish-convoy.org or phone 717-283-4868.

June 3-6, 2021 – Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

July 17, 2021 – Gulf Coast Big Rig Truck Show – Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: patimccleney@gmail.com

August 6-8, 2021 - 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

August 13-14, 2021 - Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 20-22, 2021 – Big Rig Truck Show – Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

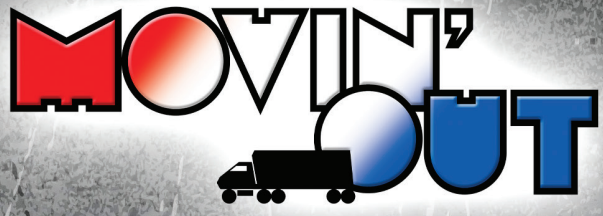
September 11, 2021 – Bedford County Convoy of Diesel Dreams – Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

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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GEAR JAMMER MAGAZINE



Working Show Truck Of The Month

Matt Brown's Truck Repair
& Towing/Spencer Little



creation is definitely head & shoulders above the rest of the fleet! This 2020 Peterbilt 389 wrecker has been outfitted with a 50 ton Jerr-Dan wrecker body and it has custom features from front to back. Company owner Matt Brown gave Spencer Little full control of the build on this wrecker and all of the work was done in house at their shop on 26 Thibeault Drive in Bow, NH. Their shop features a full service 10 bay repair facility, a full PPG paint booth, as well as a body shop.

Spencer wanted to thank Matt Brown for letting him "run" with this build and the results are a white hot wrecker that gets looks everywhere Spencer takes it! The truck is powered by a 565 X-15 Cummins that's paired up with an 18 speed transmission and 52 NuWay rears. It also has a 20k tag axle and a 20k front axle. Custom features include a painted grille shell, a painted drop visor, clear LED's all around, and a custom front bumper.

Spencer said he used Roadworks and Rockwood Products on the entire truck and he's not done yet! It's hard to imagine Spencer making the truck look any better, but he probably will! For all of your repair, towing, and recovery needs be sure to call Matt Brown's Truck Repair in Bow, NH at 603- 230-8166. Who knows, if you need to be towed in from the highway, Spencer just might come give you a lift!



By Robert Conrad
Matt Brown's Truck Repair & Towing has always had a cool fleet of trucks, but their latest

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