

# MINNESOTA

Professional Towing Association



# *Another September to Remember*



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2886 Middle Street  
Little Canada, MN 55117  
651-487-2231

MPTA contact information:

2886 Middle Street  
Little Canada, MN 55117

Phone: 651-487-2231  
Fax: 651-487-2447

Email: [admin@mnprotow.org](mailto:admin@mnprotow.org)

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efforts, please send your donations to:**

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## Message From MPTA President, Ron Gardas Jr.



Well, just like every year the “training months” of the fall were a whirlwind. In mid-September the MPTA hosted a two-day advanced light duty training class. Pushing the limits in the two-day advanced training class is what the students received. Pushing the limits of what people thought they could do with a light duty wrecker and a flatbed. The students were taught about snatch blocks, rigging, incident management and more. As always, we talked about professionalism and what that means in our industry. MPTA is also hosting its “Introduction to Heavy Duty” training class on October 17th. Much like the name describing this as a basic class. In this training session, students learned how to tow a truck from point A to B understanding “T-bolts”, air systems, and hook ups.

Following the first day of the Advanced Light Duty class was our annual meeting and 3rd annual Hall of Fame Ceremony. The Hall of Fame Ceremony is very personal to me as this is my favorite event of the year, am most proud of and a huge success. The Annual MPTA Hall of Fame is an opportunity to remember and honor generations of towers and those in the industry paving the way for the present generation and generations to come. This year, the MPTA inducted three wonderful, deserving, quality individuals- Edward Borkowski, Harold Bothman, and Tom Eaton. MPTA is accepting applications for nominations for next year’s Hall of Fame enshrinement and hope to see you at next year’s Ceremony!

Once again, the MPTA Annual picnic hosted at Elko Speedway was very impressive with over 250 MPTA members and guests in attendance! Congratulations, to Karra Kreminski winning MPTA’s Spectator Drags! Fun had by everyone while promoting safety and industry support to the entire crowd at Elko Speedway. Thank you to all our sponsors supporting our great annual picnic!



**Ron Gardas Jr**  
***President - Minnesota Professional Towing Association***  
***Vice President - Heavy Operations***  
**Twin Cities Transport & Recovery**



## MPTA Hosts Annual Meeting and Hall of Fame Induction Ceremony



On Tuesday September 12<sup>th</sup>, the MPTA hosted their Annual Meeting and annual Hall of Fame Inductee Ceremony at Trappers Bar & Grill recognizing three individuals with substantial contributions to the towing and recovery industry. As always, the Annual Meeting is a great opportunity for towing members to share thoughts about the upcoming year. Items discussed were legal and legislative issues, education and continuing how to help our towing industry be the best it can be.

This year was the eighth year MPTA members casted their votes by a mailing in their votes. There were four very respective towing members/ operators on the ballot. The unfortunate situation, we can only allow three to be voted in. The three board of Directors voted on the board of directors are Joe Lomsdal of Aggressive Towing & Recovery, Ron Feist of Feist Automotive, and Chris Frovik of Frovik Towing & Recovery. I encourage every MPTA member in the future to attend our Annual Meeting, as this is your meeting.

MPTA realizing it is time to display the roots of our membership and profession, each year three nominees making a difference in our industry and the MPTA are enshrined into the MPTA Hall of Fame. Each August/September a new class is inducted into the MPTA Hall of Fame.

Congratulations to the class of 2023! Harold Bothman; Harold's Auto Repair & Towing, Edward Borkowski; Borkowski Towing and Salvage, Plymouth Automotive, and Tom Eaton; Eaton's Towing.

What a great evening topped by a great group of attendees making a very special occasion even better! Hope to see you at next year's Annual meeting/HOF Induction ceremony!





*Ron Gardas Jr. & Tom*



*Ron Gardas Jr. & Ed Borkowski*



*Ron Gardas Jr. & Dan Bothman (accepting for Harold Bothman)*



## Harold Bothman

Harold, born to William and Edith Bothman on December 26, 1926 in the small town of Plummer Minnesota. Thief River Falls may be the home of Artic Cat Snowmobiles, but to Harold it was a birthplace and a place of work. Working on the family farm, as most know, the life of a farmer is embedded in a person's DNA. Rain or sick days do not exist... Cows do not milk themselves, do not feed themselves, being a farmer, you are married to your job, just like the towing industry. If you can be a farmer or towing operator, everything else in life is easy.

Harold, now a young 18-year-old living in the height of World War Two enlisted in the United States Coast Guard stationed in Louisiana, repairing, and maintaining United States Navy warships. While working on the largest ships the US Navy had to offer, Harold found his calling.

As World War II ended, Harold went back to what he knew, milking cows, cutting hay, and looking after livestock back in Minnesota. NO Stranger to hard work and knowledge of vehicles, Harold wrenched for a local Implement / Ford dealer, Baltas Ford. In the next couple of years, Baltas Ford expanded operations in Moorhead, Little Falls, and Forest Lake. Harold used this opportunity relocating to Little Falls then Forest Lake.

Baltas Ford was on the corner of 11<sup>th</sup> St. and Hwy 61 in Forest Lake, focusing his skills, liking the automotive side of the business. Soon after, with Harold's skills and work ethic, Baltas Ford sent Harold to Detroit Michigan for training at the Ford Plant.



Being the young kid in the shop, Harold was the first one to get the less desirable jobs. Towing was one of those less desirable jobs. Harold could never have guessed the job he was given out of default and necessity, because no one else wanted it, would bring him so much prosperity in life.



In 1959, Harold decided if he wanted to be happy and have a life of his own, he needed to own his own business. Soon after leaving Baltes Ford, Harold established Harolds Auto Repair and Harold's Towing in a single stall garage on the corner of 4<sup>th</sup> and Broadway in Forest Lake. Knowing the need for tow trucks out of necessity, was a hook to get cars into the repair shop. Without endless funds like other established companies, Harold needed to build his tow trucks- building many including his pride and joy. A ford F-750 with a Holmes W35. No one really knows where he got it, but it did not matter

Community was huge with Harold. He got a call one day to use his Holmes wrecker to lift a tank into the back of a pickup. In talked to the man, Forest Lake Fire Department needed help. Harold stepped up. He ended up giving the Fire Department 36 years of service, rising to the rank of assistant chief. Harold was also active in Ducks Unlimited, a member of the Forest Lake Sportsmen's Club and supported local animal rescue groups.



Harold eventually sold Harolds Towing in 1985 to Columbus Auto and Truck while maintaining Harold's Auto Repair. Was not long, Harold's son, Dan started Dan's Towing. Harold eventually showed up at Dans towing every day. Asking Dan if there was ever any awkwardness because the name on the door was now Dan's towing instead of Harold's Towing? Dan said never, not once. Dan and Harold went to breakfast every single day at Perkins for 25 years, Harold mentoring Dan about family, life, and the towing business. Harold just could not stay away from the industry. Orman Anafarta who owned Harold's Towing from 1997 to 2018 said that it was funny seeing Harold on calls even though he, Orman, owned Harolds Towing, and Harold was one of the hardest working individuals he had ever seen. Even though competitors, Orman said that he had profound respect for Harold. Joe Sroga, who worked for Dans towing said you could not get Harold away from action.

A claim backed up by numerous drivers over the years. When a heavy-duty driver pulled out of the garage, no matter the time of day or night Harold came running out of the house asking where they were going. If they said they were going on a wreck or a winch or something he would say, I will get dressed-will be back out in 5 minutes. Many even said Harold would get mad if he did not go or if you did not ask him. Harold was out on a wreck less than 2 weeks before he passed away.

Harold passed away unexpectedly in his home on December 11<sup>th</sup>, 2015, just 16 days shy of his 89<sup>th</sup> birthday.

Harold was married twice with six children. Linda, Debby, Ron, Bill, Terry, and Dan. He had grandchildren and great- grandchildren. His no nonsense, all work all the time attitude was lost on them. To them he was kind, fun, light-hearted, and had the biggest heart.





## Tom Eaton

Thomas Raymond Eaton was born on April 5<sup>th</sup>, 1945, in Sioux City, Iowa to Bud and Shirley Eaton. Tom, the only son in a family with three sisters.

In 1950 Bud and Sherly packed up the family moving to South Minneapolis. It was here at their South Minneapolis home Tom's father Bud opened his first repair shop. While Bud was working nights at Great Northern, Bud also worked days fixing cars which Tom also loved to be a part of. Even at a young age Tom enjoyed fixing cars not for a paycheck but because he loved it.

Tom, always tinkering and seeing how he could make something better. Tom at age 13, liked drag racing. Like most of us, Eaton's didn't have an open checkbook. They took what they had. A 6-cylinder engine. But this was not an ordinary 6- cylinder. This thing was bad, this thing had horsepower.

Shirley was a nurse knowing the danger affiliated with drag racing. Either way, they got it. At age of 13, Tom talked his mother into signing the release letting him drive and the Eaton's were drag racing. The Eaton's raced 3 days a week, winning more races than they ever lost.

One can never question Tom's dedication spending most of his time in the garage working on his goals. At the age of 13, the sacrifices of not going to a friend's birthday party or swimming at the lake all the childhood moments he missed at the time, but it was that drive, passion, and sacrifice Tom used for the building blocks of his company and for the rest of his life.



Being in the shop, Tom learned more about life than just how to turn a wrench. While in High School, Tom started working at a local Texaco station- befriending a guy by the name of Ricky. While working, the two of them started talking about common events as Ricky said, "Geez why don't you come over and I'll introduce you to my sister -in-law". Thinking this was a true set up Tom said, "I have stuff to do." Ricky wearing Tom down talking Tom into coming over to the house. Tom said he remembers the exact day, where he was in the basement, he remembers when Marie walked down the steps, he remembers the one word he said, "WOW." Tom said within a half hour he went over and talked to her. Shortly after, he came up with the most 60's pick-up line. "Do you want to go to the A&W for some root beer?" Luckily, she said yes, and in 1965 Tom and Marie married, raising three children. Michael, Jill, and Mark



In 1966 when Tom was only 20 years old, his and his father Bud together building a foundation of not only their lives but the lives of their family owning and operating an Eaton's Full-Service Texaco. Pumping gas, fixing cars, so towing came naturally. The only problem is, Eaton's didn't have a tow truck. Tom found a 1947 Chevrolet with a Holmes 515 wrecker on the back. That was the work horse. Shortly after, Tom needed a plow truck- setting his sights on an old Dodge. Right after buying the plow truck, Tom, loving to tinker with things, outfitted it with a Holmes 440. Eaton's Texaco was in perfect position to capitalize on the population boom of Brooklyn Park. In 1960 the population of Brooklyn Park was a little over 10,000 people. In 1970 the population boomed to 26,500 people. With that type of growth, Auto dealerships, body shops, and repair shops popped up on every corner. Even the city didn't have enough infrastructure to handle the expansion as the city didn't even have their own city garage. Eaton's answered the call providing a service to their community. Eaton's was expanding so fast they opened another Texaco station in Burnsville, then another in Lakeville.

In 1970 Texaco left the Minnesota market. At that time leasee dealers had no rights- no first right of refusal when the oil companies sold property or closed the site. All the hard work and energy Tom, Bud and the Eaton family put into building their business and brand was stripped away when Texaco pulled out of the Minnesota market. Tom and his family closed the Burnsville and Lakeville stations moving to the Brooklyn Park operation into Bud and Shirley's house.

With the repair part of the business closing, Tom and the family changed gears, focusing on dealership towing, and police towing. Picking up local contracts, the City of Brooklyn Park, Osseo, Maple Grove, Corcoran, Rogers, State Patrol, and Hennepin County Sheriff. In addition, The Eaton's teamed up with Iten Chevrolet and left the tow trucks in their lot and used Osseo Auto Body for an impound lot. Tom joked that they never had an overnight dispatcher. He said his mother Sherly would answer at night then after her Marie stepped into that roll. "Those poor women" he laughed.

The gas crunch during President Jimmy Carter's Term were gone at the start of the new decade. Reagan took the president's office and with that a new era of prosperity started. The Eaton's bought the lot next to the sheriff's office building a new state of the art towing facility.

It was this willingness to help other companies and the ability to work together as a team that made Tom the perfect person to talk to about the idea of a towing association. Tom says that he remembers Dick Pellow, Morrie Golden, and Bruce Kohler coming to him talking about this idea. He was on board right away. Tom said that he was one of the first ones to donate \$2,500 to get the association off the ground.

I'm sure Tom didn't know then, or maybe even now, the gravity of that day. How much that check of twenty-five hundred dollars was. Because of that check and his vision of working together, hundreds of companies have benefited from his contributions. Thousands of towers have been trained and been given guidance because of Tom's vision. Without Toms contributions the Minnesota Towing community wouldn't be what it is today!





## **Edward Borkowski**



Edward Borkowski was born on July 8<sup>th</sup>, 1932, as the middle child to Leo and May Borkowski of Winona, Minnesota. While growing up, usually at a young age, little boys get hooked by cars. They love them, the way they look, the way they sound, and even the color of the paint. Ed on the other hand was actually hooked by a car. While sledding down the hill in Winona at the age of six, was hit by a car so badly sending Ed to the hospital for multiple days. Because of this injury Ed did not follow his older brothers I into the service deemed to not be fit for the draft.

While at the young age of thirteen Edward Borkowski, no longer a child was forced into adulthood when his father died of a heart attack dropping out of school to help his mother and his

family. Working at the local Studebaker dealership in Winona, Ed did everything a thirteen-year-old should do. Take out the trash, sweep the floor, or even drive customer cars 120 miles to the Twin Cities!

Back when Drive-ins were the local hang out, going to the drive-inn was a must. Not because of the food or the movie, was about a beautiful blonde girl by the name of JoAnn Anderson. Ed and JoAnn started dating. A few years later, Ed and JoAnn married on June 27<sup>th</sup>, 1954, blessed with five children, Doug, Debra, Robert, Karen, and Sandy.

Ed and JoAnn settled on his family estate in Goodview building a house next door to his childhood home across the street from his uncles and other family relatives- the whole block was full of Borkowski's. Ed, working a full-time job as a machinist, repairing cars and farm implements in the driveway at home after hours for extra money. The repair part of his day started to take off a little, so Ed wanted to try to make a full-time job out of it. Ed went to his older brother for a little guidance. His brother came back with "you'll never make it." Ed, using his brother's negative comments fueling his drive.

In 1966 the city of Winona came to Ed as the towing company the city was using was unreliable. Knowing Ed had a tow truck for picking up cars for repair, the city asked Ed if he was interested in assisting the city. Knowing if he was going to do this, Ed knew he needed more trucks. Ed buying out a local tower Len Merkawitz of Merks towing now had the opportunity fulfilling the city's needs. Ed was still employed as a machinist for Badger Machine fabricating parts for backhoes would back his truck in next to the window he was working, fabricating axles for dollies then throwing them out the window. No one was ever the wiser.

By the late sixties Ed left his machinist job starting Borkowski Salvage. The towing and salvage companies ended up complementing one another seamlessly. Ed's true passion was not at the salvage company or repairing cars but in the towing industry. Ed had a calling for the big trucks, especially starting with shop-built wreckers. A single axle 4300 International with a pole boom. Soon after, Ed updated to a newer, larger, tandem axle Holmes 750. Ed drove the largest trucks, always driving truck number forty.





After the Holmes 750, Borkowski's updated to their new flagship truck-one of the first Holmes 1801's in the United States as this truck was Ed's pride and joy. Whenever that green wrecker pulled up it did not even need to have a name on the door, everyone knew it was a Borkowski wrecker. Truck forty was also the last new heavy wrecker Ed drove.



Ed has never taken a day off-of work, if he is not at the office, he is always checking in on what everyone is doing. Ed has never been on an airplane thinking "if he was up in the air and the engine stops running, he can't get out and work on it." Ed, still to this day has his own one-ton wrecker, answers the phone. Ed's hobby is working, someone asked him once if he has a car collection or something. Ed said yes, "I've got a few hundred cars." The person said, "you have a few hundred collector cars?" Ed said "no, in the salvage yard- If I can't make any money with it- I don't want it."

Ed was one of the early members of the Minnesota Professional Towing Association. Ed did not want to be the President of the association, or an officer and did not want to be in the spotlight. Ed simply knew, moving the towing industry forward, towing operators would have to work together. Ed used this approach numerous times throughout his career. It was on Christmas Day Ed heard a call on the scanner for a man from out of state wanting to do a welfare check on his mother. Ed heard the location was close to him jumping in his truck, went to the elderly women's house. He found the woman in the house using the stove as a heat source because her furnace stopped working. Ed fixed the women's furnace and brought her Christmas dinner. He did not do this for any type of praise. He did it because it was the right thing to do.

Ed does not do the things that he has done in his life for awards. He does not like to be the center of attention. His sense of family and community knows no bounds. Ed has pushed through adversity, he has been a staple in Winona giving guidance to youngsters, placing food on the table providing for his family carving Borkowski's into the history books while putting a little change in his pocket. This is the type of person people should strive to be like- a person we all feel honored to know.





## MPTA Hosts Two-Day Advanced Light Duty Tow School



On September 12<sup>th</sup> and 13<sup>th</sup>, the MPTA supported our towing operators with a 2-day advanced light duty training class. MPTA board directors Ron Gardas Jr. and Ron Feist taught the early classroom portion of the school with new information and safety statistics and everyday basics of getting ready for each towing shift. With an ever-changing industry, it's always nice to open the classroom up for instruction and FAQ's. Students were taught everything from sizes of chains, straps, pressure points, Lever's, recovery, use of snatch blocks and even how to better prepare yourself mentally and professionally.



With nearly forty students in attendance, MPTA board directors hosted several hands-on training sessions featuring difficult hook ups, recovery situations, roll-overs, working load limits and experiencing use of chains and straps getting a feel for what our industry has to offer. Although the school gives you a great "Hands on" experience, it can only prepare you for the "real thing!" Teaching students the advanced lessons of recovering vehicles in a tough environment while learning the "Do's and Do not's" of our industry.





MPTA Board Directors sponsored the event providing many vehicles and the use of their own equipment. The students were promised to get hands on training while getting dirty- just like every MPTA training class. Every training class the MPTA conducts, all of us learn more from the instructors as well as from our students. Special thanks to Ron Gardas Jr. and Ron Feist for teaching recovery fundamentals in the classroom as well as Many MPTA Board of Directors assisting in the classroom and recovery sessions. Thank you to Twin Cities Transport & Recovery for many of the salvaged vehicles.



Shout out to the Gardas family for allowing us to use their rental property, and Western National Insurance for sponsoring our event! Together we support our industry, but more importantly our professionalism. I would say when one looks at the time, money, and personal commitment, at the end of the day, it's all well worth it!

Hope to see you or your employees at the next MPTA endorsed training class!



# Congratulations Karra!!!



Saturday evening filled with much anticipation and fun-filled events the Minnesota Professional Towing Association hosted its “Annual Eve of Destruction”! During the spectator drags (or I should say Demolition Derby) MPTA member Karra Kreminski raced her way through several rounds to the finals! Winning the MPTA spectator drags isn’t an easy as Karra knows. A few years ago, at the same event, Karra thrilling the crowd winning the MPTA spectator drags.

To win the MPTA Spectator drags, Karra had to win best tow of three laps/races. Losing the first lap/race, Karra stole the show winning the last two races empowering her Volvo station wagon to victory lane! Winning a cash prize of \$150 and of course, bragging rights and etching her name into MPTA Eve of Destruction folklore!

Karra wasn’t done after the spectator drags, Elko Speedway asked Karra to participate in the school bus “figure-8 races. After a few laps, Karra was hit from behind the rear axle and flipped. In her own words “What a wild ride experience. I guess new meaning to -I feel like I got hit by a bus!”

Congratulations to Karra, Matt and the entire Citywide Team!

**Thank you to all our Sponsoring Partners for making this year’s Eve of Destruction a huge success!**



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## TRAA Partnering with the University of Alabama on Tow Truck Operator Safety Research

TRAA is proud to announce that we have partnered with the University of Alabama on a research project titled "*Identifying Elements for Successful Near-Miss Reporting System*". Our goal is to recognize the challenges, barriers, and opportunities for developing a fully adopted near-miss incident reporting system for all roadside responders.



TRAA's commitment to the project includes serving on the Project Expert Panel, circulating survey invitations, and helping coordinate interviews with a focus group of select towing companies. The existing Towing Traffic Incident Reporting System (TTIRS) created by the Statewide Towing Association (STA) of Massachusetts is also being reviewed as part of the project.

This important research is grant funded by the AAA Foundation for Traffic Safety.



Source: TRAA. For more information on TRAA; visit [www.traaonline.com](http://www.traaonline.com)

## DOT ISSUED FINAL RULE ON ORAL FLUID TESTING FOR DRUGS

The U.S. Department of Transportation (DOT) recently issued its final ruling that among other items, **authorizes employers to use oral fluid drug testing as an alternative testing methodology to urine drug testing (49 CFR part 40)**.

In order for an employer to implement oral fluid testing under the Department's regulation, the U.S. Department of Health and Human Services (HHS) will need to certify at least two laboratories for oral fluid testing, which has not yet been done.

The final rule includes other provisions to update the Department's regulation and to harmonize, as needed, with the Mandatory Guidelines for Federal Workplace Drug Testing Programs using Oral Fluid established by HHS.

In addition, this rule amends the FAA, FMCSA, FRA and FTA regulations to ensure consistency within the Department of Transportation and by removing or adjusting references to the word "urine" and /or add references to oral fluid, as well as, removing or amending some definitions for conformity and to make other miscellaneous technical changes or corrections.







## For immediate release

Aug. 23, 2023

### **MINIMUM-WAGE RATES ADJUSTED FOR INFLATION AS OF JAN. 1, 2024**

Minnesota's minimum-wage rates will be adjusted for inflation on Jan. 1, 2024, to \$10.85 an hour for large employers and \$8.85 an hour for other state minimum wages.

"Increasing minimum-wage rates gives the lowest-wage workers in Minnesota more earning power as they work hard to support themselves and their families," said Minnesota Department of Labor and Industry Commissioner Nicole Blissenbach.

The current large-employer minimum wage, \$10.59, will increase by twenty-six cents to \$10.85. Other state minimum wages, including the small-employer, youth and training wages, as well as the summer work travel exchange visitor program wage, which are all currently \$8.63, will increase by twenty-two cents to \$8.85. These increases are both 2.5%.

As of Jan. 1, 2024:

- Large employers -- with annual gross revenues of at least \$500,000 -- must pay at least \$10.85 an hour.
- Small employers -- with annual gross revenues less than \$500,000 -- must pay at least \$8.85 an hour.
- The training wage rate, \$8.85 an hour, may be paid to employees younger than 20 years of age for the first 90 consecutive days of employment.
- The youth wage rate, \$8.85 an hour, may be paid to employees younger than 18 years of age.

These state minimum-wage rates will not apply to work performed in the cities of Minneapolis and St. Paul, which have higher minimum-wage rates.

#### **Minimum wage posters will be available this fall**

Minnesota law requires employers to display five state-mandated posters in a location where employees can easily see them. The new minimum-wage poster will be available for download this fall.

#### **Employee notice updates may be required**

As part of Minnesota's employee notice requirement, employers are required to provide each employee with a written notice of any change before the change takes effect, including a change to the employee's rate of pay. [Learn more about the employee wage notice requirement.](#)

**Media contact:** James Honerman at 651-284-5313 or [james.honerman@state.mn.us](mailto:james.honerman@state.mn.us).



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## MPTA Members Invade Elko Speedway! “Once again the MPTA’s Eve of Destruction didn’t disappoint”



This past September marked the ninth time the MPTA has hosted and sponsored its annual picnic at Elko Speedway. Just over 250 MPTA towing members, friends and family attended this perfect evening of fun and excitement as the MPTA event. The early afternoon began with towing members displaying their trucks and equipment out on the plaza for the crowds of people to view.



Throughout the afternoon and evening, MPTA members and guests were treated to many food basket options. A 50/50 raffle, raising \$1,000 for the International Towing Museum “Survivors Fund” and nearly \$800 contributed to MPTA Lobbying fund through the MPTA live Raffle. Congratulations to Brett Letourneau winning \$1,000 in cash! MPTA is sending a check in the amount of \$1,000 to the International Towing Hall of Fame on behalf of the Members of the MPTA! Our towing members have the biggest hearts. For information about the “survivors fund.” Please visit <https://internationaltowingmuseum.org/survivor-fund/>

All of the kiddos that evening awarded \$10 DQ gift cards satisfying their future ice cream cravings as Burda’s Toy and Candy Shop was on full display as kids licked their chops! This was just the beginning!





MPTA members led the “parade lap” out on the track with their wreckers dressed up in American flags, lights flashing as race fans cheered on our members. With many events including live racing and other activities as the “Eve of Destruction” was under way as Elko Speedway.

The highlight of the evening was the Western National, Corporate Four Insurance and Borkowski Towing & Salvage featured Spectator Drags. Twelve MPTA towing members brought their own cars to track testing their driving skills. Congratulations to Karra Kreminski of Citywide Service Towing taking home first place and \$150 cash! Special thanks to those for taking the time bringing a car to the track and giving the crowd a heck of a show!



From what I am hearing, MPTA members and guests had great time. If you missed the MPTA Annual Picnic at Elko Speedway this year, will have to attend next year to see how we can top this past year’s event.

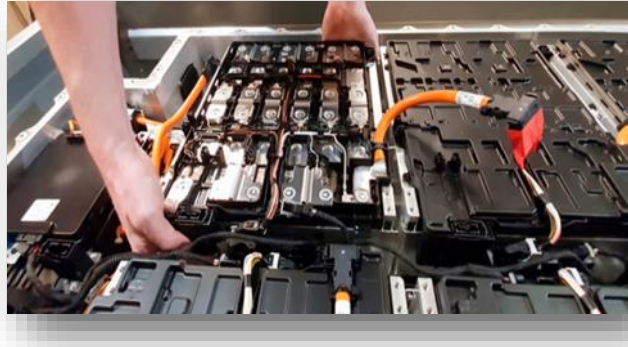
MPTA thanks the following sponsors/contributors to this year’s Annual Picnic:





## White House to Boost Domestic EV Battery Production

Virtually all EV battery components are made abroad.



ALEXANDRIA, Va.—The Biden Administration will award \$2.8 billion in grants to 20 manufacturing and processing companies across 12 states for projects to expand the production of electric-vehicle batteries, reports CNBC.

The grants will support projects that extract and develop more battery-grade lithium, graphite and nickel, as well as other materials used for batteries. All projects will develop enough lithium to supply over two million electric vehicles annually and establish significant domestic production of graphite and nickel, according to the White House.

The grants will also support the installation of the first large-scale commercial lithium electrolyte salt production facility in the United States, as well as an electrode binder facility capable of supplying 45% of the anticipated domestic demand for binders for EV batteries in 2030.

“Producing advanced batteries and components here at home will accelerate the transition away from fossil fuels to meet the strong demand for electric vehicles, creating more good-paying jobs across the country,” Energy Secretary Jennifer Granholm said in a statement.

The White House said that virtually all lithium, graphite, battery-grade nickel, electrolyte salt, electrode binder and iron phosphate cathode material are produced abroad, and China controls the supply chains for many of these key inputs.

The Associated Press reports that during the event, Ryan Melsert, CEO of American Battery Technology Co. in Reno, Nevada, told Biden that U.S. intervention in the battery market was overdue.

“Unfortunately, the U.S. is almost a non-player in the lithium game,” Melsert said, noting that less than 1% of lithium products globally are made in the U.S.

Melsert said his company, which makes lithium hydroxide for battery cathodes, is changing that and so are the other grant recipients. “Vehicle manufacturers are really hungry to buy these materials from U.S.-based resources,” he told Biden.

The 12 states receiving grants are Alabama, Georgia, Kentucky, Louisiana, Missouri, Nevada, New York, North Carolina, North Dakota, Ohio, Tennessee and Washington state. The companies that receive the grants must match the money given by the government. President Biden set a goal for electric vehicles to make up half of all new vehicles sold in 2030 electric.

The Inflation Reduction Act offers qualified consumers a tax credit of up to \$7,500 on the purchase of an electric vehicle. However, to get the full amount, the EV must contain a battery made in North America, and 40% of the materials in the battery must also be from the continent. According to AP, the vast majority of EV purchases won’t qualify for the full \$7,500 tax credit.

Granholm said at the event the grant should address that issue and “supercharge the private sector to ensure our clean energy future is American-made.”

EV adoption rate by U.S. consumers is not as high as some predict. The Fuels Institute forecasts EV adoption nationally to reach almost 6% of vehicles in operation by 2030, and EV adoption rates will vary greatly by state, with 15 states



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# UPCOMING EVENTS

## **1-Day Basic Heavy Duty Hands-On Training Class**

October 17, 2023

Registration: 7:30 am

Classroom &  
Hands-On Training:  
8:00am-4:30pm

## **MPTA Board Meeting**

November 14, 2023

Dinner: 6:00 pm

Meeting: 6:30 pm

MPTA Office  
Little Canada, MN

## **MPTA Board Meeting**

December 19, 2023

Dinner: 6:00 pm

Meeting: 6:30 pm

MPTA Office  
Little Canada, MN

