



CLASSICTRANSPORT^{INC.}

WITH YOU FOR THE LONG HAUL



The Classic Chronicle

Fall 2025

As we wrap up the third quarter, I want to take a moment to thank each of you for the work you've done this year. The summer months always bring challenges—tight schedules, increased shipments, and hot weather—but your dedication and professionalism continue to stand out.

Our customers consistently recognize the effort you put into keeping freight moving safely and on time. That reliability is the backbone of our business, and we couldn't do it without you.

Looking ahead to the final quarter of the year, we remain focused on three priorities:

1. **Safety first** – Please continue taking the extra time to double-check equipment, pre-trip inspections, and paperwork. Small steps make the biggest difference.
2. **Communication** – If something doesn't look right on a load or schedule, let dispatch know right away.
3. **Professionalism on the road** – The way you represent our company with every customer interaction matters.

I appreciate everyone who has played a role in our success so far this year. Whether you are part of our internal team or a trusted contractor, your contributions are the driving force behind our progress.

Let's carry this momentum into Q4 with the same energy and determination.

Jodi Schieber - President

We had another fantastic Driver Appreciation Day at the Elkhart Driveaway office this year! The weather was beautiful, and the people and food were even better. Thank you to everyone who joined us for our annual cookout — it was a wonderful day full of fun and great conversations. If you couldn't make it, stop by the office to pick up a driver's bag with some apparel (while supplies last). Your hard work on the road is noticed and appreciated every single day.

As we move into fall, we're seeing GSA Fleet trucks moving throughout the U.S. and Canadian Farmbro units heading to Mississauga, ON. Following the recent RV shows in September, there's a sense of optimism for the months ahead, and we're excited to see how this translates into increased deliveries across the industry.

Keep those amazing photos coming for our **"The View from My Office Window"** contest! Each month you'll have the chance to win a **\$100 Walmart gift card**. Also, please be sure to subscribe to and follow our social media channels for fresh content, updates, and announcements.

Dennis Pontius – Vice President

Dates to Remember

Oct 16th - Boss's Day

Nov 1st - Classic's Anniversary

Nov 4th - Election Day

Dec 21st - 1st Day of Winter

Dec 25th - Christmas Day

Oct 31st - Halloween

Nov 2nd - Daylight Saving Ends

Nov 11th - Veterans Day

Dec 24th - Christmas Eve

Dec 31st - New Year's Eve



IMPORTANT!

- If you have recently moved or have a change of address, please call (866-724-1606) for recruiting to update.
- **Towaway** – Please notify recruiting at 866-724-1606 regarding any changes to your truck. (added 5th wheel, reserve fuel tank, hitches or purchased a new truck, etc.)

From Recruiting:

We are looking for drivers for all divisions:

\$350 Referral Bonus

\$300 Sign on Bonus for Driveaway

\$350 Sign on Bonus for Towaway

\$750 Sign on Bonus for Take 3 Division W/our IFTA & IRP

\$1,500 Sign on Bonus for Take Division W/Own IFTA & IRP

Keep the pictures coming for our Photo Contest
~ Please include your unit ~ Send to:

Recruiting@classictransport.com

**Deer
Season:
October -
December**



Defensive Driving – Best Practices

- **Regulate your speed & maintain additional distance** during bad weather, times of heavy traffic, or hazardous road conditions.
- **Know your blind spots** & check them frequently, especially when changing lanes.
- **Signal well in advance** (around 100 feet) of any turns, passes or lane changes.
- **Don't rely solely on your mirrors.** Turn & look to verify the conditions are as they seem.
- **Keep an escape route in sight** while driving – an area where you can maneuver away from danger.
- **Wear your seat belt!** It can keep you from being thrown from the vehicle or into the dashboard.

From Log Department:

Happy Fall! The log department wants to thank you for your continued efforts in staying in compliance. We ended quarter 3 in CSA compliance and would love to carry it into quarter 4! Remember to do your pre-trip inspections and keep logs current to continue the clean inspections.

Like us on *Facebook*

<https://www.facebook.com/ClassicTransportInc>



Subscribe to Classic Transport Inc. channel on *Youtube*

<https://www.youtube.com/@CT93-DP>

A Note from Katrina in Loss Prevention

Fall driving has its own set of challenges and risks. Below are some driving tips to help keep you and your cargo safe.

Watch Weather & road conditions daily – Use a trucking app or GPS for live weather and road closure updates. Slow down on leaf covered roads, especially during turning and braking.

Plan shorter driving days – Days are shorter in the fall. Plan your routes to avoid nighttime hazards and animals.

Low visibility – (Dense fog or sun glare) Use low beam headlights, keep windshield clean, and drive slower.

Beware of black ice or frost - Bridges, overpasses, shaded roads freeze first – approach with caution.

Be alert for Deer - Peak season for deer (dawn/dusk). Slow down in wooded/rural areas. Watch the shoulders for movement.

Inspect your brakes, tires, and lights. Shorter days and cold weather can increase fatigue. Rest before driving in difficult weather or areas. Avoid distractions and stay focused on the road. Safe Travels!



During 3rd Quarter we had an increase in **side swiping accidents**. To avoid/prevent these types of claims please remember the following. Be aware of traffic, check your surroundings (intersections/blind spots), drive at a safe speed, avoid distractions (phone), keep your eyes on the road, use mirrors and turn signals to make a safe lane change.

Happy Birthday Drivers

October

Alejandro A.
Jovany B.
Michael C.
Randy D.
Corey E.
Glajos G.
Jorge G.
Kevin G.



Francisco G.
Stephen H.
Loyd H.
Jovanny L.
Jaimie M.
Troy M.
Joseph N.
Calvin N.

Almojeed O.
Bulmaro R.
John S.
Shoneta T.
Leslie Z.
Rene Z.

November

Douglas B.
Justin B.
Russell B.
Ronald C.
William C.
Stephen D.
Joseph E.
Calvin G.

Carl H.
Klint J.
Eric K.
Brooke M.
Jon M.
Allen P.
Juan R.
Antonio S.

Henry S.
Johandry U.
Billy V.
Gregory V.
Glenn W.
John W.



December

Cortney B.
William C.
Robby C.
Timothy C.
Charles D.
John D.
Aaron G.
Belinda G.

Rashawn H.
Donald H.
Terence J.
Steve M.
Michael M.
Michael M.
Talmage M.
Terran N.

Julie O.
Robert P.
Giovanni P.
Alex P.
Javier R.
James S.
Tagein W.

Quarterly Safe Mile Bonus

April - June

Level 1 – 50,000 Safe Miles

Jesus R.	Michael M.
Dan W.	Ronald H.
Carlos T.	Gregory V.
Bryan J.	Jeffrey C.
John W.	

Level 2 – 100,000 Safe Miles

Xavier V.	Steve M.
Maria R.	Elester M.
Charles R.	Christian R.
James V.	Jon S.
Trejan W.	Garth V.
Douglas B.	Joseph E.

Level 3 – 200,000 Safe Miles

Glenn W.

Level 4 – 300,000 Safe Miles

Alex P.	Randy H.
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Level 5 – 400,000 Safe Miles

Russell B.

Level 6 – 500,000 Safe Miles

Michael C.

Level 7 – 600,000 Safe Miles

Toby H.



***Congratulations on
your safe driving
achievement!***



Road Wisdom – Safety Tips from Experienced Drivers

I think the most important thing to being a safe driver is mostly common sense. Second, it is important to not be in a hurry, ever. We deliver brand new, almost never driven vehicles to someone who has dreamed of owning a motor home or another tool to someone who makes our country work. It is imperative that vehicle arrives at our customer as close as possible as it was when it left the factory floor.

So... here are some things I always do, no matter what.

I go to the outside gas island, so, when I leave, I have to make a left turn so the rear of the unit swings away from the pump. If that island is not available when I arrive, I WAIT until it is.

The only canopies I drive under are at gas stations. Period. No hotels, restaurants, or any other place I may stop that might have a canopy.

I NEVER park with the big trucks. Always some other place. Trucking companies have massive turnover rates. You don't know if the driver has been doing it all his life or just left his trainer 10 minutes ago.

I NEVER stay in rest areas, and when I am there, park with the cars and take up several spaces on the right at the end. When you leave, only one side to protect.

If I stop someplace other than fuel, I park out in the boonies with no one around me, get out and walk. I'm an old, fat guy and I can use the exercise.

Look and avoid branches of the trees. They are all over and they are bigger this year than they were last.

If I have a tailgater, I pull over and let them go find another victim!! can't count the number of times I have checked my mirrors only to see the tip of a mirror on one side or the other.

Sometimes, you just have to back up. BEFORE I drop it in reverse, I GET OUT and LOOK at what is behind me to have a better idea of the space before I back up. If it is tight I stop more than once and get out again.

Construction zones are everywhere, when I know a lane is going to be closed and all traffic will be moved to a single lane I check to see what is behind me and how fast they are going. I slow down and let as many as possible pass me before entering the single lane. If there is enough space, I let them ALL go by.

If I stay at a hotel, I park on the street until I have my room & then, I WALK around the hotel and look for tight places where the roof line extends, trees, where have other people parked. If there is a good place to park, I move it on the lot. If not, it stays on the street.

It is important to be aware of the signs of fatigue. I stop as soon as I can at the first sign. It doesn't matter how far I have gotten.

Ice and wind terrify me. Many times, waiting until about 11 am the next morning after they have had time to get stuff on the roads and the sun has had enough time to warm the road. It will just be wet and safe to go. Sustained winds of 30 to 35 mph usually will prevent the unit from running in high gear. Time to stop. If possible, park with the front or rear of the unit pointed into the wind.

I do not use GPS before delivery; I call and try to talk to the person who will actually check the unit in. I ask if there is a best way to the lot, when I get there, is there any special way to come on the lot and where do you want me to park? Once I am on the lot, I let the customer move the unit if it needs to be moved. I got it there safely; here are the keys.

I think these are some of the most important things I do consistently to prevent damaging a unit. I hope there is something here that will help others and help classic.

Klint J. (1 million Safe miles / Drive Away)

Be a defensive driver at all times. There's a lot of idiots out there so create yourself some space. Give yourself extra time to deliver if possible? Make sure those poorly designed side mirrors are functional and tight. Some of them come loose easily and move around a lot as you know.

Have a couple weather apps on your phone. They come in handy in the winter months.

And mainly be respectful to the customers' property.

Jon M. (1.2 million Safe Miles / Drive Away)

I've been with Classic Transport for 23 years and hit 1.1 million safe miles. To achieve this goal is to focus on the present moment, eliminating distractions, watching other driver's actions & maintaining safe following distance. Do your pre-trip inspections & watch the weather. If it gets bad, park it. "Safe Travels".

Gary M. (1.1 million Safe Miles / Towaway)

Key points I follow when transporting units.

- Pre Trip Inspections – make sure your unit is good when picking up. Do your walk arounds, look high & low.
- Morning pick-ups are better as it is easier to see animals & road hazards.
- Plan your route. Be proactive.
- Keep your distance from other drivers.
- Check weather app (WeatherBug) often for rain & wind. If wind exceeds 25mph don't drive, wait it out.
- When fueling & stopping for rest breaks check unit over to make sure unit is still good.
- Always keep logbooks current.
- Be familiar with your surroundings, scan ahead, pay attention & take your time. It is not a race. Always be careful & patient while on the road.

Carrie S. (600,000 Safe Miles / Towaway)

1. Do a complete walk around before trailer is moved. Check running lights, blinkers left & right, flashers & brake lights that all are working correctly.
2. Check your tires for correct pressure. Too much air can be as bad as too little.
3. Make sure all windows are closed.
4. Be sure entry doors are locked. So, no one can enter when you stop.
5. If you have them, use sway bars especially on longer trailers. If you don't have them, I would recommend that you get a set.
6. Before you leave the yard make sure you have brakes that work on the unit. Do not leave the yard unless you have working brakes.
7. Check underneath the unit to make sure nothing is hanging out.
8. Now that all this is complete, every time you stop for fuel, food or rest stop, you take the 3 to 4 minutes it takes to walk around your unit to just make sure everything is still good. Kick your tires to make sure you don't have any flat. Just a good safety measure.
9. Do not speed while pulling, it can cause many problems. The unit may start to sway & overturn, not just the unit but your truck as well.
10. Keep a safe distance between you & the one in front of you. Remember it will take a lot more distance to stop.
11. Be very careful of high winds. They can cause your unit to sway & flip both the unit & truck. Believe me, I totaled a unit & truck because of wind. It is very dangerous. Now when wind gets high, I park. Better late than not at all.
12. When I hook up, I throw the latch on the ball & use a long shank pad lock to make sure it doesn't pop loose.
13. Run with lights on so your traffic can see you.
14. If you start to nod off, pull that rig over for a nap. Please do not drive when you are tired. Again better late than not at all.

Billy V. (300,000 Safe Miles / Towaway)

