



Maine Motor Transportation Assn.

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COMPETITION UPDATE MAINE DRIVERS COMPETE IN 'TRUCKING OLYMPICS'

"It felt like we were having our own 'Trucking Olympics'", says **Denis Litalien**, upon returning from the National Truck Driving Championships held in Salt Lake City, Utah. The competition was held during the same time frame as the Olympics in Greece and the trucking competition was held in the Salt Palace Convention Center, site of the 2002 Winter Olympics.

"While we certainly don't prescribe to be of the caliber of our Olympic athletes," says Denis, "the competition did reward three winners in each category of driving with gold, silver and bronze awards."

Shaw's driver Denis Litalien finished second with the silver award in the Four-Axle tractor-trailer division, competing against 45 other State Champions.

The competition included knowledge tests of the rules and regulations of the highways and the trucking industry, interviews to determine attitude, appearance and knowledge, finding defects in a 'bugged' vehicle and of course, the skills driving competition.

The driving competition, laid out inside the Salt Palace Convention Center, included a narrow alley around barricades, a rear dock that had to be backed into within 6 inches without touching, a tight right turn, a tight left front wheel curb turn, a serpentine around barrels and a measured front stop on a crosswalk. Twin trailers had to negotiate a rear stop railroad crossing.

The top three drivers in each class had to come back to the Salt Palace and drive a different course at the end of the competition. The final competition skill course included an offset right front wheel scor-

ing zone, an alley dock, a right turn for the trailer tires, a parallel park, a grease pit and a narrow front stop problem. Twin trailers had a rear stop problem. The score from that final run was added to their previous scores to determine the winners in each class.

The 67th Annual Nationals Truck Driving Championships is put on by the American Trucking Associations for its members to promote safety in the trucking industry and to generate some positive publicity for the thousands of truck drivers out there every day delivering the goods across America. Drivers must be accident-free for at least one year before the competition and qualify by winning their State Championship. Many drivers must also pre-qualify for the State event by winning their company competitions. This year there were 370 drivers competing

with representatives from all 50 states.

Shaw's driver **David Gagne** also traveled to Salt Lake City to compete in the Flatbed Tractor-Trailer Class. Dave says he tried the Flatbed Class just to try something different this year, having competed previously in the 5-Axle Tractor-Trailer Class. Dave says, "I drive a five-axle tractor-trailer every day and thought it would be fun and a challenge to try a different type of truck." Dave, having competed at the Nationals 5 times in his driving career, adds, "It's such a pleasure meeting all the professionals at the National Competition. Drivers from all over the country come to show their best stuff and it's fun to represent Shaw's and be part of that".

Denis confirms Dave's sentiments by adding, "When you enjoy what you do for a living and you want to bring your skills and knowledge up a notch, this competition gives you the opportunity to do that. We put our best foot forward as truck drivers, and that alone is a great feeling. I'm very grateful for the support that Shaw's has given us over the years to pursue these activities that promote safety, courtesy and professionalism in our business."

The 2005 National Championships will be held in Tampa, Florida from August 16 through the 20th and the 2006 Championships will be held in New Orleans.

MAINE DRIVERS AT THE NATIONALS RESULTS

| Name | Company | Class | Position |
|-----------------|---------------------------|----------|----------|
| Roger Scott | FedEx Freight | Straight | 26 |
| Randy DeVault | Roadway Express | 3-Axle | 34 |
| Denis Litalien | Clifford W. Perham/Shaw's | 4-Axle | 2 |
| John Labonte | International Paper | 5-Axle | 39 |
| Dave Gagne | Clifford W. Perham/Shaw's | Flatbed | 25 |
| Rob Fernald | Fowler's Express | Tank | 13 |
| Terrence Record | Con-Way Central Express | Twins | 18 |

Maine driver Jeff Reutter of Currier Trucking will be representing Maine at the US Professional Truck Driving Championships in Milwaukee from September 22nd through the 26th. Good luck, Jeff!

2004 LOCAL COMPETITIONS

- September 11 – Charity FunDrive – Lehigh Plaza, Lexington, Virginia
- September 18 - Emery-Waterhouse Driving Competition - Portland
- September 19 - H.P. Hood Driving Competition - Portland
- September 23-25 - U.S. Professional Truck Driver Championships - Milwaukee
- ◆ September 25 - Granite Group - Concord, NH
- October 16 - Green Mountain Coffee - Waterbury, VT.

IF YOU BOUGHT IT...



A TRUCK BROUGHT IT

(Continued on page 3)

(Continued from page 2)

2004 H. P. HOODS MASSACHUSETTES & VERMONT COMPANY COMPETITION

On Sunday, August 28th, Hood drivers and their families from Rockingham and Barre Vermont as well as Agawam, Massachusetts came together at the Rockingham distribution site for their yearly company driving competition. It was the hottest weekend of the month but clouds and a nice breeze came to the rescue on that day only to leave just as the activities came to a close. **Dave and Terry Stuart** spent the weekend setting up a very challenging course and helped with the judging along with **Andy Reed**, and a great group of people from **Ryder Transportation** and **H. P. Hood**.

In all, 27 drivers participated in the competition followed by a family cookout for everyone. No one went home hungry! A bike rodeo was held for the kids to show off their own driving skills. Awards were given to the children at the end of the day for their participation. A good time was had by all.



The winners are as follows: (from left to right)

| | |
|------------------------------|-------------------------------|
| John Kezen, pre trip class B | Dave Boulanger, 1st class B |
| Andy Bebe, 3rd class A | John Barholzer, 2nd class A |
| Steve Rheaume, 3rd class B | Donnie Richards, 1st class A |
| Steve Flood, 2nd class B | Tom Rathbun, pre trip class B |



BACK WHEN... IN 63...

In 1963 Cumberland Farms purchased their first computer.

It was actually called a

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FEDERAL UPDATE

FMCSA ADOPTS MINIMUM TRAINING RULE

A mere 13 years after Congress required a rulemaking to adopt minimum training standards for entry-level drivers, the Federal Motor Carrier Safety Administration has done so. FMCSA issued a final rule adopting the proposal it issued last August for entry-level drivers to receive training in four areas



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— medical qualification and drug and alcohol testing, hours-of-service rules, and wellness and whistleblower protection. The rule does not require any particular duration for each driver's training, but FMCSA estimated 10.5 hours.

FMCSA tweaked its proposal in a few areas, but the most significant change was in the definition of an entry-level driver. In the notice of proposed rulemaking, the agency proposed to require all drivers with less than two years' experience operating commercial motor vehicles with commercial driver's licenses to undergo training in the four specific areas. The American Trucking Associations and others recommended a one-year threshold instead, saying it would reduce the economic burden of the rule without sacrificing safety.

In addition, the proposal included a grandfathering clause for drivers already driving when the rule is adopted, provided they had at least one year's experience. By adopting one year rather than two as the definition of entry-level, the grandfathering clause no longer would be necessary.

FMCSA agreed with ATA's proposal, saying "safety will continue to be served by allowing only one year of experience rather than two years of experience." The agency added that the rule would be much simpler for employers to follow. Drivers with less than one year of experience as of the July 20, 2004, effective date must receive training within 90 days of the effective day — or by Oct. 18, 2004.

Among the minor changes made to the original proposal are training in the recent modifications regarding cardiovascular and diabetes requirements for driver qualification, as well as training in what offenses and actions lead to disqualification.

FMCSA estimates the first-year cost of the rule to be about \$26 million, with annual costs thereafter to be approximately \$14 million. For a copy of the final rule, visit this site -

<http://dms.dot.gov/search/searchFormSimple.cfm> and search Docket No. 2199 (only use the number when searching)

From eTrucker Online

HHS PLAN COULD AFFECT DRUG TESTING

The Department of Transportation said a proposed change to Department of Health and Human Services drug testing guidelines, if approved, could eventually mean changes in DOT's drug testing procedures. DOT officials issued a notice in the May 13 Federal Register to call attention to an April 13 Federal Register notice issued by HHS.

HHS proposed setting guidelines for testing hair, sweat and

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UPCOMING MPDA MEETING

MPDA GENERAL MEETING – SEPT 25TH

COLES FARMS RESTAURANT –GRAY MAINE

BREAKFAST WILL BE DOWNSTAIRS @ 8:00AM

FOLLOWED BY THE GENERAL MEETING UPSTAIRS @ 9:00AM

FMI - CONTACT RON HUTCHINS AT 623-4128 OR <RONH@MMTA.COM>



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oral fluid specimens in addition to urine specimens. It also proposed guidelines for using on-site tests to test urine and oral fluid at the collection site and requirements for certifying instrumented initial test facilities. Finally, it would add standards for collectors, on-site testers and medical review officers.

Although HHS guidelines don't automatically translate precisely into DOT drug testing procedures, DOT noted in its Federal Register notice that there is a close link between the two. DOT adopted its drug testing rules based on HHS guidelines, and since 1991, DOT has been required by statute to incorporate changes in the HHS guidelines into testing procedures for transportation personnel holding safety sensitive positions. Federal law does allow DOT to tailor HHS guidelines to its program, however.

From eTrucker Online

REGULATION SPOTLIGHT

§ 396.11 Driver vehicle inspection report(s).

(a) *Report required*. Every motor carrier shall require its drivers to report, and every driver shall prepare a report in writing at the completion of each day's work on each vehicle operated and the report shall cover at least the following parts and accessories:

- Service brakes including trailer brake connections
- Parking (hand) brake
- Lighting devices and reflectors
- Horn
- Rear vision mirrors
- Wheels and rims
- Steering mechanism
- Tires
- Windshield wipers
- Coupling devices
- Emergency equipment

- (b) *Report content*. The report shall identify the vehicle and list any defect or deficiency discovered by or reported to the driver which would affect the safety of operation of the vehicle or result in its mechanical breakdown. If no defect or deficiency is discovered by or reported to the driver, the report shall so indicate. In all instances, the driver shall sign the report. On two-driver operations, only one driver needs to sign the driver vehicle inspection report, provided both drivers agree as to the defects or deficiencies identified. If a driver operates more than one vehicle during the day, a report shall be prepared for each vehicle operated.
- (c) *Corrective action*. Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect or deficiency listed on the driver vehicle inspection report which would be likely to affect the safety of operation of the vehicle.
 - (c)(1) Every motor carrier or its agent shall certify on the original driver vehicle inspection report which lists any defect or deficiency that the defect or deficiency has been repaired or that repair is unnecessary before the vehicle is operated again.
 - (c)(2) Every motor carrier shall maintain the original driver vehicle inspection report, the certification of repairs, and the certification of the driver's review for three months from the date the written report was prepared.
- (d) *Exceptions*. The rules in this section shall not apply to a private motor carrier of passengers (nonbusiness), a driveaway-towaway operation, or any motor carrier operating only one commercial motor vehicle.

[44 FR 38526, July 2, 1979, as amended at 45 FR 46425, July 10, 1980; 53 FR 18058, May 19, 1988; 59 FR 8753, Feb. 23, 1994; 63 FR 33279, June 18, 1998]



RYDER TRANSPORTATION SERVICES

Congratulations to all the Professional Drivers who represented our industry at the 2004 National Truck Driving Championship In Salt Lake City, Utah

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MPDA is a nonprofit organization dedicated to promoting courtesy, safety and professionalism in the field of commercial driving. Articles of interest to members, advertising copy, inquires, payments, change of address, comments, and newsletter submissions should be mailed to:

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Thank you for all you do,
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2004 MPDA CALENDAR OF EVENTS

(As of September 4, 2004 - includes events that our members are involved in, or are of interest to our members)

September

- 11 - 2004 Charity FunDrive** (Charity Fundraiser) Lehigh Travel Plaza, Lexington, VA (I-81, Exit 195) - contact Larry Davis (336) 924-1751 or <info@maptda.org>
- 14 - So. Convoy Committee Meeting** – Old Country Buffet Rest. Maine Mall- 6:00pm - contact Jim Costa at <jcosta@sacoriver.net> or 207-727-5349 or <trucking4kids@aol.com>
- 18 - Emery-Waterhouse Driving Competition** - 7:00am - Emery Waterhouse Parking Lot - Portland - contact Andy Reed at (603) 433-5880 or <Andrew_C_Reed@ryder.com>
- 19 - H.P. Hood Driving Competition** - 7:00am - Emery Waterhouse Parking Lot - Portland - contact Andy Reed at (603) 433-5880 or <Andrew_C_Reed@ryder.com>
- 19 - "Wishes on Wheels" Convoy** - Willington, CT. contact Roland Bolduc at 413-525-0764 or <roadeo@charter.net>
- 21 - So. Convoy Committee Meeting** – Old Country Buffet Rest. Maine Mall- 6:00pm contact Jim Costa at <jcosta@sacoriver.net> or 207-727-5349 or <trucking4kids@aol.com>
- 22 - 25 US Professional Truck Driving Championships** - Wisconsin Center District, Milwaukee - contact Cliff Gray at <grayc@mmta.com> or 207-623-4128
- 25 - MPDA General Meeting** - 9:00am - Cole Farms Rest - contact Ron Hutchins at 623-4128 <ronh@mmta.com>
- 28 - So. Convoy Committee Meeting** – Old Country Buffet Rest. Maine Mall- 6:00pm contact Jim Costa at <jcosta@sacoriver.net> or 207-727-5349 or <trucking4kids@aol.com>

October

- 9 - Trucking 4 Kids Convoy Set-up Day** - 9:00am - Scarborough Downs - Scarborough - contact Jim Costa at <jcosta@sacoriver.net> or 207-727-5349 or <trucking4kids@aol.com>
- 10 - Maine Trucking for Kids Convoy**, 7:00am - Scarborough Downs, Scarborough Maine - Jim Costa at <jcosta@sacoriver.net> or 207-727-5349 or <trucking4kids@aol.com>
- 11 - Federal Distributors Driving Competition** - Lewiston - Contact Dick Brown at 318-7395 or <rbrown9@maine.rr.com>
- 22 - MPDA Officers Meeting** – Yarmouth Lumber, Gray – 6:00pm – Contact Ron Hutchins at 623-4128 or <ronh@mmta.com>
- 24 - 10th Annual N. H. Truckers Drive for Kids** Steeplegate Mall, Concord, NH to Hopkinton Fairgrounds, Hopkinton, NH - 7:30am - Contact Linda Rafeal at 603-435-6366 or <LndaRfl@nhpda.com>
- 30 - 15th Annual MPDA Awards Banquet**– Coles Farms Rest - Gray Maine - 6:00pm – Contact Terry Stuart at 727-3704 or <tstuart@mainepda.org>

(Corrections or additions should be sent to Pete Mortensen at morty@maine.rr.com or 284-4933)