

LOG TRUCKER

VOLUME 45 NUMBER 11

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NOVEMBER 2018

**PER
TRUCKING**

ELMIRA, ORE.



REPORTING IN FROM...



ELMIRA, OREGON

PER TRUCKING

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Elmira is an unincorporated community in Oregon just west of Eugene near the Long Tom River and Fern Ridge Reservoir. The town was named after Elmira, California after a local business owner persuaded postal authorities to change the name from Duckworth to Elmira in 1884. The community is served by the Fern Ridge School District and Lane Community College offers classes at Elmira Community Learning Center.

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RUNNING WITH PRECISION



THREE LOG LOAD

Tim McLemore hauls out this three-log load to the mill in his T-800 for PER Trucking.

Precision Engine Rebuilders began working on diesel engines, now hauls logs

STAFF REPORTS

For Loggers World

PER Trucking started out strictly as a diesel engine rebuilding company. Then one day they bought a used log truck. One thing led to another...and every log trucker reading this is nodding their head and thinking that's exactly the way things start!

John and Ardys Pardovich's oldest sons, Mike and Dan, along with Mom started PRECISION ENGINE REBUILDERS in Florence in the early 1980's.

They rebuilt heavy duty diesel engines in trucks and logging equipment and even in the crane that was building the jetty extension at the mouth of the Siuslaw River. Back to the truck found in the field; it was a 1975 Western Star log truck owned by Gus Stores. The in-

dustrious family figured they could restore the truck in between engine rebuilds. They did just that.

It took about a year but turned out to be a show truck. They got a call from Bobby King who wanted to put them to work, Dan said. "We were like, 'we don't know how to drive truck; we're diesel mechanics!'"

The family found retired International Paper driver, Dick Rupert, and he showed them the ropes of the log trucking business.

"That started it," Dan said with a laugh. "Now we've worked on, rebuilt or purchased about 45 Kenworths since then."

As it goes for many truck owners, one eventually turns into two (maybe they shouldn't let these trucks breed so much)

"I think we've been smart on gauging the time we have had to step up and make purchases"

DAN PARDOVICH

and eventually grew to about five. Mike and Dan both spent time trucking trees. Meanwhile, Precision Engine Rebuilders moved to Elmira, incorporated and took on the name PER TRUCKING. Now you know where PER came from. It was about this time when Mike left the company after receiving a call to go into missionary work in Nigeria, Africa.

Another change happened in 1987, Ryan came along. At age three, he wanted to be in

the shop working. He had his own coveralls and was nicknamed "little boss". Today, he knows every inch of a truck. The company got into Kenworths and hasn't looked back, having a mix of T-800s and W-900s in the fleet. Most have Whit-Log trailers on them.

"I don't think we really expected to be where we are today" Dan said. "I think we've been smart on gauging the

(Continued on Page 8)
See "PER"



HEADING OUT

Micah Pedersen has a nice looking load for PER Trucking in his Kenworth T-800.

NO. 12 TRUCK

Here comes the No. 12 Kenworth T-800 mule train with some very nice logs, driven by John Lostrom.



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LOOKING NEW

The No. 13 Kenworth T-800 is looking pretty nice, just out of the box.

**THREE MORE LOGS**

Richard Cook drives the No. 27 truck, a Kenworth T-800 off to the mill.

**RYAN PARDOVICH**

Ryan Pardovich oversees the maintenance for PER Trucking to keep the fleet going.

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JASON METZKER

Jason Metzker gets his Kenworth W900 loaded up out on the landing.

**BIG LOGS**

Tommy McWilliams gets the most out of his Whit-Log trailers while hauling this nice load for PER Trucking in Oregon.

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(Continued from Page 4)

times we have had to step up and make purchases."

John was invaluable in helping his wife and sons figure out when the good times were to spend money and when not spend to spend money. The rule was "don't get into debt during the down times, you don't know what the economy will do. If you can't pay cash for more trucks, then don't buy."

PER weathered the depression not owing any money, but not making much either. So they figured they were going to have to get more trucks to get more production and once PER bumped up to more trucks, things were doing better. In 2011, the truck total included nine long loggers and PER did a lot of work for Weyerhaeuser and for numerous other loggers.

Around 2013, the Parovich's bought their first glider kit as the cost of parts had risen too high to rebuild older trucks and it wasn't cost efficient to do so anymore. Glider kits allowed them to build a custom truck as to their specifications and end up with a brand new truck.

After all, they're mechanics first.

They built several glider kits until regulations didn't allow them to do so in late 2017.

Currently Dan takes care of the day to day operations including purchasing, HR and occasionally makes it out to the shop to work on trucks. Ryan does the dispatching, bidding jobs and is the lead mechanic.

Ryan drove for many years but went through some adversity and overcame a

brain tumor and black outs. Brain surgery was successful and Ryan now oversees maintenance for the company.

Randy Myers, Robert Nieman and Greg Conley have been driving for PER for nearly ten years.

"We have a bunch of guys

that have been here for six, seven years" Dan said.

When it comes to the drivers, PER has always tried to pay top wages to their guys since they value their employees and are one of the keys to be-

(Continued on Page 14)
See "PER"



THE NO. 20 TRUCK

The No. 20 truck for PER Trucking is driven by John Gilley.

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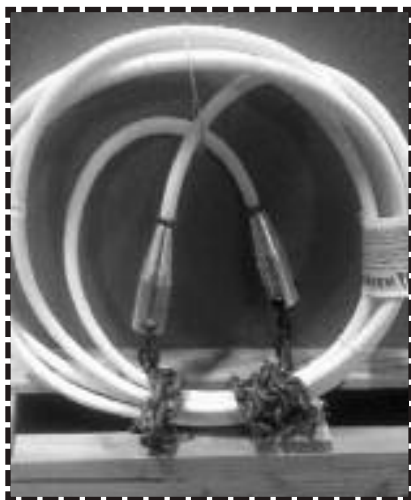
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GREEN HORNET

PER Trucking's Randy Myers drives the No. 2 Kenworth W-900, which is looking sharp in the sun with a nice load.



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THE OTHER GREEN HORNET

PER Trucking's Robert "Nemo" Nieman tightens his wrappers on his Kenworth W-900 out on the landing.

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(Continued from Page 8)

ing successful and keeping their loggers happy.

"I believe in times like these its all about driver retention" Dan said. "You want to keep the good ones."

Drivers for PER have 401K with a four percent company match, paid vacation, sick leave with the company paying 75 percent of the employee medical benefits.

"We also try to provide a happy place to work, they're not a number to us," Dan said. "They're like family to us and we want them to make good money and prosper and have fun while they're doing it. If you can't have fun at your job then it's not something you are probably going to continue doing."

Early on PER started buying Whit-Log trailers and bunk equipment on their trucks and have not stopped.

Today they have four seven-axle long loggers, two super trains, and three five-axle trucks while the remaining trucks are six-axle's.

"We always felt Whit-Log built great bunk equipment and trailers" Dan said. "Everything we have bought new has been from Whit-Log. We like their design and durability to stand up in the rough conditions we run in"

Brett and Kelly also are great to work with.

The drivers are able to take their trucks home which is very convenient and a considerable savings to them not having to drive their personal car to the shop everyday. This allows PER to dispatch their drivers closer to the landings they are hauling on.

"Most of the wood we haul comes back to the Eugene area" Dan said. This makes it convenient for the trucks to stop by the shop for scheduled maintenance cycles.

In the shop, Dan's son Stefan Pardovich and Josh Ray keep the trucks in good shape as the company mechanics. Since the brothers were mechanics, they credit their ability to work on their own trucks as one of the reasons their company grew and prospered. Instead of outsourcing repairs they did most of the work themselves.

With the age of the new electronic engines and Mike no longer in the company, PER has Hayes Performance in Elmira OR do their engine overhauls.

"I didn't keep up with all the new technology in engines, we primarily rebuilt the Cummin's big cam motor's and more screamin Jimmy's than I can count!" Dan said. "Lee is the best in the business and with the cost of to-days motors there is no room for error."

Currently the company tries to upgrade with 1-2 new

trucks a year. They do a lot of business with Pape' Kenworth in Coburg OR. Steve Annis and Ryan Hilliard are their truck salesman with Austin Montoya handling their truck part needs. "They are great guys and fun to work with." Dan said.

Dan said they're always trying to keep the fleet fresh and under the hood's half of the trucks have CAT motors while the other half is Cummins. For tires, PER uses Far West Tire in Eugene OR where Randy Thurman handles their account. PER also gets parts from TEC Equipment in Coburg OR and DSU Peterbuilt in Springfield OR. Ratco Gears in Springfield OR takes care of their transmissions and rear end rebuilding.

They're trying to be efficient and continue to get bigger. Considering they started out with an old abandoned log truck in a field, they certainly have made true on that commitment.





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IN THE SHOP
The shop mechanics keep the fleet rolling down the road. Left is Josh Ray and right is Stefen Pardovich.



DRAG RACES
The drag races in the valley have resulted in a few PER Trucking champions.

DAN PARDOVICH
Dispatching and holding down the day to day operations is Dan Pardovich.



OFFICE STAFF
The office staff for PER Trucking keeps things running smoothly with Ashley Ingram, Ardy Pardovich and Nikki Hess holding down the fort.

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BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD

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NOVEMBER 2018
Log TRUCKER

A CLOSE CALL

Truck wreck photos are a dime a dozen, but few are as spectacular as this one. For some reason the driver missed the end of the bridge, and was left hanging over a sharp drop off to the river below. He took out the guard rail and the first drive axle is also airborne. The truck frame came up against the load, and its weight kept the truck from dropping down into the river. It was probably a little interesting for the driver to get out of the cab. This accident happened in the mid 1940's on the Molalla River in Oregon.

CONTACT QUINN VIA EMAIL:

ktmurk@centurylink.net

Or by Mail at:

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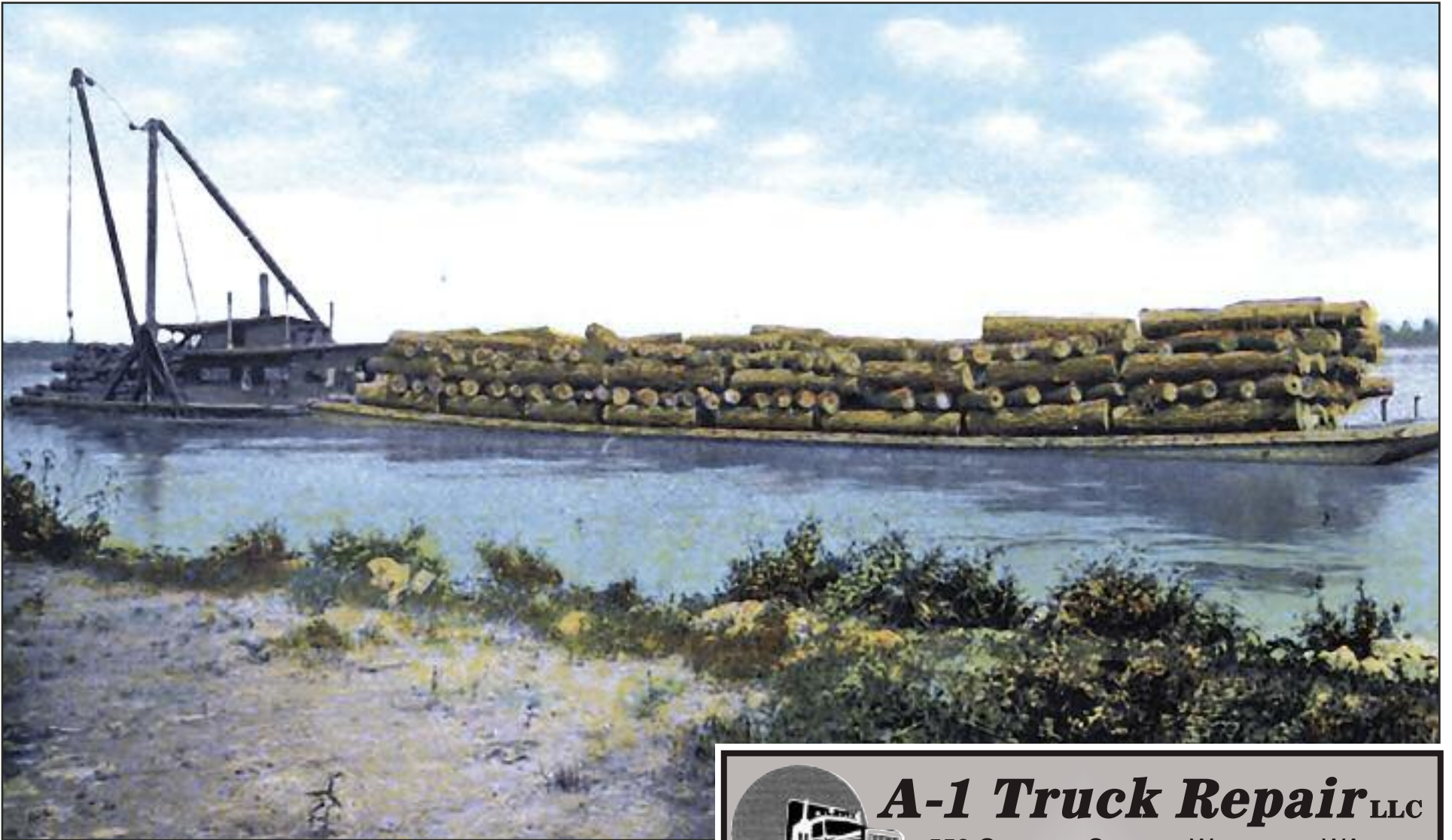
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BLAST FROM THE PAST

BY QUINN J. MURK FOR LOGGERS WORLD



BARGING LOGS

Rivers have played an important role in the movement of forest products throughout history and still do. This picture, taken on the Mississippi River near Memphis, Tennessee shows one such example. The floating derrick has loaded a barge with hardwood logs for shipment to a mill. A lot of hardwood does not float too well, and barging cut down on losses. I think it is interesting how they cribbed the load rather than just stacking them on. The reason for this I do not know, so if you do please let me know.

CONTACT QUINN VIA EMAIL:

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