

"THE JOURNAL OF THE TRUCKING INDUSTRY"

2025 Wheel Jam Truck Show – Memories of Scot



Bentsen's beautiful rig was just one of the many spectacular trucks at the 2025 Wheel Jam Truck Show - Memories of Scot held in June at the South Dakota State Fairgrounds in Huron, South Dakota. Turn to pages 14 & 15 for the story, winners list, and more photos. - photo by Nita Sitterley -

American Bulk Commodities Opens New Corporate Office



American Bulk Commodities new Corporate Offices located on Southern Blvd. in Boardman, Ohio. - photo by Steve Pollock -

By Steve Pollock

BOARDMAN, OH... Ralph Carrocce served in the U.S. Army Infantry during World War II in a Mortar Platoon, earning 3 Battle Stars (one for the Battle of the Bulge) and received 2 Purple Hearts. When he returned home, he started a trucking company in Boardman, Ohio eventually growing to a fleet of 4 gas trucks.

In 1960 Ralph's son Ron bought a truck from him and rented a build-

ing from him as well, laying the foundation for R&J Trucking and eventually American Bulk Commodities. The company was growing and in 1971 Ron Carrocce bought property next to a lumber yard on Southern Blvd. in Boardman, Ohio, where he built the company's corporate offices, which also housed dispatch and maintenance. (R&J Trucking has been operating from these offices for over 50 years now.) Ron and his brother Gary would

do the maintenance on the trucks. Eventually Ron's sons Mark, Kevin, and Troy would all work in the maintenance shop. Ron had a great work ethic and made sure that the tools were wiped down and put away in their proper place at the end of each day. Many members of his family also drove truck. All of the freight they moved was brokered, but that all changed in 1985 when Ron formed R&J Truck-

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FMD Turbo Supply Now Offers Same Day Service In Ohio



Pete's Performance and Chrome, off U.S. 30 in Upper Sandusky, Ohio, is now a distributor for FMD Products.

by Steve Pollock

UPPER SANDUSKY, OH.... Kevin Campbell, the Fuel Mileage Doctor, is pleased to announce that Pete's Performance and Chrome, off U.S. 30 in Upper Sandusky, Ohio, is now a distributor for FMD Products. Being centrally located in Ohio, Pete's Performance can offer same day service on most FMD turbos and manifolds in nearly the entire state of Ohio. And if you need some chrome, Pete's

can hook up with that as well. Pete's Performance and Chrome is a subsidiary of STS Transit, Inc. and is named after owner Chad Smith's son. Chad explained that he started Pete's Performance and Chrome largely to feed his own chrome addiction for his fleet. The blue Peterbilt in the photo has taken many trophies all over the country. Chad said, "I have known Kevin Campbell for quite a

few years and we are excited to offer FMD turbos and manifolds in addition to our chrome. FMD Turbo includes the actuator, completely calibrated, and ready to bolt on. No core is required and FMD turbos cost thousands less." Parent company STS Transit, Inc. was founded in 1998 by Stephen Thomas Smith (STS), Chad's father and his wife Linda. Steve drove for his dad

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American Bulk Commodities Opens New Corporate Office



The Carrocce family: Gary, Troy, Mark, Jr., Tiffany, Stephanie, Mark, and Kevin. - photo by Steve Pollock -

the latest amenities and technologies. It will serve us for many years to come. We plan continued, steady controlled growth for American Bulk Commodities and its subsidiaries, as well as taking advantage of any future opportunities that may present themselves.”

Vice President Gary Carrocce remarked, “R&J’s remarkable success is, in part, because of the hard work and dedication of many of our long-term employees.”

While Ralph and Ron have died, Ron’s brother Gary, Ron’s sons Mark, Troy, and Kevin and his grandchildren Mark, Jr. and Stephanie and Gary’s daughter Tiffany continue to carry on Ron Carrocce’s legacy.

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ing and received their own operating authority. After 10 years of growth, R&J Trucking made its first acquisition in 1995 when they purchased John Brown Trucking in Portersville, Pennsylvania and

established American Bulk Commodities. Other acquisitions followed: Southern Haulers in Calera, Alabama in 1998 and DSI Bulk Transport in Mantua, Ohio in 2021. Today American Bulk Commodities operates

7-Axle Straight Trucks, End Dumps, Pneumatic Tanks, and Roll-Offs, providing local and OTR services. They have 16 terminals and 900 employees. The fleet has grown to 750 trucks, 1,500 trailers, and 125 independent carriers.

President Mark Carrocce stated, “After many years of investing in American Bulk Commodities outside terminals, it was time to invest in a new corporate office. The new office serves as operational headquarters for the company with



Founder Ron Carrocce



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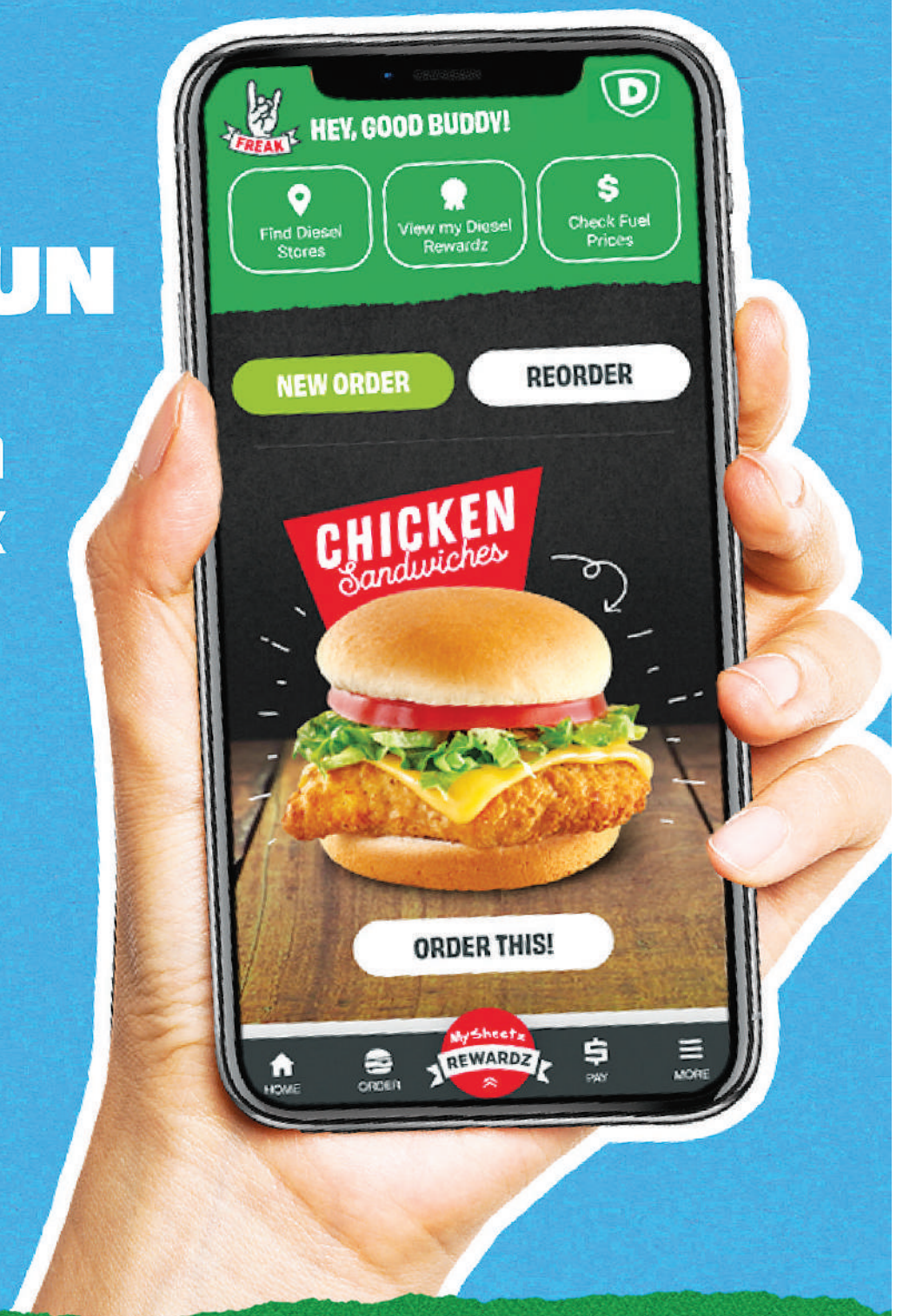
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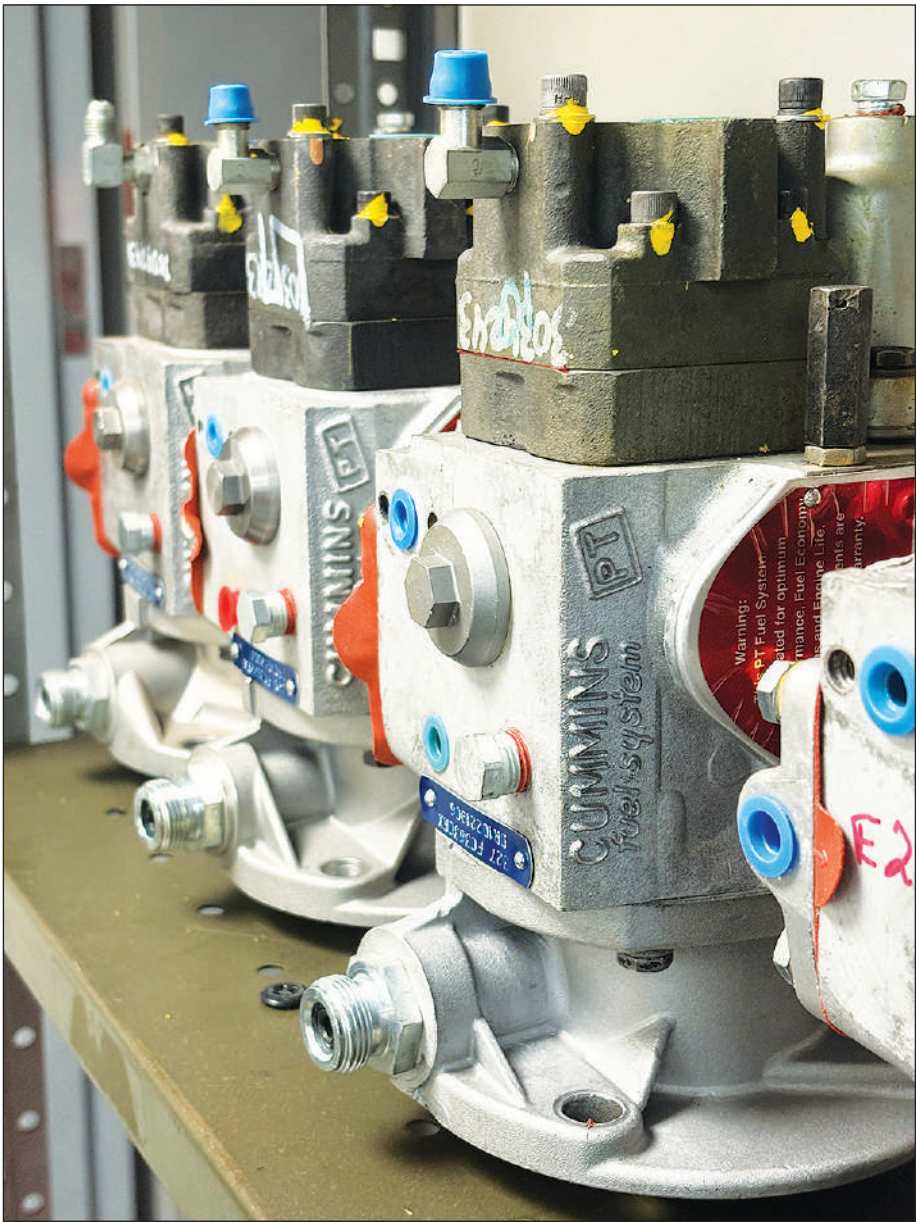
High Performance Diesels with Bruce Mallinson

The Cost of Not Listening

This past month, I received a call from a gentleman who was rebuilding an N14 mechanical engine that originally had aluminum pistons. He was installing steel top pistons from a CPL 2025, 525 hp. Whenever compression ratio pistons are changed, the timing, injector spray angle, and in some cases the camshaft and turbine housing must all be matched properly.

I hadn't supplied him with any of the parts, but I always try to help owner-operators when I can. I explained that the timing on his original engine was .172, while the pistons he was installing required .352 — a significant difference. He wasn't planning to change the camshaft or adjust the injection timing. Because of budget concerns, his plan was simply to replace the pistons.

Two years earlier, we had reflowed the injectors and fuel pump for his stock engine. This conversation took place in the evening, after the shop was closed, so I didn't have access to the exact injector spray angles or compression ratio specifications. I advised him three different times to call the shop where he had purchased the parts and confirm both the piston compression ratios and



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the injector spray angles. It is critical that the spray angle match the piston bowl. Unfortunately, he chose to move forward without verifying those details.

Two days later, while hauling a load south, his engine scored the #6 liner after just 36 miles. He called me back, concerned that the injectors we had reflowed two years earlier were to blame. However, injectors on a Big Cam or N14 mechanical engine cannot overflow and wipe out a liner, so that could not have been the cause.

To make sure nothing was overlooked, I spoke with Brian, our shop foreman, who has 38 years of experience at Pittsburgh Power. He explained that we routinely install steel top pistons in mechanical

N14s, but it is essential to also change the injector cups. The mechanical N14 injector cup has a 17-degree spray angle, whereas the electronic N14 with steel top pistons requires a 14-degree angle. Three degrees may not sound like a lot, but it's enough to keep the spray from properly reaching the piston bowl. In this case, that mismatch led to the liner being damaged in just 36 miles.

The takeaway from this situation is that all components must be matched when changing piston designs. Even small differences, like three degrees of injector spray angle, can have major consequences. Our goal at Pittsburgh Power is always to guide operators toward solutions that protect their investment,

extend engine life, and prevent costly downtime. By consulting with our experienced team and using the correct components, problems like this can be avoided.

Rebuilt Cummins Small Cam, Big Cam, KTA-19, and VT-903 Fuel Pumps and Injectors

Pat Sharp, our pump, injector, and turbocharger rebuilder, has been with Pittsburgh Power for almost 41 years and is without a doubt the best builder in the world. Every week I get phone calls from owner-operators and farmers who tell me they have a Big Cam Cummins, just had the pump and injectors rebuilt locally, and yet the engine is still low on power, smokes, lacks responsive-

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High Performance Diesels

ATA Truck Tonnage Index Rose 0.6% in July

continued from page 6

ness, and sometimes even has a miss.

My next question is always the same: who built the pump and injectors? The answer is usually, "some local guy." From there, the questions start piling up. What lubricant was used on the O-ring? Where was the fuel inlet screen faced? How were the injector tubes cleaned? How were the injectors torqued down, and what type of torque wrench was used? Was the fuel restriction coming into the pump checked? How old are the suction and fuel return lines? What is the code on the fuel pump? What is the fuel pressure? What is the top RPM? Do you have our dual fuel line kit installed on the engine? And finally, was the fuel return line removed to see if the engine would decelerate when the throttle was released? This is the process Brian, our shop foreman, and I go through nearly every week when we get these calls.

There is something else to keep in mind: older engines, especially those from 2002 and earlier, were not designed to run on today's ultra-low sulfur diesel fuel.

This applies to all diesel engines. Before you spend time and money chasing what you think is an engine problem, consider that it may simply be the fuel. The best solution is to treat the fuel with Max Mileage Fuel Borne Catalyst and Flash Point to restore the quality to where it should be for these engines. If the engine is also consuming oil, run these two products for at least 90 days, and you may notice a reduction in oil consumption. Max Mileage burns 70 percent more of the carbon and soot in the combustion chamber and will clean the carbon out of the piston's ring gland.

Returning to the subject of rebuilt fuel pumps and injectors, the easiest path is to call Brian at 724-360-4080, explain the problem, and perform the tests he recommends. If the issue remains, simply send the pump and injectors to Pittsburgh Power and let Pat Sharp, the true expert, make them perfect for you.

Written By: Bruce Malinson, Owner/Founder: Pittsburgh Power, www.Pittsburghpower.com Phone (724) 360-4080

Washington, DC... Trucking activity in the United States increased slightly in July, but activity has been fairly flat since March. Specifically, truck freight tonnage rose 0.6% after falling 0.7% in June, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

"July truck tonnage increased sequentially, but did not erase the 0.7% decline in June," said ATA Chief Economist Bob Costello. "Since March, truck tonnage has been in a tight range. The good news is truck freight volumes haven't fallen much over that period, but we are not seeing many increases either. In July, there were mixed drivers of truck tonnage with housing starts and retail sales up, while manufacturing output was flat to down depending on the metric."

In July, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 113.7, up from 113.0 in June. The index, which is based on 2015 as 100, slipped 0.1% from the same month last year after falling 0.4% in June. Year-to-date, compared with the same period in 2024, tonnage was unchanged.

June's SA decline was larger than first reported in our July 22 press release.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 116.8 in July, 1.9% above June's reading of 114.6.

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

Both indices are dominated by contract freight, as opposed to traditional spot market freight. The tonnage index is calculated on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.



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Latest Trucking Industry News

Cargo Theft Surge Hits Philadelphia

By Rebecca Oylar, PMTA

PA Rises in List of Top Targets

Philadelphia is now a focal point in an alarming uptick in cargo theft across Pennsylvania, with law enforcement scrambling to stem the tide. The June 2025 Cargo Security Index, compiled by GearTrack, CargoNet, and Verisk, reports a 22% increase in statewide freight theft compared to the preceding weeks—underscoring Pennsylvania's swift ascent to the ranks of the most targeted states nationwide. Pennsylvania replaced Georgia in June in the number five slot. California, Tennessee, Texas, and Illinois rounded out the top five. Most-targeted commodities were food and beverage, household goods, and electronics.

Philadelphia City data reveals the scope of the problem is staggering, with loads waiting near distribution centers for scheduled appointments increasingly susceptible to overnight theft. Cargo theft in Philadelphia's Eighth District alone jumped from just over 40 incidents in 2022 to 94 in 2023, with over 180 cases recorded by the end of that year, totaling losses in the millions of dollars.

Philadelphia's criminals have not shied away from high-value targets. A bold heist in 2023 involved more than \$234,000 in dimes, alongside others targeting TVs, alcohol, and seafood, prompting a federal indictment. In 2024, a series of high-profile thefts in the city netted 400 cases of beef worth \$15,000, \$10,000 in tuna, and \$30,000 in crab legs.

Late last year, a coordinated sting—"Operation Beef Bandit"—led to the arrest of a ring of four Philadelphia men responsible for stealing meat, seafood, and alcohol from trucks at NJ Turnpike rest stops. The suspects were connected to similar thefts over three years in the tri-state area, involving millions of dollars' worth of merchandise.

However, the arrests have not stemmed the tide. This summer, a Memorial Day robbery netted thieves \$150,000 in beef in South Philly while two drivers slept in the cab.

Philadelphia is not solely responsible for the Commonwealth's increase in cargo theft. Southcentral Pennsylvania was the target earlier this year when 100,000 organic eggs, totaling \$40,000, were stolen while a trailer was parked at a distribution center in Greencastle.

On the national front, the National Insurance Crime Bureau (NICB) confirms that cargo theft surged 27% in 2024, with theft occurrences and average losses expected to climb another 22% by the end of 2025. The typical haul now exceeds \$202,000 in value per incident—a financial

blow that ripples across supply chains to the tune of up to \$35 billion annually, increasing consumer prices and insurance costs.

Often, local police lack the tools to investigate and address these crimes, which frequently have patterns and players that cross jurisdictions. For example, "Operation Beef Bandit" required close the coordination of the FBI, Secret Service, and state investigators in both Pennsylvania and New Jersey. The American Trucking Associations (ATA) is advancing the Combating Organized Retail Crime Act, a bipartisan proposal poised to enhance federal tools for disrupting these sophisticated criminal networks and establish an integrated response led by the Department of Homeland Security.

One factor contributing to theft risk is the limited availability of safe truck parking. When truck drivers cannot find secure spaces, they are often forced to park in unsecured areas, making their cargo more

vulnerable. The Pennsylvania Motor Truck Association (PMTA) has long advocated for expanded truck parking capacity as a critical safety measure—not just for driver rest and compliance with federal hours-of-service rules, but also to reduce theft opportunities.

Prevention Tips and Best Practices

To stay ahead of evolving threats, trucking companies should adopt multi-layered defenses:

- * Use high-quality locks and tamper-evident seals on trailers to deter unauthorized access.

- * Equip shipments with GPS tracking and geofencing alerts to detect unexpected route deviations.

- * Drivers:

- * Stay vigilant and report suspicious activity

- * Secure parking in well-lit, heavily traveled, and/or monitored locations, and avoid overnight stops in known hotspots.

- * Use surroundings to secure your trailer. For example, if possible, back up

against a fence or building.

- * Don't discuss your load or your destination with anyone who doesn't need to know.

- * If you think you are being followed, slow down and allow the vehicle to pass you. If that doesn't work, get off at an exit that offers a safe haven to see if the vehicle follows. Call 911 and report the incident if you are still suspicious. Then call your supervisor and find a safe and secure area to park.

- * Try to have enough hours and fuel to drive several hours after initial pick-up before stopping to deter thieves from targeting your load.

- * If your vehicle has to be left unattended, make it as short as possible; lock it up and take the keys.

- * When you return to the truck, scan the area for suspicious persons or vehicles and adjust to the situation.

- * Never confront a criminal - your safety is the priority! When in doubt, call 911.

ATA Praises Trump Administration for Moving to Protect Independent Contractors

Washington , DC... Following the release of the U.S. Department of Labor's spring regulatory agenda, American Trucking Associations President & CEO Chris Spear applauded the Trump Administration for announcing its intention to rescind the destructive independent contractor rule:

"By moving to rescind the Biden-era rule on independent contractors, the Trump Administration is rejecting a reckless, job-killing scheme finalized by Acting Labor Secretary Julie Su. That rule would have wiped out choice, crushed opportunity, and sidelined hundreds of thousands of truckers who fuel our economy. We look forward to continuing our participation in the process to repeal this rule, which will

be a victory for truckers, for the economy, and for common sense.

"For more than 90 years, independent contractors have played a vital role in trucking, providing flexibility for drivers and capacity for the supply chain. More than 350,000 professional truck drivers choose to run their own businesses, set their own hours, and chart their own routes. Julie Su and the Biden Administration tried to rip that freedom away, ignoring reality and disregarding the livelihoods of the very people who keep America moving.

"We thank the Trump Administration for standing up for the rights of independent truckers and restoring a clear, fair standard that respects reality. Trucking is not a one-size-fits-all industry, and Washington bureaucrats have no business dictating how men and women pursue their careers.

"This is a positive step for our economy, for the supply chain, and for the countless entrepreneurs who embody the very spirit of free enterprise."

ATA's Statement on Secretary Duffy's ELP Enforcement Announcement

Washington, DC... Following U.S. Department of Transportation Secretary Sean Duffy's announcement on new actions being taken to enforce English proficiency requirements for commercial truck operators, American Trucking Associations President & CEO Chris Spear issued this statement:

"Secretary Duffy's announcement today is a necessary and welcome step toward ensuring safety and accountability on our nation's highways. Federal English Language Proficiency requirements exist for a reason: every commercial driver operating in the United States must be able to read road signs, communicate with law enforcement, and understand safety instructions. When states fail to enforce these standards, they put lives at risk.

"The vast majority of professional drivers meet these requirements and take pride in their responsibility to keep America moving safely. But allowing bad actors to bypass the law undermines that commitment and threatens the credibility of the entire system.

"ATA has long supported strict enforcement of English proficiency standards, along with the broader regulatory framework that keeps our roads safe and fair.

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Peterbilt Introduces New Front Frame Equipment Mounting Package Offering Robust Chassis Integration for Model 567



Denton, TX... Peterbilt is pleased to announce the availability of new front frame equipment mounting provisions for the set-forward axle on its Model 567. The new option will be available on orders beginning August 2025 and provides a robust framework for accessories such as snowplows, outriggers, hose reels and more.

Engineered for ease of configuration in a variety of applications, the new mounting package offers body builders increased flexibility for more efficient upfitting.

“The front frame structure of a vehicle plays a vital role for various body builder componentry that can transform the vehicle into a customized vocational workhorse,” said Erik Johnson, assistant general manager, Sales and Marketing for Peterbilt. “This latest offering illustrates Peterbilt’s commitment to tailoring solutions that align with the unique demands of our customers’ operations.”

The Model 567 is built for vocational versatility. Complementing the new front frame structure is its standard 2.1-meter cab, a broad selection of engines, including the reliable and lightweight PACCAR MX engines and near-zero-emission Cummins natural gas option, multiple transmission configurations to suit a range of applications and an optimized driver environment for comfort and productivity. The Model 567 also features a sloped hood design that provides enhanced visibility and a more aerodynamic profile for improved fuel efficiency.

To learn more about Model 567 and the new front frame mounting provisions, visit your local Peterbilt dealer or <https://www.peterbilt.com/trucks/vocational/567>.

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Customer Testimonials

"I tried about every other turbo on the market, but the results we've seen with the Switchblade regarding fuel efficiency are incredible. Switchblade Turbochargers took our Cummins ISX15 from 5 MPG to 7.1 MPG. In our industry, those gains are huge. Great customer service. I'm only buying Switchblade from now on."

-Jon Haller, M+D Repair, Ohio

"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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Bendix Congratulates Winner Of 2025 ATA National Truck Driving Championships Bendix Grand Champion Award

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David Comings, winner of the ATA's 2025 Bendix National Truck Driving Championships Grand Champion Award. (Photo provided by ATA.)

AVON, OH... After four days of high-caliber competition among the nation's top professional commercial vehicle drivers, the 88th American Trucking Associations (ATA) National Truck Driving Championships (NTDC) have concluded in Minneapolis, Minnesota. Bendix Commercial Vehicle Systems LLC (Bendix) proudly congratulates the 2025 Bendix Grand Champion: David Comings, a North Dakota-based professional driver with FedEx Freight.

Comings has been a professional driver for nearly 30 years, accumulating 3.1 million safe driving miles. He has competed three times in the North Dakota Motor Carriers Association state trucking championships and three times in the National Truck Driving Championships.

Bendix sponsored the Grand Champion Award for the 14th consecutive year, continuing its support of the drivers who exemplify excellence in safety and performance.

The 2025 NTDC, held Aug. 20-23, brought together 425 professional drivers representing 56 companies from 49 states, competing across nine vehicle classes. This year's participants collectively logged nearly 756 million accident-free miles – showcasing the safety, skill, and commitment that define the commercial driving profession.

"We extend our sincere congratulations to David Comings, and to all the professionals who competed this year," said Nicole Oreskovic, vice president of sales and marketing at Bendix. "These drivers are the heart of our industry. Their performance during the competition, and their dedication every day on the road, inspire all of us at Bendix and throughout the transportation community."

At this year's event inside the Minneapolis Convention Center, drivers put their knowledge and skills to the test across three phases: a written exam, a detailed pre-trip inspection, and the ever-popular driving skills course. On the course, drivers were evaluated on their ability to expertly handle their vehicles – navigating tight turns, reversing with precision, and positioning their trucks accurately around obstacles, over scales, and through challenging spaces.

Best Fleets to Drive For®, produced by CarriersEdge®, has officially opened nominations for the 18th edition of the program. Now through October 31st, 2025, company drivers and independent contractors can visit www.bf2df.com to formally nominate the companies they work with as Best Fleets to Drive For.

All for-hire fleets operating 10 or more tractor-trailers in the U.S. or Canada, regardless of freight segment, are eligible to participate in the program.

Once nominated, fleets who choose to participate complete a questionnaire and interview, providing information about driver programs across a range of categories. A selection of drivers is also surveyed, supplementing the information provided by management. Company responses and driver surveys are compiled and scored, with the top 20 scorers identified as Best Fleets to Drive For. The top 20 is then divided into "small" and "large" fleet categories and the top scoring fleet in each category is crowned Best Overall Fleet for the category. The top scoring fleet in the Hall of Fame will also be honored as an overall winner in that category.

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2025 Wheel Jam Truck Show – Memories of Scot



Jake Brake Winners

By Pam Pollock

HURON, SD.... The 2025 Wheel Jam Truck Show, held on June 5-8 at the South Dakota Fairgrounds in Huron, South Dakota was bittersweet, to say the least. Thursday night kicked off the show with the traditional social and steak dinner

The weather was picture perfect and it truly was a wonderful weekend with gorgeous Big Rigs filling the Fairgrounds. During the day, there were plenty of vendors and food. Scot's beloved Dynamic Engine Brake Contest was thrilling, as always. Tony Justice and Long Haul Paul had the crowds jammin' during their Friday night concerts.

Yes, it was a spectacular show – but Scot Marone, the founder of Wheel Jam Truck Show/18-Wheel Truck Production, LLC, was sadly missed by everyone. Scot died in August 2024. The 2025 Wheel Jam Truck Show – Memories of Scot was dedicated to his memory.

I spoke with Tracy back in May about the then upcoming Wheel Jam Truck Show and she shared with me that last year, when she and Scot were at the Mayo Clinic, he expressed his wish for the show to go on for years to come. Tracy said, “Scot blessed me with AMAZING people to help organize and produce the Wheel Jam Truck Show. Last May, Scot

asked Rich Barnes to take over as General Manager of the Wheel Jam Truck Show after he was diagnosed with cancer. Rich has been with the Wheel Jam Truck Show since the first year so he knows and understands how the show needs to run. Shanna and Brian Gray, of S&B Alignment, have also stepped up to the plate. The past couple years, Shanna was helping Scot with getting sponsorships for the show and promoting the show. Shanna has been doing a phenomenal job with getting sponsorships and promoting the show while also helping with several other aspects of the show! Shanna's husband Brian is the guy behind the screen doing all of the Wheel Jam Truck Show website/Facebook updates/ advertisements. There are several other people that also make this show happen. It takes a village to put on the Wheel Jam Truck Show. We are doing it for Scot “The Show must go on...”

In 2023 I interviewed Scot about the Wheel Jam Truck Show. He was adamant that the Drivers come first. He stated, “Wheel Jam Truck Show is all about the North American Truck drivers and the truck owners. We are honored to have Drivers come back to Huron year after year and to also welcome new Drivers. Wheel Jam Truck Show has the best truck

drivers in the nation in attendance. They are very professional.”

He also had high praise for the 18-Wheel Truck Production, LLC crew for all of their hard work in making Wheel Jam Truck Show the huge success that it is. “We can't do this without everyone,” he said. He also thanked all of the Truck Drivers, Sponsors, and Vendors for their support year after year.

My personal memories of Scot? There's so many: our phone calls as he was driving his truck on a haul, and the phone calls when he was home and he and Tracy were fielding my questions and sharing their excitement about the truck show. All of the years that Scot would pop by our booth at the Mid-America Trucking Show to say hello. And my favorite memory of all – I was out in the lot of the South Dakota Fairgrounds during the 2023 Wheel Jam Truck Show, photographing trucks when a quad roared up beside me and Scot hopped off and gave me the biggest hug. It was like being hugged by a bear.

Great memories of a great man. I am confident in saying that I know that Scot would approve that the Wheel Jam Truck Show has indeed gone on. Plans are already underway for the 2026 Wheel Jam Truck Show, which will be held June 4-7.

2025 Wheel Jam Truck Show Winners List

Tractor/Trailer:

1974-1984: 1st: Steve Anderson, 1982 Freightliner Cabover; 2nd: Weber Trucking, 1984 Kenworth W900
1985-1996: 1st: Jake Denton, 1995 Peterbilt 379; 2nd: Caleb Glanzer, 1991 Freightliner FLA80 Cabover

1997-2007: 1st: Morris Trucking, 2007 Peterbilt 379 Exhood; 2nd: Steve Anderson, 2005 Peterbilt
2008-2015: 1st: Spencer Mann, 2010 Peterbilt 389; 2nd: Joppa Trucking, 2013 Peterbilt 386

2016-2020: 1st: Parker Janiszczek, 2020 Peterbilt 389; 2nd: Joe Bertus, 2018 Peterbilt 389

2021-2025: 1st: Aaron Puterbaugh, 2023 Peterbilt 389; 2nd: Bobby Wallum, 2024 Peterbilt 389

New Truck 2026: 1st: Stan's #512, 2026 Kenworth T680 Sleepercab

Show Truck/Limited Mileage: 1st: Chad Ellison, 2023 Peterbilt 389; 2nd: Larry Olsen, 1982 Kenworth W900

Bobtail:

1974-1984: 1st: Jumpoff Buffalo Ranch, 1982 Freightliner FLT; 2nd: Stan's, 1984 Kenworth W900

1985-1996: 1st: Ward Denning, 1988 Peterbilt 362; 2nd: Jason Steele, 1995 Kenworth W900L

1997-2007: 1st: Doug Beyers, 2015 Peterbilt 379; 2nd: Premium Best Transport, 2000 Peterbilt 379 Extended Hood

2008-2015: 1st: L&D Peterson Trucking, 2015 Peterbilt 389; 2nd: L&D Trucking, 2014 Peterbilt 388

2016-2020: 1st: Leber Ag Service, 2017 Peterbilt 389; 2nd: Scott Feller, 2020 Peterbilt 389

2021-2025: 1st: Robert Gonzales, 2024 Peterbilt 579; 2nd: Scott Feller, 2024 Peterbilt 389X

Show Truck/Limited Mileage:

1st: Ziglar Transport, 2007 Peterbilt 379; 2nd: Brendon Wilson, 1987 Peterbilt 379

Best Cabover: Wayne & Pearl Hot, 1984 Peterbilt Cabover 362

Specialty Class Tractor Trailer: Chris Bentsen, 2007 Peterbilt 379

Dynamic Engine Brake: 1st: Dallas Laube, 1994 Peterbilt 379 Ext. Hood; 2nd: Todd Dovico, 1975 Kenworth K-100; 3rd: Cutter Laube, 2005 Peterbilt 379; 4th: Gary Dovico, 1965 IH

Best Interior – Drivers Choice: Fritz Littlefield, 2006 Peterbilt 379

Light Show Bobtail – Drivers Choice: Cody Dorby, 2018 Peterbilt 389

Light Show Tractor Trailer – Drivers Choice: Chad Ellison, 2023 Peterbilt 389

Best Fleet Bobtail: L&D

Peterson Trucking

Best Fleet Tractor Trailer: PJ Brink Trucking

Best Bull Rack Tractor Trailer: Bobby Wallum, 2024 Peterbilt 389

Best Aerodynamics Cab: Robert Gonzales, 2024 Peterbilt 379

Best Grain Hopper Tractor Trailer: Spencer Mann, 2010 Peterbilt 389

Best Van Reefer Tractor Trailer: Habeck Trucking/Jason Cates, 2025 Peterbilt 589

Best Tanker Tractor Trailer: Dennis Durand/Jade Transport, 2017 Kenworth

Best Flatbed Tractor Trailer: Fritz Littlefield, 2006 Peterbilt 379

Best Polished Bobtail/Tractor Trailer: Brendon Wilson, 1987 Peterbilt 379

Show 'N' Shine: 1st: Fielder Farms; 2nd: Lance Trucking; 3rd: Habeck Trucking; 4th: Brendon Wilson; 5th: Ziglar Transport; 6th: Chad Ellison; 7th: Chris Bentson; 8th: Leber Ag Service; 9th: Cody Darby; 10th: L&D Peterson Trucking

Lifetime Achievement: Ben Spaans/Spaans Trucking

Legacy Award: John and Becky Rose/Rockin R Trucking

Rick Marone Memorial Award: Fritz Littlefield, 2006 Peterbilt 379



- All photos by Nita Sitterley -

WHEEL JAM

June 5-8
HURON, SD

2025

Truck Show

All Photos by
Nita Sitterley

See our complete photo coverage
of the show in our online
Truck Show Gallery
@ www.movinout.com



Carrying the Tradition Forward: Simone Grey's First Rosebud Run



Simone Grey



Unloading the donations at the Rosebud Reservation.

The early morning sun glinted off the chrome as Simone Grey eased her

truck onto the highway, freight secured, destination set. But this wasn't just another run. This was Simone's first charitable delivery to the Rosebud Reservation and for her, it felt like stepping into something bigger than herself.

At the time, Simone was only seven months into her journey at Mercer Transportation, but she had already felt right at home. A friend first introduced her to the company, and the match was instant. "I just wanted to venture out on my own," she shared. "I didn't want to be micromanaged, so I decided to buy a truck." For Simone, Mercer was a place where independence was celebrated and where she and her partner could build something that was truly theirs.

Soft-spoken, deeply faithful, and full of quiet determination, Simone carries herself with humility. She lives just a couple of hours from Mercer's headquarters, which means she can get home for birthdays or park the truck for a night when the road allows. "That's very nice," she says simply, but it's her smile that says everything.

When her coordinator, Sarah Newton, told her about the opportunity to deliver donations to the Rosebud Reservation in South Dakota, Simone didn't hesitate. "She told me about it, and I was truly on board," Simone recalled. "It's something I love to do." Before trucking, Simone had already spent time volunteering in her community, and she jumped at the chance to take that spirit on the road.

The Rosebud run is a long-standing Mercer tradition. It's one of those things that connects today's drivers with the generations that came before them. For years, Mercer trucks have carried food, supplies, and essentials to the reservation, a living testament to the company's belief in giv-

ing back. Each trip is more than a delivery; it's a bridge between communities.

For Simone, this was her first time setting foot on a reservation. She was struck by the warmth and resilience of the people she met. She soaked in every moment, grateful for the chance to serve and to see the impact firsthand. "Wow! It's amazing," she said. "I truly love this company. I love what they do and what they represent. And I am honored."

Those words sum up the Mercer way. This is a company that not only moves freight but moves the lives of drivers, staff, and communities alike. Month after month, Mercer finds ways to serve: feeding the hungry, collecting supplies for those in need, helping military families, and supporting neighbors when tough seasons hit. It's not about headlines or hashtags. It's about doing the right thing because it matters.

Simone sees it the same way. For her, charity isn't just a good deed, it's a calling. "I think it's a gift from God," she said. "When you open your heart to accept people and share your love, your kindness, you'll do whatever you need to do to make sure they feel comfortable and cared for."

By the time she returned home from Rosebud, Simone knew this wouldn't be her last trip. She's already looking forward to the next one. "I would really, really like to be a part of this yearly," she said. And knowing Mercer, there will be many more opportunities ahead.

Out on the open road, drivers like Simone carry freight across the country every day. But sometimes, they carry something even more meaningful: hope, kindness, and the reminder that we're all connected. For Simone Grey, that's a load worth hauling and for Mercer, that's what trucking is all about.

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Want To Become An Owner-Operator? You Can “Truck To Success” With OOIDA’s Business Education Series

Grain Valley, MO... The Owner-Operator Independent Drivers Association has noticed that many small trucking businesses tend to fail within the first year of operating for a variety of reasons. The OOIDA Foundation, which is the educational and research affiliate of OOIDA, wants to help navigate those going through the change from a company driver to an owner-operator, or simply help with the desire to have a more successful trucking business.

To help take that step, the OOIDA Foundation offers the Truck to Success course, with the option of participating either in person or online. The annual, in-person option is a three-day course designed for drivers looking to become a leased-on owner-operator or an owner-operator under their own authority.

Truck to Success will take place October 21 – October 23, 2025 at the Courtyard by Marriott in Blue Springs, MO, as well as online via Zoom.

- * The deadline to register for Truck to Success in person is October 1, 2025.
- * The deadline to register

for Truck to Success Zoom is October 20, 2025.

Participants will hear from trucking experts dedicated to helping drivers become successful business owners. The training is designed to follow a logical path along the transition from a company driver to an independent contractor to an owner-operator with their own authority.

REGISTRATION: To register for the upcoming course or learn details on participation, visit <https://www.oida.com/product/truck-to-success/>

The seminar covers some of the most important points you need to deal with in order to avoid failing as an owner-operator:

- * A Business Plan – What is it, why do you need one, and how will it make your life better;
- * Equipment – What truck is best for you – new or used?
- * Equipment financing – How to avoid getting screwed over when buying equipment;
- * Deciding whether to lease on to a carrier or get your own authority;
- * Taxes – Keeping as much as you can;
- * Working with brokers

successfully;

In addition, the seminar covers a host of other issues that you have to deal with in order to be a success:

- * Insurance;
- * Passing the New Entrant Safety Audit;
- * Surviving a compliance review;
- * Meeting drug and alcohol testing requirements;
- * UCR, IRP, IFTA and more;
- * Should you incorporate, or be a sole proprietor;
- * Factoring;
- * Current issues in trucking;
- * And more.

Registration for both classes is open to anyone, you do not have to be a member of OOIDA to participate in the classes.

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

Something to Think About - Candy & Ice Cream

by: Mike McGough

The principal she was replacing had been there for 30 years. He had a solid reputation that he had earned time and time again over the past three decades. She knew she was filling big shoes and that there would be challenges. She had done what she could to prepare herself for them, but she was certain she still had a great deal of work ahead of her.

He hosted a picnic for faculty, staff, and the PTO to meet her. He wanted to bring them together so they could start building a relationship. She and the retiring principal met several times that summer. He was gracious and kind. He shared a great deal with her, and he made time for her questions. He took her around the community to build some initial familiarity.

He knew the position had opportunities both in the present and in the future. He shared many of them, but did so in a manner so as not to create any unrealistically optimistic or carefree view of the leadership role she was assuming. In like manner, he shared what he saw as some of the challenges with which she'd be contending. He was careful not to exaggerate them. He wanted to make her aware, not scare her. In short, he sought to give her a balanced and realistic view of what she was about to begin.

He had lived near the school, and even since the new principal had been announced, he got questions. As had long been his manner, he shared a little about

her, but in no way sought to predetermine anyone's impressions of their new principal; that was going to be her job! He had also familiarized her with the communities served by the school. Again, he shared in a manner that would leave her open to get to know the communities in her own way and in her own time.

As the time for him to metaphorically hand over the keys approached, he reflected on a simple gift and a piece of advice shared with him by the principal he replaced. In her day, her title was “headmistress,” and when she turned the keys to him, she gave him a candy dish and three dollars to fill it with candy for the first year. That headmistress then gave him a sweet piece of advice. She told him that when leading a school, or any organization for that matter, there's no use trying to make everyone happy. With a knowing smile she said, “You're going to have to make tough decisions, and as long as you do what best for kids, you're doing the right thing.” She then said, “If making everyone happy is your goal, don't become a headmaster, go sell candy!”

Over the next 30 years, his title changed to principal, and he had filled, emptied, refilled, and reflected on that dish countless times. He knew it embodied one of those prized and timeless I'll-pay-it-forward-some-day lessons, and now was the time to share it. He bought a similar dish, and put a gift certificate in it for candy for the first year. When he gave it to the new principal, he shared the story behind it,

concluding with the same simple yet profound lesson that had been shared with him three decades earlier.

For the next 27 years that new principal led the building, and lead it well. Yes, there were challenges, and yes there were opportunities. There were tough times, good times, and times that were neither; they were just times. Through them all, she led in a way that served the best interests of the students. That school had lots of stakeholders, but the students were the key stakeholders. When one of her decisions angered someone, she was okay with that. That is as long as it represented what was best for the students.

When it came time for her to retire, she wanted to pay forward the candy dish bit of wit, wisdom, and timeless advice. She chose a different object to illustrate, and she give the lesson a distinct 21st century flavor. She chose a quote from world renowned technology pioneer, cofounder of Apple, and generous entrepreneur, Steven Jobs. In a beautifully wrapped gift box, she gave the incoming principal, the fourth in the building's history, a model of an ice cream cone, and a gift card from an ice cream shop. She had a small sign made to sit in front of that model. It read: “If you want to make everyone happy, don't be a leader. Sell ice cream.”

Leadership, regardless of when or where you chose to lead, isn't easy, and thinking that you'll ever please everyone will really frustrate your best efforts!



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Hauling History - Adams Family Farm Delivers LCVP To Conneaut Ohio D-Day Reenactment

By Steve Pollock

CONNEAUT, OH... The Adams Brothers, Lee and John had an interesting move on August 13th when they each hauled a LCVP transport from Piqua, Ohio to Conneaut, Ohio for the Annual D-Day Reenactment. The brothers have a grain farm near Piqua, Ohio and Lee owns LCVP 1190-2 and the trailer it is hauled on. The other LCVP, hauled by John, belongs to D-Day Ohio.

The Adams Brothers planned to deliver the two LCVPs on August 13th, the day before the reenactment was to begin. Their journey was not without its challenges as Lee blew a steer tire near Painesville, Ohio on I-90. With some tools and lots of “MacGyver” resourcefulness, Lee and John did some roadside repairs to change the tire. The LCVPs made it on time to Conneaut. John was able to launch his at the boat dock, but Lee’s had to be unloaded with a crane, which was very interesting to watch!



The Adams family and their crew.

- All photos by Dan Pollock -



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Stars, Stripes, and White Lines Truck Show

Slated For November 7th and 8th



SPB Trucking’s beautiful truck was just one of over 80 trucks at last year’s Stars, Stripes, and White Lines Truck Show.



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<https://sswltruckshow.com/>

By Steve Pollock

ATLANTA, GA.... It's almost time for the 2nd Annual Stars, Stripes, and White Lines Truck Show sponsored by Bennett Motor Express! The show will be held at the Atlanta Motor Speedway on November 7th and 8th. All proceeds benefit Wreaths Across America, specifically to place 23,000 wreaths on graves in the Andersonville National Cemetery.

Last year's event drew over 80 trucks and so far over 100 trucks have already registered for this year's show and many more are expected to attend.

There will be over \$40,000 awarded in prizes. Live music will be featured each night as well as a Salute To Veterans and a Lap The Track fundraiser. The show will also host a

helicopter golf ball drop with a \$10,000 winner for closest to the hole as well as other prizes. Golf balls are \$100 each.

In an interview with Bennett Motor Express CEO David Lowry, he told me, "We will have a Wash and Show Class for anyone who would like to bring their truck. The show will also include classes for Jeeps and Motorcycles and an Open Class for any kind of vehicle. As a separate event from the Wash and Show, we will be hosting the "Elite Truck Show", the last of six qualifying "Elite Shows". 40 Elite Show Trucks and 20 Elite Working Trucks have been chosen to compete in the event. We are using Professional Judges with 2 celebrity judges to provide an unbiased judging panel."

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

Some of the show sponsors include MHC Kenworth; Purple Wave Auction; Valley Chrome Plating, Inc.; Fitzgerald Truck Parts; Time2shine; and Evans Detailing and Polishing.

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



Left to right: Bennett’s David Lowry, Marcia Taylor, and Lee Gentry speak at last year’s show.

Stars, Stripes, and White Lines Truck Show

Slated For November 7th and 8th



Above: Another outstanding truck from last year's Stars, Stripes, and White Lines Truck Show. Pictured at the right: some of the winners from the 2024 show. You can see more photos of last year's truck show in our Online Truck Show Gallery at www.movinout.com - All photos courtesy of Bennett Motor Express.



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STORE 837 – JAMIL'S ANSWERS

- 1. How long have you been with Sheetz?**
I have been with Sheetz for 12 years. I started at store 187 in Altoona Pa. I then transferred to district 9 in Winston Salem, NC where I spent majority of my Sheetz career.
- 2. What's your favorite off-menu item?**
Mozz Sticks with our sour cream sauce!
- 3. What are some of the perks offered to Drives through the Driver Freakz Rewards program?**
We have seen free Shnuggetz, Appz, and I believe Tacos. Pump fifty gallons and it will unlock these delicious perkz!
- 4. What do you love the most about Sheetz?**
The thing I love most at Sheetz is the daily interactions with my teammates, managers, and customers. Our clientele in Romulus has been top tier, and it's been an honor to introduce them to our brand.
- 5. What do truckerz order most often?**
Lots of Tacos, App Samplers, and Cajun seasoning on everything!

From The Chaplain's Desk



By Ron Fraser, TFC Global President

Our culture is obsessed with certainty. We want five-year plans, guaranteed outcomes, and clear directions. But what if I told you that some of life's greatest gifts come wrapped in uncertainty?

There is a song I love called "The Blessing of Unanswered Prayer."

It emphasizes that God's ways are not always our ways, and what we perceive as a setback is actually a path to something better. It was true for me.

Sometimes an unanswered prayer is God, in His sovereign wisdom, sparing us the pain of unintended consequences. Sometimes God allows what His power could prevent. Most of the time that causes us a great deal of temporal angst, but someday we will owe God as many thank-you's

for the prayers He did not answer as the ones He did.

In my work as a chaplain, I've noticed that the people who grow the most have often learned to dance with uncertainty rather than fight it. They've discovered that not knowing can be an invitation to trust, stay open, and remain curious about what's possible.

Uncertainty can teach us flexibility, humility, and faith. It can lead us down paths we never would have chosen but needed to walk. It can introduce us to parts of ourselves we didn't know existed.

If you're in a season of not knowing about your career, relationships, and next steps, what if you considered it a space of possibility rather than a problem to solve?

Maybe the answer doesn't have all the answers. Perhaps it's trusting that you'll know what you need to know when you need to know it.

Need help finding the answers? Contact us. We are here to help! WWW.TFCGlobal.org

Volvo Trucks Lands Major Order: 264 New VNL Trucks To Averitt Express



Volvo Trucks North America customer Averitt Express, one of the nation's leading freight transportation and supply chain management providers, has placed an order for more than 200 all-new Volvo VNL 860s.

Volvo Trucks North America customer Averitt Express, one of the nation's leading freight transportation and supply chain management providers, has placed an order for 264 new Volvo VNL 860s. The deal marks one of the largest single orders for the new flagship sleeper model in North America to date.

The trucks will join Averitt's fleet of more than 4,600 vehicles, over half of which are Volvo trucks. The investment reflects a growing trend among major carriers to accelerate fleet upgrades that improve fuel economy, lower operating costs, and provide premium driver amenities to attract and retain top talent.

The all-new Volvo VNL was engineered for optimal fuel efficiency, delivering up to a 10 percent improvement over the previous model through advanced aerodynamics and powertrain refinements.

"Our drivers are at the center of everything we do, and these new Volvo VNLs reflect that commitment," said Mr. Barry Blakely, President and COO, Averitt Express. "The advanced safety features, the outstanding driver comfort and the fantastic fuel economy help us operate more efficiently and sustainably while giving drivers a more


comfortable experience on the road."

Drivers appreciate the new parking cooler

The new trucks also feature Volvo's most efficient idle management technology to reduce engine idling when parked. The proprietary integrated Volvo Parking Cooler uses the onboard 24-volt battery system to power the cab's air conditioning when parked, lowering fuel costs, reducing engine wear, and providing drivers with a quieter, more comfortable resting environment.

Enhancing driver comfort

The new trucks will be assigned to Averitt's most tenured drivers and are expected to deliver meaningful fuel savings and emissions reductions while enhancing driver comfort during both work and rest periods. With the trucking industry facing intense competition for skilled drivers and ongoing pressure to improve fuel economy, orders like Averitt's show how carriers are investing in trucks that deliver both a premium driver experience and measurable operating cost savings.



Trailers


Wheels


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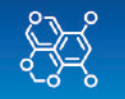
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PI&I Motor Express Delivers Football



By Steve Pollock

YOUNGSTOWN, OH... Football season is here! And PI&I Motor Express is delivering the equipment for the Youngstown State University Penguins. PI&I Motor Express has dedicated this unit to the task. James Welch, Shop Manager is responsible for the safe and timely delivery of all equipment.

- photo by Steve Pollock -



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Sneak Peek of Kenworth of Cleveland's Second Annual Truck Show



ATA Applauds EPA's Crackdown on California's HD I/M Regulatory Overreach

Washington, DC... The American Trucking Associations thanked U.S. Environmental Protection Agency Administrator Lee Zeldin for proposing to disapprove of California's Heavy-Duty Inspection and Maintenance (HD I/M) Requirements for out-of-state and out-of-country vehicles.

"This is not the United States of California," said ATA President & CEO Chris Spear. "We appreciate Administrator Zeldin's leadership to ensure California cannot dictate national policies that threaten our supply chain and the ability of America's trucking industry to keep our nation's goods moving."

Kenworth of Cleveland hosted their Second Annual Truck Show on Saturday, August 23rd at their facility located at 4850 Transportation Dr., in Sheffield, Ohio. It was a great show featuring Big Rigs, fire trucks, police cars, military vehicles, yummy food trucks, live demos, vendors, and giveaways! We will be featuring the truck show in a future issue of Movin' Out - but here's a teaser pic of what's to come! - photo by Pam Pollock -

MOVIN' OUT Calendar of Events



October 1-3 – WEX OTR Summit - JW Marriott San Antonio Hill Country Resort & Spa, 23808 Resort Pkwy, San Antonio, TX, 7826. The WEX OTR Summit: The Road Ahead brings leaders from the over-the-road trucking industry for two days of insight, innovation, and collaboration. Designed for valued customers and partners, the summit features executive panels, product updates, and strategic discussions on the trends shaping transportation. Topics from fuel management, security and fraud protection, fleet efficiency and payments technology will be explored. Join us to gain practical takeaways and valuable connections to drive your business forward. Contact info for readers who are interested in learning more: Website: <https://events.bizzabo.com/729522/home>
Email: Ashley Drietz: ashley.drietz@wexhealthinc.com

October 3 – Mack Days 2025 – Truck Show & Flea Market – Gerhart Equipment, 924 Brunnerville Rd., Lititz, PA. Hosted by Antique Truck Club of America – Truckin' Nuts. Vendor spaces, food.

October 17-17 – Draggin' & Pullin' In The Pines – Pine Valley Raceway, 3427 FM2497, Lufkin, TX. Proceeds benefit Veterans by giving to Mission 22 & Wyakin Foundation.

October 24-25 – 3rd Annual Louisiana Truck Show – Civic Center and Pavillion, Rayne, LA. Visit www.louisianatruckshows.com

November 7-8 – Bennett Stars, Stripes, and White Lines Truck Show – Atlanta Motor Speedway, 1500 Tara Place, Hampton, GA 30228. The Stars, Stripes, and White Lines Truck Show is an annual event celebrating show trucks from around the country including, elite invite only classes, wash and show classes and patriotic-themed trucks, jeeps, motorcycles and a new open class division that can include anything from a golfcart, 4x4 and street rods. The event will feature elite trucks competing in trucking's National Championship, additional big rig divisions, jeep and motorcycle exhibitions, a \$10,000 Golf Ball Drop, vendors, a kids' zone, a silent auction, and fireworks following the Saturday night concert. Live Music, Veteran Salute, Parade around the track inside Atlanta Motor Speedway. All proceeds go to benefit Wreaths Across America to place 20,700 wreaths at Andersonville National Cemetery. For more info, go to www.sswltruckshow.com

November 8 - 5th Annual Shore Good Truck Show & Pull – 11472 Ocean Gateway, Easton, MD. All proceeds benefit the Diabetes Research Institute and the Tuckahoe Steam and Gas Association. Trucking related vendors, food trucks, live music. More info can be found on the Shore Good Truck Show and Pull Facebook page.

November 15 – 7th Annual The Outsiders Truck Show – Neshoba County Coliseum, 1200 Hwy 15 North, Philadelphia, MS. Working Class and Show Trucks Show. Family friendly environment with chrome, parts, and food vendors. For more info, contact Rommy Jernigan at 662-574-1840

December 13 – 2nd Annual Santa's Hauler Truck Show – The Boiler Room, I-20 Truckstop, 12089 Stemley Rd., Lincoln, AL. Free to the public, all proceeds go to children in need. Door prizes, 50/50 Drawing. For more info call 205-505-2199 or email: purplemooselle@gmail.com

If you would like to list an upcoming show or event, send all the details including a telephone contact number to:
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FMD Turbo Supply Now Offers Same Day Service In Ohio



Left to right: Seth, Chad, and Steve Smith of Pete's Performance and STS Transit. - photo by Steve Pollock -

oversize loads of AG and construction equipment. The company operates in Ohio, Pennsylvania, New York, Kentucky, Georgia, and Alabama. Generations of the Smith family are Professional Truck Drivers, including Steve, Chad, and future driver, grandson Seth. Chad still enjoys taking a load but says that he prefers the challenge of the over-size freight.

Pete's Performance and Chrome offers products from Merritt, Iowa Customs, Roadworks, Real Wheels, Evans, Rockwood, 12 GA. Customs, RLK Services, I-29 Customs, United Pacific, Swift Products, RoadSk-nz, Lincoln Chrome, Trux, SH Tube, Loyer Lubricants, Lifetime Nut Covers, Fiber Tech, and FMD Turbo Supply. Call Pete's Performance and Chrome for turbos, manifolds, or any of your chrome need at 419-359-5525 or 419-310-9147.



Kevin Campbell holds his signature FMD Manifold. - photo by Steve Pollock -

continued from page 1

when he returned from the Navy before starting his own company. The Smiths have always had a great relationship with a glass recycler in Natrona Heights, Pennsylvania, hauling their freight for the past 53 years. When the company opened another plant in Upper Sandusky, the Smiths split the operation to accommodate both plants.

Chad and his wife Bri bought STS Transit from Steve in 2013. STS Transit, Inc. has grown to a fleet of 29 Peterbils, many of them show trucks. They have diversified to also include

FMD Turbo Supply offers brand new, not reman, turbos for thousands less. These are bolt-on factory replacement turbos that include the actuator, billet wheel and are calibrated and ready to bolt on. No core is needed. Turbos are available for Cummins X15 and ISX, PACCAR MX 13, as well as CAT and Detroit. FMD Turbo Supply also has their signature CAT manifold available for Kenworth and Peterbilt. For more information, in Ohio call 419-310-9147 and in Pennsylvania call 717-320-2259. Same day service is available in both states.

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MO 2025

Shell Rotella Fuels Truckers' Journeys with Free Nights of Parking

Shell Rotella is making life on the road easier this fall with a new offer in partnership with Truck Parking Club. From September 1 – October 31, 2025, professional drivers who purchase a qualifying Shell Rotella® T6 Full Synthetic or T5 Synthetic Blend oil at participating locations can receive up to \$300 in Truck Parking Club Cash, good toward overnight parking across the Truck Parking Club network.

- Here's how it works:
1. Purchase a qualifying oil change.
 2. Submit your receipt at rotella.com/nightonus by November 15, 2025.
 3. Receive your Truck Parking Club voucher by email.
 4. Redeem online or via the Truck Parking Club app by April 30, 2026.

Why it matters: Truckers get premium engine protection from Shell Rotella and the added peace of mind of secure, convenient overnight parking

Would you be interested in sharing this story with your audience? Full details are available at rotella.com/nightonus .

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Dunkin' Opens at Truckworld Conneaut



By Steve Pollock
CONNEAUT, OH... Truckworld Conneaut, Ohio is please to announce that Dunkin' is now open on the property.
 Truckworld Conneaut is a full service travel plaza with plenty of truck parking. They are located on I-90 Exit 241at SR 7. The address is 780 OH-7, Conneaut, OH 44030.
 - photo by Steve Pollock -

ATA Statement on Florida's Turnpike Crash

Washington, DC... Following the arrest of a semi-truck driver involved in a fatal crash on Florida's Turnpike, American Trucking Associations Chief Operating Officer Dan Horvath issued this statement:

"This is a horrific tragedy that should never have happened. While an investigation is underway, this driver's blatant disregard for highway

safety and the rules of the road makes clear he should never have been behind the wheel to begin with. Initial reports from the Florida Department of Highway Safety and Motor Vehicles that the driver was in the U.S. illegally only raise more questions about how and why he was able to obtain a commercial driver's license in the first place – questions that the state of California

must answer for.

"This incident underscores the importance and urgency of the work that the Trump Administration is doing to audit CDL issuances nationwide, in addition to its enhanced enforcement of English language proficiency – a fundamental requirement for operating commercial vehicles in interstate commerce. ATA believes robust entry-level driver training standards are critically important to preventing accidents like this one, but we remain concerned that fraudulent and non-compliant entities continue to fast-track CDL applicants with minimal, if any, training – as emphasized in ATA's April letter to FMCSA. Greater enforcement is needed, and we call on FMCSA to ensure unlicensed and unqualified entities are immediately removed from the training provider registry."

In April, ATA sent a letter to Secretary Duffy in support of President Trump's executive order regarding the enforcement of the English proficiency standard for CDL holders.

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MOVIN'
OUT



Working Show Truck Of The Month

Zach Ziolkko



By Steve Pollock

Zach Ziolkko is a driver for Ligonier Construction, owned by Dave Herrholtz. Zach drives a Peterbilt 389 hauling construction equipment and an occasional tank.

We caught up to Zach at Conneaut, Ohio

where he was delivering a M4SE8 (Easy 8) Sherman tank for the annual Conneaut D-Day Reenactment. The tank, owned by John Tippins, was hauled from Ligonier, Pennsylvania to Conneaut, Ohio. The tank was driven by Al Kose during the reenactment. The Sherman tank tipped the scales at 77,000 pounds, putting Zach at 129,000 pounds gross.

Zach drives a 2017 Peterbilt 389 with a

C15 550 hp CAT and an 18 speed transmission. The truck has 3:91 rears. The truck was customized by Kevin Montgomery at Morocco Welding. It pulls a 2025 Talbert 55 SA.

Zach lives in Pennsylvania with his sons Tanner and Brooks. Zach gives credit and thanks for his sweet ride and love of trucking to Kevin Montgomery, Dave Herrholtz, Heidi, Bryan Berkibile and his Mom and Dad.

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



(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 Ind FET**



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



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



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



(10) 2025 FONTANE 55LCC, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, **\$111,950**



(10) 2018 REITNOUER DROPMISER 48"x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, **\$41,900**



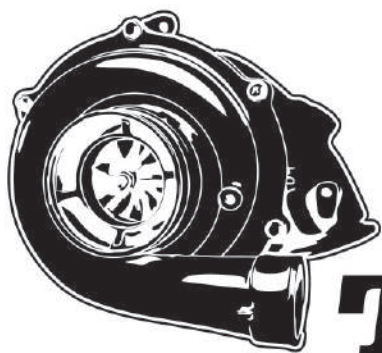
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