MINNESOTA
Professional Towing Association







Another September to Remember











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If you would like to make a contribution to help with the legislative efforts, please send your donations to:

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Message From Executive Director, Lance Klatt

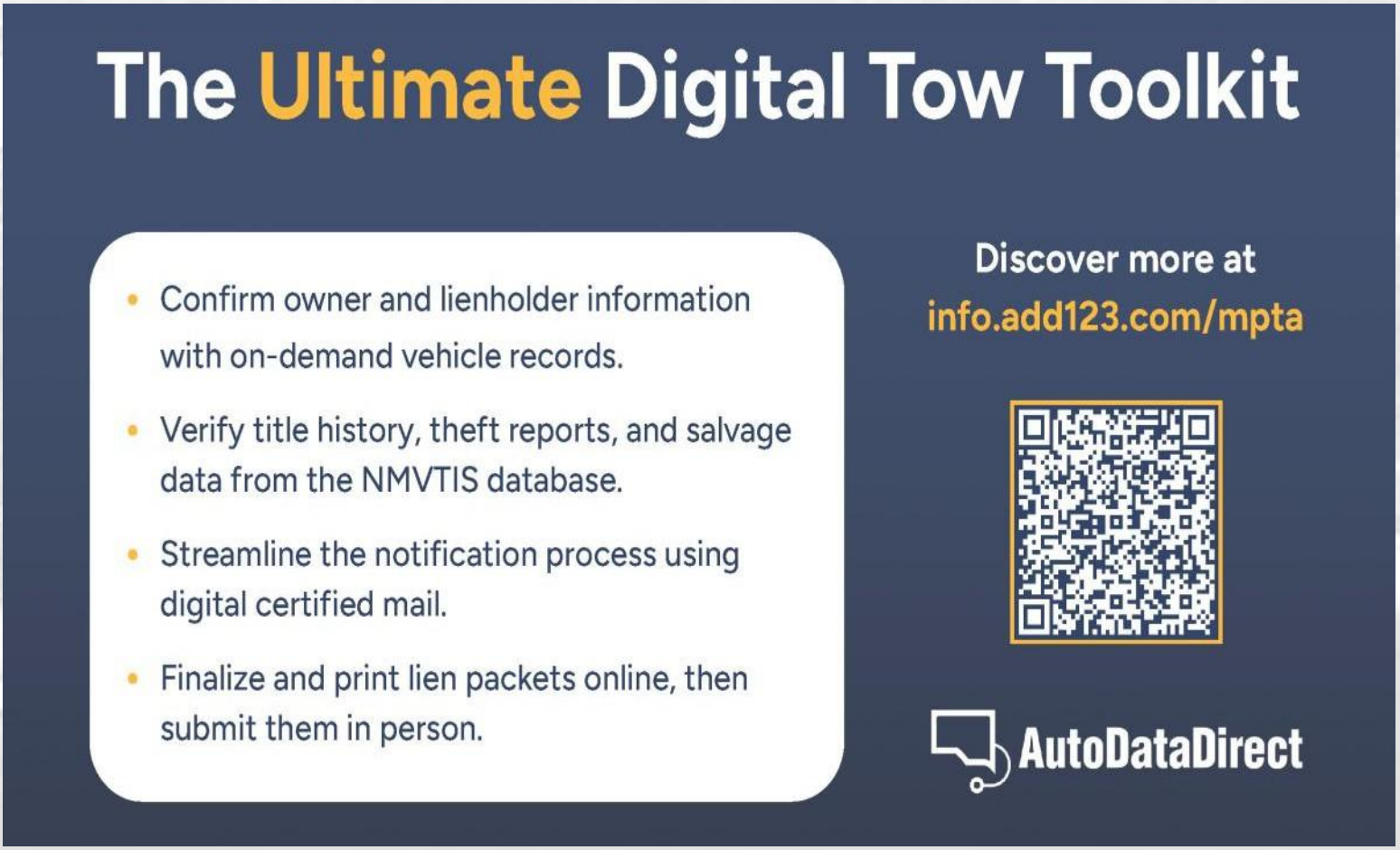
What a whirlwind of a fall for the MPTA and its members especially for our President Ron Gardas Jr (and MPTA board)! Beginning with our two-day advanced light duty training class hosted on September 9th and 10th. On the evening of the 9th, MPTA hosted its Annual meeting and Hall of Fame Ceremony. Would say we had a record number of members and guests at our great annual event! Congratulations to Robert Schoenborn, Fred Peterson and Roger Schuur for their induction into MPTA's Hall of Fame as the Class of 2026!

Just a month later, MPTA hosted its one-day intro to Heavy Duty Training class. The next day, MPTA hosted its second intermediate Heavy Duty training class once again at the East Metro training complex in Maplewood with a great classroom and hands-on experience for our students

The legislative session begins mid-January and just like last year, should be uneventful. As we approach mid-terms, we are hoping for the best and expecting the worst! MPTA lobbyist Rob Leighton, Randy Thompson and the MPTA board will be reviewing legislative opportunities after the election establishing a plan of action for the next upcoming session.

Will not be long the snow will be flying. Unfortunately, so will the idiots not paying attention on our roadways. Please be incredibly careful and make your best judgement.

A great fall indeed, a wonderful time to be an MPTA member and for all to enjoy the opportunities and privileges of those who have served our industry and Association before us enriching a brighter future for all! - Lance



MPTA Hosts Annual Meeting and Hall of Fame Induction Ceremony



On Wednesday, September 9th the MPTA hosted their Annual Meeting and Annual Hall of Fame Inductee Ceremony at The DoubleTree by Hilton in Roseville 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 Eleventh year MPTA members cast their votes by mailing in their votes. There were three fantastic nominees on the ballot this year. The three board of Directors voted on the board are Jason Butler of City Line Towing, Phil Collins of The Original Collins Brothers Towing and Ron Feist of Feist Automotive. I encourage every MPTA member in the future to attend our Annual Meeting, as this is your meeting.

MPTA realizes it's 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 2026! Fred Peterson; of Peterson Towing, Roger Schuur of Shorty's Towing, and Robert "Bob" Schoenborn of Chiefs 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!



Fred Peterson & Ron Gardas Jr.



Ron Gardas Jr. &
Roger's Daughter Jacqueline



Ron Gardas Jr. & Robert Schoenborn

Temporary Relief for Biennial Updates

FMCSA continues supporting the transition to Motus: USDOT Registration System, launched on May 19th.

To help reduce service disruptions during the registration system transition, FMCSA has temporarily suspended enforcement of biennial updates and the inactivation of USDOT Numbers for entities that have not completed the required biennial update.

What This Means for You

•Additional Time Granted: Registrants whose biennial update was due on or after June 1, 2026, will receive additional time to complete any required updates.

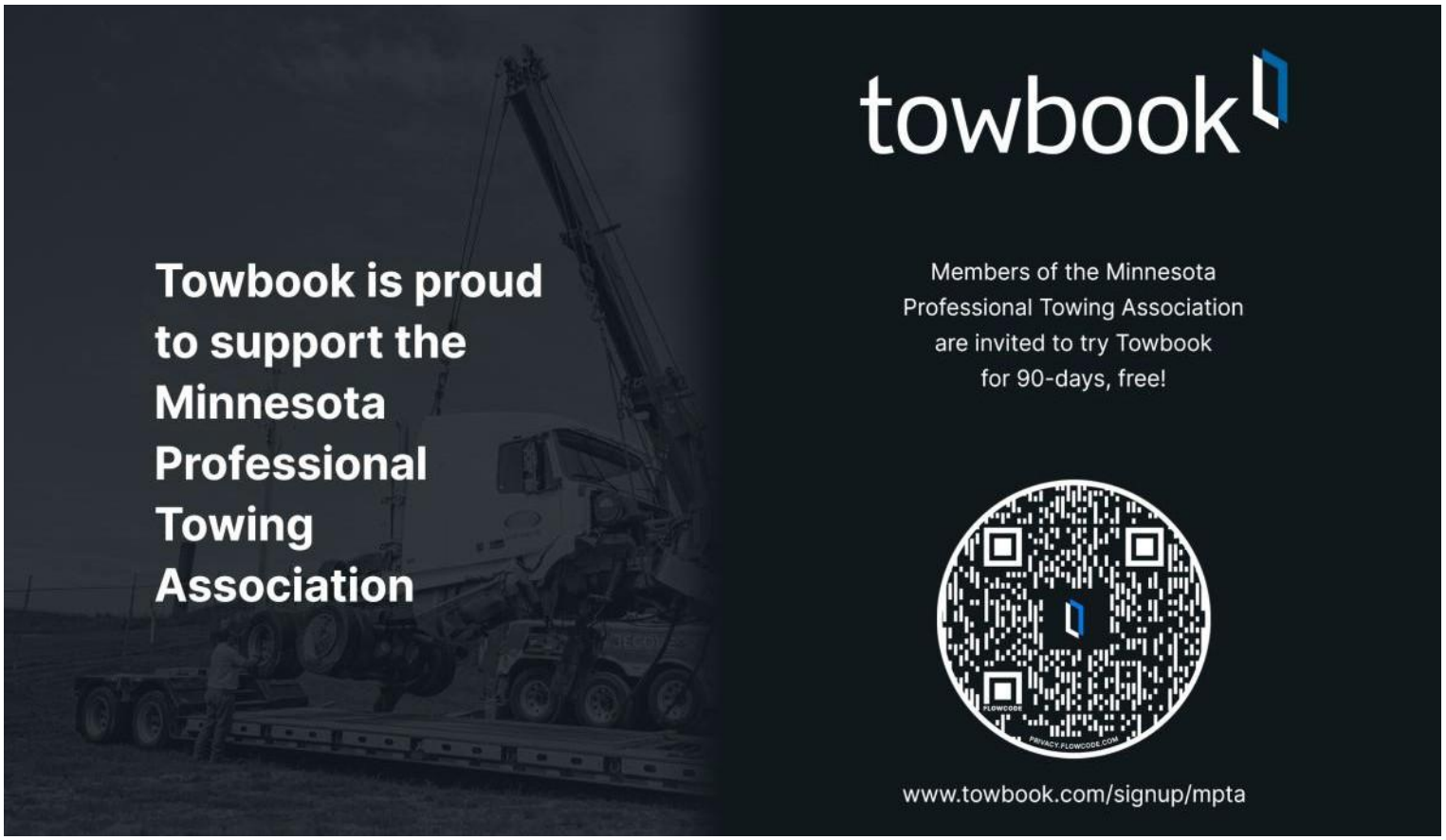
•No Inactivation for Failing to Submit the Biennial Update: Motor carriers and regulated entities will not have their USDOT Number inactivated for failing to submit a biennial update.

•Advance Notice Before Re-implementation: This suspension will remain in effect until further notice. FMCSA will provide ample warning prior to re-implementing the biennial update requirement.

Intrastate Carrier Notice

Motus no longer provides a biennial update option for intrastate carriers. Intrastate carriers are not subject to the Federal biennial update requirement; however, some States require intrastate carriers to update their FMCSA record on a recurring basis.

To support these State requirements, Motus allows intrastate carriers to update their mileage, power units, and number of drivers. FMCSA is also working to display the date of the carrier's most recent update in Motus so States can determine when the record was last updated.



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2026 Hall Of Fame Inductee



Roger Schuur

Courtney Roger Schuur was born November 5, 1944. Though Courtney is traditionally a male name, he disliked being called by it and went by Roger. He kept it so private that his children did not learn his first name until they were older, yet he later proudly passed it on within the family. The only boy in the Schuur family, he grew up in working-class Fridley Township with sisters Virginia, Nancy, and Barbra.

Roger's life was shaped early by the family business. In 1947, his father, Ranko—known as "Shorty" because he stood five feet three inches—bought his first tow truck and founded Shorty's Towing. As a teenager, Roger learned an enduring lesson after repeatedly selling oil to a widow whose car did not need it. Shorty made him rebuild her perfectly good engine for free and asked, "Why would you sell her oil if the engine didn't need any?" Roger never forgot: never cheat people.



In second grade, Roger met Joanne Oren. They remained together, married July 27, 1962, when Roger was 17, and welcomed their son Courtney that December. Jeff followed in 1966 and Jackie in 1970.

In 1963, Roger wanted to expand beyond towing cars. Despite his father's belief that heavy towing would never pay, Roger saved every penny and drove a dump truck at night. He founded Shorty's Heavy Duty Wrecker Service as a separate company.

On May 5, 1965, an EF5 tornado devastated Fridley. Roger survived in the shop's tire room, the only part left standing. Joanne fled in "Little Barbra," Shorty's two-ton Ford wrecker, and reached a neighbor's basement after seeing railcars airborne nearby. The family gas station, grocery store, and service station were destroyed.



Roger bought Shorty's Towing from his father in 1977 and expanded rapidly. He acquired Holmes 750 wreckers, semis, and Landoll trailers, eventually moving the business from 56th and University to 37th and East River Road in Minneapolis. By the 1980s, Shorty's was nationally known for chrome, spotless trucks, and getting difficult jobs done.

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Roger demanded high standards. When grandsons Andy and Justin tried to clean only a missed spot on a truck, he made them wash the entire vehicle again. His message was simple: if you do something, do it right.



Roger also became an innovator. With Iowa builder Norbert Bertling, he developed custom wreckers, including the slip-on wrecker, which allowed a truck to alternate between towing and hauling. Their flagship, "The Bull of the Woods," had a 45-ton boom, 54 forward gears, and chain-drive winches. Roger also pioneered the use of a Trebron hydraulic winching spade to keep wreckers planted during large recoveries.

His partnership with Jerry Holmes helped launch Midwest Wrecker Sales and promote Century Wrecker Manufacturing. Roger was also an early adopter of sliding-axle Landoll trailers. Shorty's hauled equipment nationwide for customers such as Detterman Tank and Waldoch and eventually became a Landoll dealer.

Despite his gruff manner, Roger treated people with respect, offered second chances, and put others first. He worked holidays so employees could be with their families. He once invited an orphaned dispatcher to answer holiday calls from the Schuur home rather than spend the day alone, and he brought a stranded family home for Christmas dinner.

In later years, Roger returned to racing and softened with each grandchild. He died June 16, 2006, in a racing accident at Knoxville Speedway. His legacy continues in Shorty's Towing, the equipment innovations he helped create, and his enduring lessons: do the job right, treat people honestly, and take care of one another.









Fred Peterson

Fred Richard Peterson was born June 6, 1934, in Bay Lake Township near Deerwood, Minnesota. The fifth of Alfred and Sophie Peterson's eight children, Fred grew up on a dairy and crop farm, learning responsibility, toughness, and perseverance. By age 10, he was riding his bicycle to mow lawns. Whether a job paid a dollar or 50 cents, it taught him that work and reputation matter.

Fred left the farm at 14. Life required him to grow up quickly, and opportunity had to be earned. He worked at Bay Lake Resort and later joined Ed Bitman at Standard Sausage of Minneapolis. During long days on the road, Ed taught Fred about hard work and what it takes to succeed in business.

When the sausage business closed, Fred headed north and worked for George Peterson—no relation—driving a two-ton Chevrolet boom truck with a winch and moving massive well-drilling equipment. He learned the power of mechanical advantage, along with a few less-serious uses for a boom truck, including moving outhouses and placing hay wagons on buildings.



In 1956, Fred joined the Farmers Co-op Creamery in Brainerd and earned an engineer's license for a 100-horsepower steam engine. He had a gift for studying machinery and figuring out how it worked.



In 1958, he used his knowledge of boom trucks and winches to turn a Ford into a tow truck. On April 1, 1960, he officially started his towing business from his home garage. When asked why he built that first tow truck, Fred replied, "How the heck else am I going to get the cars back to my garage?"

That answer says a lot about Fred. He did not wait for perfect conditions. He had a truck, a garage, a strong work ethic, and a willingness to answer the call. He added larger tow trucks, repaired vehicles, and became known for solving problems under pressure. When a Greyhound bus's foot valve froze on a winter day, Fred drew on lessons from the mines, chipped away the ice, and got the bus moving. That job led to coffee, relationships, and more customers—each built by keeping promises and getting the work done.

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Fred also built a family business. Kathy worked in the office; Randy and David drove trucks; and all the children contributed at one time or another. After years of operating under oil-company brands, Peterson Towing secured an independent location in 1971 and established its longtime home on Buffalo Hills Lane in Brainerd in 1976.

Fred's philosophy was "nose to the grindstone." He believed that in towing, you had to jump, figure out the job, and be ready for anything. His record proves he lived those words: Fred drove 5.5 million miles without an accident. That represents extraordinary skill, patience, judgment, and respect for the road.





His service extended beyond his company. Fred volunteered with Toys for Tots, helping convert a donated bus into a towable trailer. He was also one of the 12 inaugural board members of the Minnesota Professional Towing Association, serving alongside several fellow Hall of Fame members.

Fred's curiosity is equally memorable. He loves museums, documentaries, old churches, antique machinery, and nearly anything with a history.

Fred still enjoys cribbage and plays in a tournament every Monday. He had won the previous two weeks when we spoke, and I hope someday to test my skills against him.



Fred sold the business on October 29, 1997, but his legacy did not end with the paperwork. It lives in the family he raised, the people he helped, the lessons he taught, and the example he set.

Fred once said, "I don't regret one thing in my life." Those are the words of a man who gave his best, faced whatever came his way, and built something honest.

2025 Hall Of Fame Inductee



Robert Schoenborn

Robert John Schoenborn was born July 27, 1940, to Henry and Ida Schoenborn, the third of seven children. His father's birth certificate said Henry and his driver's license said Harry, so everyone called him Hy. Maybe that helped Bob learn not to worry about things that do not matter.

Bob grew up on a 320-acre farm in Spring Hill, Minnesota, raising crops and livestock. There he learned to work hard, care for what was in front of him, and never quit until the job was done. He graduated from Melrose High School in 1958, though school was not his passion. "I never learned how to read, but I've got one hell of a memory." Exclaimed Bob!

At 18, Bob moved to South St. Paul. He worked second shift cleaning at Swift until 2:30am then started at Ford Motor Company at 6:00am. He soon bought a new blue 1959 Ford 300 that, according to Bob, could blow the doors off any Chevy around.

Bob spent ten years at Ford and earned both a pension and the nickname that changed his life. After working shirtless on the farm all summer, he returned so tan that coworkers called him "Chief." The name stuck.

By 1965, Bob was married with a young family, for extra money, he rebuilt wrecked Cadillacs, sometimes joining the front of a '59 to the back of a '61. Naturally, he described it by singing Johnny Cash's "One Piece at a Time."





Around 1967, Bob bought a red Ford wrecker, and Chief's Towing was born. He partnered with Dick Kellogg, left Ford, and watched business grow. But the partnership ended in 1970, leaving Bob with four children, a tow truck, and no work.

That Christmas, Bob borrowed $25: half for fuel and half for a frozen turkey and toys. He jokes that they ate turkey, turkey sandwiches, turkey soup, and probably the bones. But at rock bottom, the only direction was up.

In 1971, Bob accidentally gained his first major account by towing the manager of Southdale Ford after another company failed to arrive. Bob delivered the car, charged $12, and backed it into the shop. The manager said, “You have our business.” Chief’s still serves that account today.

Bob was three months behind, but he was not going backwards. He kept asking Jim Corleski of Pentel Pontiac for a chance until Jim finally said yes, beginning another lasting account and friendship. Then Hertz changed everything. During the cold winter of 1971, unfamiliar drivers flooded rental cars equipped with electronic fuel-injection. Bob sometimes towed 200 to 300 cars a weekend and finally caught up on payments.

Chief’s grew steadily through the 1970s. Bob’s daughter Becky remembers that he was always working and that his heart was always in Bloomington. The family home became a command center with dispatch calls answered from the kitchen and call slips taped across cabinets and counters.



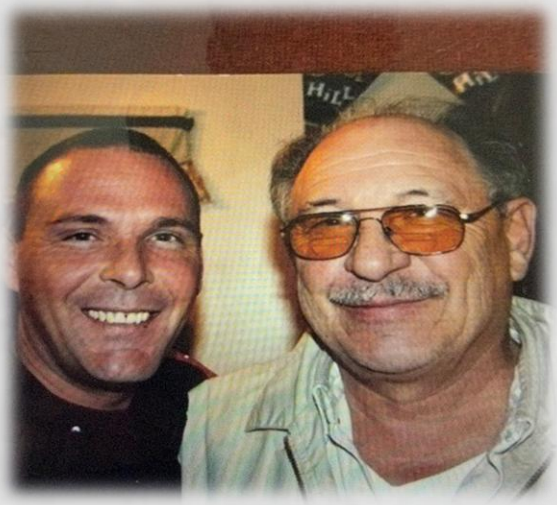


Bob also joined the Bloomington Fire Department in 1970. In 1976, he was named Minnesota Fireman of the Year after running into a burning house and saving a man’s life.

Over the decades, Chief’s Towing experienced successes and setbacks. Bob even worked with a broken leg after being run over by Becky’s boyfriend—we will call that character building. Under his gruff exterior was a heart of gold. He helped people in need, often saying, “Pay me back when you can.” Some did. Some did not.

Chief’s was built on family. All of Bob’s children worked there, as did his grandchildren. When his nephew and godson, Jeff, was young and Jeff’s father fell on hard times, Bob took in the family and gave his father a job. Jeff began working at Chief’s at 16 and told me, “I owe everything to Bob.” I think many people owe more to Bob than they could ever put into words.

Bob built more than a towing company. Through hard work, resilience, loyalty, and service, he built opportunities, friendships, and a legacy that has lasted for generations.



MPTA Hosts Two-Day Advanced Light Duty Training Class



On September 9th and 10th MPTA supported our towing operators with a two-day advanced light duty training class. MPTA board directors Ron Gardas Jr. and Jay Thompson 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 twenty 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 Jay Thompson for teaching recovery fundamentals in the classroom as well as Many MPTA Board of Directors assisting in the classroom and recovery sessions.











Shout out to Western National for sponsoring our Breakfast and lunches! 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!

WESTERN NATIONAL
INSURANCE

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

The Diesel Export Ban Folly

Political silly season has arrived in Washington, and with it a familiar temptation: the quick fix.

Faced with record high diesel prices, some lawmakers are calling for a ban on U.S. diesel exports. The argument sounds simple: If diesel is scarce, stop sending American-made fuel overseas and build up the supply at home. That misidentifies the problem.

High diesel costs are hurting Americans. Farmers are paying more to harvest crops. Truckers are paying more to move nearly everything Americans buy. Those costs squeeze household budgets.

But the diesel shortage isn't a result of the U.S. exporting too much fuel. It is a global refining crisis. U.S. refiners are supplying American consumers while cushioning a volatile global market that is driving prices higher at home.

The supply shock began with a chokepoint: The disruption of the Strait of Hormuz sharply reduced the flow of crude oil and refined fuels. Ukraine's attacks on Russian refineries removed more supply.

Restricting U.S. diesel exports would only create another chokepoint. An export ban wouldn't add a barrel of fuel to the market. It wouldn't build a pipeline from Houston to Iowa or New York. At best, it would bring a temporary drop in prices in some regions. But it would scramble fuel flows, cut refinery output and ultimately send costs higher.

Fuel markets are regional. The Gulf Coast produces far more diesel than it consumes and accounted for roughly 90% of U.S. distillate exports last year, while the East and West coasts rely in part on imports. Infrastructure and shipping constraints limit how easily fuel can move within the U.S. itself.

A ban would leave more diesel stranded on the Gulf Coast. Storage tanks would fill, and refiners would eventually have to cut production not only of diesel, but of gasoline and jet fuel.

S&P Global estimates a ban could cut U.S. refinery runs by 1.9 million barrels a day and gasoline production by as much as 750,000 barrels a day. Gasoline and jet fuel prices would rise as supplies fall. It also risks retaliation. If foreign governments respond by restricting exports, fewer barrels will circulate through an already tight market.

It is a boomerang. A policy designed to keep more fuel at home could end up leaving America with less of it as inventories are depleted, refineries are stretched and winter heating-oil demand begins to rise.

Instead, the administration should continue the useful steps it has already taken. Jones Act waivers have helped move more fuel between U.S. ports, and they must be extended before their expiration Nov. 15. The administration could also ease Renewable Fuel Standard provisions, coordinate reserve releases with allies, and press China to increase refinery runs and fuel exports.

For a long-term solution, Congress should pass reforms to the permitting process, making it easier to build energy and transportation infrastructure. Most important, the administration should work to restore energy flows through the Strait of Hormuz while pursuing every practical workaround.

Washington can do better than creating another chokepoint.

API President and CEO Mike Sommers explained above in the Wall Street Journal why banning U.S. diesel exports would worsen the global fuel shortage and calls for practical steps to increase supply and restore energy flows.

Wall Street Journal, By Mike Sommers

Apple Fun Facts

1. Did you know that George Washington had apple trees and liked to prune them in his spare time?
2. The "winter banana" or "melt-in-the-mouth" were terms for apples during colonial days.
3. Apples float on water because their volume is about 25% air!
4. The only apple native to North America is the crabapple.
5. Did you know that the apple is a member of the rose family? Additionally, peaches, plums, cherries and pears are, too
6. Apples have been eaten by humans since about 6500 BC. Prehistoric people who lived in the country of Switzerland left behind charred apples!
7. The Pilgrims planted apple trees in Massachusetts Bay Colony. 8. The Chinese word for apple, "ping", also means "peace".
10. Most people eat about 65 apples each year.
11. In Canada, the national apple is the Macintosh.
12. Did you know that John Glenn brought along squeezable tubes of applesauce on his flight into orbit?
13. It is believed that the apple pie was first made in England, about 600 years ago. Specifically, the first mention of an English apple pie was in 1590. The pies didn't contain sugar. Instead figs and other sweet fruits were added. Apple pies were banned in England for about 16 years. People thought the dessert was too much of a pleasure to eat!
14. Some historians say ancient Egyptians were eating pies in 9500 BC.
15. Teenager Kathy Madison, of Rochester, NY, in 1976, created the world's largest apple PEEL. It was 172 ft. 4 inches long.
16. The study of apples is called pomology. Apples are part of the rose family.

Tesla Tow Raises Warning for Operators Handling EVs

A Florida woman's dispute over the towing of her Tesla Model 3 offers a cautionary tale for towers handling electric vehicles.



Makyla Monroe says Target Towing in Tampa removed her red Tesla from a parking lot while she was inside a Chipotle restaurant in early October. She alleges the truck lifted the vehicle at one end while its rear wheels remained on the road.

After retrieving the car, Monroe reported dashboard warnings involving the parking-assist and safety-restraint systems. She also claimed her seatbelts no longer worked and attributed the problems to the towing method. However, no independent inspection has confirmed that the tow caused the alleged damage.

Monroe says she paid approximately $185 to recover the vehicle, missed work to retrieve it and subsequently contacted the company multiple times without receiving a response from management. She also says Tesla provided documentation outlining the proper towing procedure.

Tesla's Model 3 owner's manual requires all four wheels to remain off the ground during transport, recommending a flatbed or a wheel lift with dollies.

Although the claims remain unverified, the dispute illustrates how improper vehicle handling can expose towing companies to complaints and potential liability.

Source: https://autos.yahoo.com

MPTA Hosts Intermediate Heavy Towing Training Class



On October 14th, MPTA hosted its first Intermediate heavy duty training class at the East Metro Fire complex in Maplewood and final training class of the year. Students spent the morning session in the classroom reviewing levers, angles, pivots, strap strengths-chains and general discussion about intermediate recovery.. Great opportunity for our students and for our industry!





Thanks to MPTA board members Ron Gardas Jr., Jay Thompson, Lonnie Krackow, Noah Kreitinger, Phil Collins and Lance Burda for your time and dedication in educating our current and future talent pool!

Special thank you to Twin Cities Transport and Recovery (Gardas Family), Lake City Towing, Austin's Towing & Recovery and Richfield Bus Company/Noah for the equipment, casualties and time, the MN State Patrol and East Metro Fire.





Enjoyed a nice breakfast and lunch courtesy of Custom Cap and Tire and Western National Insurance ! We will see what next year brings in the Western National Training series hosted by the MPTA.









Thank you to all MPTA members for investing in our 2026 training classes, more importantly in your employees and the towing industry! Please be safe and let the snow fly!!



Wall of the Fallen Ceremony Honors Fallen Towmen, Including Injured Survivor Ben Moore

Two weeks after being struck by a passing vehicle while working on Interstate 24, Chattanooga tow truck driver Ben Moore attended Saturday's Wall of the Fallen ceremony at the International Towing & Recovery Museum, where 20 towing professionals were honored.



Moore suffered severe injuries in the crash but showed up to help raise awareness of the dangers roadside workers face. The paramedics who responded to his accident joined his family at the Oct. 17 event.

Ben Moore, who was injured early October as he was helping a stranded driver, made the courageous decision to show up to the yearly event.

"I'm lucky enough. I don't know how, but I'm lucky enough that I survived, and I can tell my story," Moore said.

Among those honored was David Fischer, 71, an Owensboro, Kentucky, tow operator who died in March after being struck by a passing semi while assisting a stranded truck driver on I-165 near the Daviess-Ohio County line.

Fischer's brother, Tommy, attended the ceremony to remember the man who taught him the profession he has practiced for nearly 40 years.



"I learned everything I know from that man," Tommy said.

The ceremony brought together families and towing professionals to remember those killed while helping others on the road.

Hamilton County EMS urged motorists to slow down and move over for roadside workers, emphasizing that these simple actions can help prevent crashes and save lives. Moore hopes sharing his experience will help protect others working along the nation's highways.

Sources: https://foxchattanooga.com

The International Towing and Recovery Hall of Fame and Museum Fun Facts:

***Started in a Semi-Trailer**: Founded in 1985/1986 by the Friends of Towing, the museum didn't start in a building- it was originally displayed inside a semi-trailer and driven to towing industry trade shows across the country before settling in Chattanooga in 1995.

***The First Tow Truck Came From a Model T Rescue**: The towing industry was born in 1913 when Ernest Holmes Sr. used his family inheritance to modify a 1913 Cadillac with poles, pulleys, and chains after spending hours helping a fried pull a Model T out of a ditch.

***"Tator Tot" the Photo Truck:** Visitors of all ages love to climb inside a colorful, scaled-down replica tow truck named **Tator Tot** outside the director's office to pretend to operate the boom and lights.

INTERNATIONAL TOWING MUSEUM EST. 1986

Runners and spectators have cars towed from old Sears lot during Twin Cities Marathon

The Twin Cities Marathon ended with frustration and confusion for dozens of runners and spectators who discovered their vehicle towed from the old Sears parking lot near the finish line Saturday and Sunday.



The *Minnesota Star Tribune* detailed the episode, which funneled dozens of upset runners to Guardian Recovery Services' lot on Randolph Avenue to retrieve their cars after the marathon. One woman told the newspaper she had to pay $399 in cash to get her car back, which ended up costing her even more due to transaction fees charged by the on-site ATM.

The Rondo Community Land Trust (Rondo CLT), which owns the old Sears parking lot, said in a statement that it wasn't aware that the site was being used for marathon parking or that cars were being towed during the event.

"Event organizers did not contact us either before or during the event, and we were not contacted by the towing company about any special circumstances related to the event," the organization said.

According to Rondo CLT, it did not charge higher event rates or change any parking rules or operations because of the marathon. The organization also said it receives no financial benefit from towing fees, but leaders have decided to end their relationship with the towing company based on the recent situation.

"The way the site is managed should reflect Rondo CLT's commitment to being a responsible and welcoming community partner," they shared. "We are disappointed to hear how frustrating this experience was for runners and visitors."

The organization continued: "For future events, we welcome organizers, community groups, and partners to reach out to us in advance so we can work together on parking, access, and site expectations to help avoid situations like this in the future."

TRAA's Legislative Action Workshop & Hill Day 2027

Registration is now open for TRAA's 9th annual Legislative Action Workshop & Hill Day! Next year's event will take place on **Tuesday, February 23 to Wednesday, February 24, 2027.**



This premium event is the towing and recovery industry's only national "Hill Day". Each year we focus on particular topics that align with TRAA's legislative priorities. We work collaboratively during constituent and group meetings with Members of Congress, regulators, and staffers to secure essential support for legislation and regulations that impact the towing and recovery industry.

This is your opportunity to make real, substantial change for the whole towing community and have fun with industry friends while doing it.

Early Bird Pricing*
TRAA Member: **$699** ($200 Member Discount)
Non-Member: **$899**

MPTA Hosts One- Day Heavy Duty Training Class



For those who missed the MPTA's Heavy Duty Tow School on October 13th, two words sum up the condensed one-day event, experience, and knowledge. In a full one-day class, students of the MPTA Heavy Duty Training class taught by some of the best local instructors, Ron Gardas Jr, Lonnie Krackow, Jay Thompson and Noah Kreitinger.





The morning session began with an extensive classroom presentation taught by Ron Gardas Jr. of Twin Cities Transport & Recovery and Jay Thompson of Lake City Towing. Students were also treated to a "Q&A" with a CVI from the State Patrol. After lunch, a four hour "hands on" afternoon session covering Towability, basic hook-ups, Air Systems, and Drive shafts.





The class ended with a question and answer “hands on” approach finding every student involved and eager to learn more.

Even though the day seemed short, all who participated in the Heavy-Duty Training Class will tell you, for time, money, knowledge, and the teaching of professionalism in our industry is well worth the experience.









Thank you to the Gardas Family for the casualties, Custom Cap & Tire and Western National Insurance Breakfast and Lunch. Another great MPTA Training class brought to our members from Western National Insurance.

WESTERN NATIONAL INSURANCE

CUSTOM CAP & TIRE

Special Thank You to our 2026 Hall of Fame Contributors

BORKOWSKI TOWING & SALVAGE

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Trump Guts the Biden-Era Rule That Forced Vehicles to Be More Fuel Efficient

The Trump administration has finalized new Corporate Average Fuel Economy (CAFE) standards that will reduce the required fleetwide average fuel economy for new passenger cars and light trucks to an estimated 34.9 miles per gallon by model year 2031. The National Highway Traffic Safety Administration (NHTSA) said the new standards are intended to give automakers greater flexibility in producing vehicles based on consumer demand.



The 34.9 mpg figure is substantially below the approximately 50.4 mpg fleetwide average projected under fuel economy standards finalized in 2024. Those standards called for annual increases in fuel economy through model year 2031.

According to the Department of Transportation, the revised standards are expected to reduce the average upfront cost of a new vehicle by about $1,300 and provide automakers with more flexibility in determining the mix of vehicles they produce. NHTSA estimates the new standards will increase the fleetwide average from approximately 30.1 mpg in model year 2024 to 34.9 mpg in 2031.

The rule also changes how automakers can use compliance credits and modifies the classification of certain light-duty vehicles. The administration said the changes are intended to reduce regulatory costs and allow manufacturers to respond more closely to consumer demand.

The new standards mark a significant change from the fuel economy requirements adopted in 2024 and will shape vehicle development and compliance strategies through the end of the decade.

Gina Johns Donates Custom Service Truck to Towing Museum in Memory of Irvin Johns

The International Towing & Recovery Hall of Fame and Museum announced that a fully outfitted 2025 International service truck has been donated to headline its October fundraising auction. The gift was made by Gina Johns in memory of her late husband, Irvin Johns of Suburban Towing — a respected figure in the towing and recovery industry who will be inducted posthumously into the Museum's Hall of Fame as part of the Class of 2026 the following evening.



The truck will sell at no reserve, with proceeds split equally between the Museum's general operations and the Survivor Fund, which supports the families of towing and recovery professionals who have lost their lives in the line of service.

Built on a 2025 International MV chassis with a Cummins diesel engine and Allison automatic transmission, the truck carries a Zip's 108″ Road Service Heavy-Duty Smart Body and is equipped for heavy-duty roadside and fleet service. Its build includes onboard welding and air power, hydraulic power take-off, a complete tire-service package, fuel transfer, jump-start capability, and a comprehensive hand-tool and recovery kit. Scene-safety equipment is a highlight, featuring a SafeAll Traffic Commander message board and arrow stick, Whelen warning lights, scene lighting, and a rear-vision camera system.

Member Directory

Albert Lea T&W Towing 507-473-2999

Anoka North Star Towing 763-427-4160

Apple Valley Dick's Valley Service 952-432-2848

Arlington After Burner Auto Body &Towing 507-964-2809

Austin Otomo's Auto Towing 507-450-0051

Blackduck Bogart's Towing 218-835-4548

Blaine Citywide Service Corp 763-786-9020
Frovik's Towing 763-786-9220
Hooked Up Towing & Recovery 612-913-0702
Twin Cities Transport & Recovery, Inc. 651-642-1446

Blooming Prairie Darrick's Preferred Auto 507-583-9994

Bloomington Chief's Towing, Inc. 952-888-2201

Brooklyn Center Sandoval Services 612-845-0623

Brooklyn Park Citywide Service 763-424-4900
Feist Towing 763-544-5512

Burnsville Captain Towing 952-856-2901

Cannon Falls Siewert's Towing 507-263-4791

Clearwater Blaine Brothers 320-558-9966

Columbus Blaine Brothers Truck Aline 763-786-8863

Coon Rapids Corky's Towing 612-919-1106

Crystal Twin Cities Transport & Recovery 651-642-1446

Currie Radke Wheel Service 507-763-3129

Dayton MN Towing and Repair 612-326-6687
Twin Cities Transport & Recovery 651-642-1446

Detroit Lakes DL Towing 218-847-6362

Duluth Dukes Towing 218-722-8885

Eagan Magnum Towing 651-423-7201

Elk River Collins Brothers Towing 763-241-9177
Lynch Wrecker Services 612-578-5168

Faribault Glenn's Service LLC 507-334-4202

Fergus Falls Beyer Towing 218-205-6137

Forest Lake Dan's Towing 651-464-5551

Grand Meadow Gregerson Towing & Recovery 507-272-4088

Inver Grove Heights South East Towing 651-451-9721

Ironton AutoSmith Service Group 1-218-545-5715

Lafayette Five Star Towing 507-843-2677

Lakeville Marek's Towing & Repair 952-469-3182

Mankato Affordable Towing 507-388-8697

Marshall Pulver Towing 507-828-5720

Minneapolis Blaine Brothers 763-780-5130
612-333-8900
Bobby & Steve's Auto World South Minneapolis 612-861-6133
Metro Wreckers Services 612-330-0013

Minnetonka Kustom Karriers 952-938-4680

Montevideo Monte Motor Sales, Inc. 320-269-6264

Moorhead Aggressive Towing & Recovery 218-287-2344
Ed's Towing Service 218-233-7740

Mountain Iron Iron Range Towing and Automotive 218-780-1726

New Brighton Freeway Towing 651-633-5525

Oakdale Twin Cities Transport & Recovery, Inc. 651-642-1446

Owatonna Dean's Westside Service 507-455-1950

Plymouth Frankies Towing Co 763-595-0321
Twin Cities Transport & Recovery 763-544-3202

Prior Lake Zeilla Holdings 763-273-1185

Red Wing Midway Auto 651-388-8296
Siewerts Garage 651-388-9163

Member Directory

Rochester CSC Towing 507-289-8344
Gregerson Towing & Recovery 507-272-4088
Rochester Towing, LLC 507-288-7317
Pulver Towing 507-282-3851

Savage Allen's Service Inc. 952-894-1000

Scanlon Blaine Brothers 218-879-6681

Shafer PLC Recovery 651-257-3975

Spring Lake Park Citywide Service 763-432-4550

St. Anthony Twin Cities Transport & Recovery, Inc. 651-642-1446

St. Cloud Andy's Towing 320-251-5691

St. Paul Elite Towing of MN 952-808-0808
Twin Cities Transport & Recovery, Inc. 651-642-1446
PLC Recovery 651-247-9783

St. Charles
Whitewater Wrecker Service 507-718-9669

Virginia
Armory Shell Towing & Service 218-741-6050

Waseca Bocks Service Inc. 507-835-5407
Tesch Service Center 507-835-4610

White Bear Lake
Twin City Transport & Recovery, Inc. 651-642-1446

Willmar City Line Towing 320-231-3869
Ed's Service Center & Sales 320-235-5945

Winona
Borkowski Towing & Salvage 507-452-9073

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Bismarck Berg's 24 Hour Towing 701-663-6491

SOUTH DAKOTA

Big Stone The Shop, Inc. 605-862-8215

Watertown Performance Towing 218-722-7781

WISCONSIN

Ashland Tomlinson's Inc. 715-684-3359

Baldwin Day & Nite Towing, LLC 715-684-3359

Balsam Lake
Lake Services Unlimited 715-857-5753

Hixton Jensen Towing and Repair 715-963-3431

LaCrosse
Goldbeck Towing Service 608-781-4869

Roberts Star Equipment 715-749-4450

Superior Lake City Towing 218-722-7781

ASSOCIATE

Accounting/Towing Software

Towbook
Kendall Smith 810-320-5063

Auto & Equipment Sales

Twin Cities Wrecker Sales
Rod Pellow 651-488-4210
Worldwide Equipment Sales
John Pens 815-725-4400
Zip's Truck Equipment
Paul Rottinghaus 1-800-222-6047

Banking/Financial

Customers Commercial Finance
Josh Johnson 952-404-0882

Fabrication & Manufacturing

B&B Industries
Lance & Layla Burda 763-333-4743

Insurance

Choice Insurance, A Vizance Co.
Tony Sullivan 612-716-2324
Corporate Four Insurance
Jessica Hrabe 952-896-9535
Kapnick Insurance
Marc Engel 952-905-6017

Midwest Insurance Service
John Hall 651-269-6131

Insurance Subrogation

Corrective Action Recovery Solutions, LLC (C.A.R.S)
Greg Schafer 507-530-5032

Management Consulting

Professional Transport Management Company
Steve & Sue Schmit 612-366-0525

Uniforms

Cintas Kevin Gaskins 763-391-5266

Vehicle Data Information

Auto Data Direct
Parker Devenney 773-771-9910



Upcoming Events

MPTA Board Meeting

November 17,2026

MPTA Office
2886 Middle Street
Little Canada, MN 55117

6:00 Dinner
6:30 Meeting



Meetings may be cancelled due to weather please check https://www.facebook.com/groups/mnprotow for all event updates.