

President's Million Mile Club Induction Banquet



James "Pete" Bradford

Isham "Ben" Clark

Roby "J.R." Cleary

James "J.R." Nichols

Dale Richman

Demetrius Stewart

Mark Yelton

Paul "Buzz" Brezina

Cleatus Duwall

Kelly Elliott

Melvin "Bud" Whitley

Donnie Barnes

Larry Weddington

Wayne Elliott

Joseph "Little Joe" Howard

Paul Neely

Harry Robinson

David McLawhorn

Eagle Transport Corporation

An Evening of Celebration

They traveled from Virginia, North Carolina, South Carolina, Georgia, and Florida on this dark fall evening. The road was long. At least a million miles long. And the last mile was down a dark, bumpy, gravel driveway.

But at the end, around the last bend, sat the Rose Hill Conference Center in all its antebellum majesty. Brightly lit in southern splendor, a welcoming sight to Eagle Transport's "Best of the Best".

The manor house was a concrete reminder of just how special this evening was. The Charter Induction Ceremony of the President's Million Mile Club. This is a very exclusive club, requiring the members to travel the crowded, congested highways for one million miles without an accident. How does an Eagle driver, or any driver for that matter, navigate these perilous times and conditions without being involved in an accident? The night's speakers hoped to create some insight into how this could be accomplished.

The evening started with a social hour that allowed everyone to mix and mingle throughout the graceful manor house. The recipients, their wives or girlfriends, and several of those in the company that work closely with them were all seated at tables in the banquet hall. Candlelight adorned each table adding to the elegance of the evening, and the women in attendance were welcomed with a corsage and found a gift of a crystal globe to commemorate the evening.

After the invocation and pledge of allegiance, Bob Heinisch, Vice President of Safety welcomed everyone to the evening's festivities, and put in layman's terms what a million miles represented.

After dinner, Bob introduced the guest speakers for the evening. The first speaker was Jim York, the Senior Risk Engineering Consultant of Zurich American Insurance Company. Chris Hartley, the State Director of the North Carolina Division of the Federal Motor Carriers Safety Administration, gave the second address. And last, but certainly not least, was Colonel David Richards, Director and Commanding Officer of the North Carolina DMV Enforcement Section. All their comments and accolades displayed the genuine respect and admiration they had for each Million Mile Inductee.

Bill George, President of Eagle Transport, then took the podium to preside over the induction and presentation of awards. After some heart-felt comments were given, and with a sense of pride, each inductee was individually invited to the podium for a personal introduction and presentation. Flash bulbs popped, handshakes were given, and the sense of joy and respect was palpable.

Don Stallings, Chairman of the Board of Eagle Transport Corporation, then offered comments on the meaning of professionalism. It was obvious he had a great deal of pride in these men's accomplishments.

Bob Heinisch then closed the presentation segment of the evening; but it was not over, not by a long shot. More pictures were taken, both individually and as a group. More handshakes, pats on the back, and congratulatory remarks were made on a more personal basis. It was a fitting end for a magical evening of respect, of pride, and of accomplishment.

A MILLION MILES . . .



Bob Heinisch

1. About 40 times around the Earth's equator
2. A little more than 2 round trips to the moon
3. 175 round trips on I40 between Wilmington, NC and Barstow, CA
4. If you traveled at the speed of sound (1088 f/s) it would take about 57 days to travel a million miles.
5. At the speed of light (186,282 f/s), about 5.4 seconds to travel a million miles.
6. A single truck tire will make 496 million revolutions in a million miles
7. There are 120,000 million dashed highway lines in a million miles
8. A driver will pass through 240,000 to 600,000 intersections in one million miles
9. A driver sees 180,000 to 260,000 orange barrels and safety cones in a million miles
10. There are 50,000 on/off ramps on controlled access roadways in a million miles
11. 25,000 ramps where a four wheeler is waiting to merge
12. There are 5000 or more construction zones in a million miles
13. A driver has spent 300 to 800 hours waiting in construction zones
14. 500 hours waiting due to wrecks
15. A driver has spent 150 hours following a car with its blinker on
16. 78 times that a driver was "temporarily spatially disoriented" (LOST) in a million miles
17. 4 times the driver has admitted to being lost in a million miles
18. 3 times the driver has actually stopped in a million miles to ask directions when he was "temporarily spatially disoriented"
19. 18 the number of drivers in Eagle's President's Million Mile Club
20. 0.01 or 1% or less: The number of drivers who will achieve one million safe miles
21. ZERO - The number of chargeable accidents these 18 men have been involved in
22. NOT ENOUGH - the number of times we have thanked the drivers and their spouses for being a valued member of Eagle Transport Corporation

Remarks given by Jim York, Senior Risk Engineering Consultant, Zurich American Insurance Company



Jim York

Commitment. That's what we're really acknowledging here tonight. Sure, we've heard a lot about commitment since September 11th. President Bush, for example, said the other day that he will not waiver, he will not falter and will not stray as he guides our nation in the long haul to seek out and destroy terrorism.

The drivers we're honoring here know a lot about commitment too. But honestly, these 18 individuals understood the word commitment long before it was fashionable or patriotic. These awards acknowledge that each one of these individuals has committed to "stay focused" in the driving task every minute and every day for at least ten years. Let's talk for just a minute about what that means.

You see, the man upstairs never envisioned truck driving in his grand plan for mankind. Try and find instructions in the book of Exodus, for example, about guiding an 80,000 pound gas tanker along Interstate 95 in Miami Florida during a Friday afternoon rush hour! He just never thought we'd get to that!

God's grand vision, unfortunately, was based on walking. Sure, he gave us two eyes, two legs, five senses and a bunch of other wonderful abilities. But he primarily envisioned that human beings would flourish and survive, just from having the

ability to get around on two feet. From the perspective of truck driving, that means we're playing against a stacked deck. Let me explain.

Because we're naturally "configured" for walking, we have many challenges to overcome when behind the wheel of a big truck. First up is the scanning distance issue. Our instinctive scanning is focused on a two second horizon. That's all the further we need to see to make sure we don't trip over something (or into a wall or post) while walking.

Next is the "head posture" issue. Look around this room right now. Notice that everyone's natural head posture is tilted slightly downward. Combine that with the scanning limitations, it becomes a real challenge to remain constantly vigilant in the high horizon—10-15 seconds ahead—scan.

Then there's the fixation issue. Human beings love to stare and fixate on objects. Not sure why God planted that seed. Perhaps it was so we could be absolutely unflinching when confronting our natural enemies. That natural fixation tendency, though, is our real enemy while driving, since staring causes a "tunnel vision." Tunnel vision, in turn, blocks the ability to see what's happening off to our sides.

Finally, we've got to contend with our subconscious abilities. That's right. God gave each one of us amazing subconscious powers. No, I don't mean whacko stuff like levitation or mind reading. Save that for Siegfried and Roy or David Copperfield. What I mean is that everyone of us in this room has the ability to do things without thinking. To demonstrate, I'm going to say one word. And that one word is **BREATHE!**

Up until this very moment, each one of you has been breathing without any thought whatsoever—subconsciously! Now that I've said the word **BREATHE**, each of you will have to focus on drawing each breath until your body takes over and the task gets delegated back to your subconscious powers.

While that amazing instinctive behavior is awesome, it has a Dark, or Bad Side. The problem is, that with these powers, we can do other things subconsciously as well. Guess what? Just like blinking your eyes, the task of driving can occur without any conscious thought. Our review of insurance claim and injury data indicates that most crashes originate because one or both drivers had momentary attention lapses, which translates to driving in the subconscious state.

The group of 18 drivers in this room tonight, by their one million miles—ten plus years—of accident free driving, has demonstrated a commitment to overcome the deck of cards that's been stacked against them.

For at least 25,000 driving hours, they have committed to constantly scan the "high horizon" so they are aware of developing traffic conditions. They have blocked the tendency to stare by glancing at their left and right mirrors to see what's developing from behind, as well as ahead of their vehicle. Most importantly, they have committed to what I call BREATHE driving by staying focused on the driving task.

Ladies and gentleman, we at Zurich are in awe of this commitment and are honored to present each one of these drivers with a plaque honoring their achievements. I am asking each of you to honor them as well by giving them a well deserved round of applause.

Thank you for the privilege of allowing me to present these plaques.

Remarks given by Chris Hartley, State Director of the North Carolina Division of the Federal Motor Carriers Administration



Chris Hartley

I want to thank Eagle Transport President Bill George, Bob Heinisch, and all the team at Eagle Transport for inviting me here tonight. It's always a pleasure to get away from the office and work with carrier officials, and especially drivers. Tonight, I am very pleased to be a part of such a milestone. Each of you has accomplished something that most Americans do not do in a lifetime. When I was thinking what could I say tonight to really show just how special the accomplishment of driving a million miles without an accident, I thought about the sentence above: **“Most Americans drive in a lifetime...”**

So here is what I compared driving a million miles to. I thought about a couple, both 22 years old and just out of college. They decide to get married and purchase their first car. Of course they face the first challenge of marriage, agreeing with each other, so they decide on a midsize import or American sedan. The Camaro will have to wait. They drive this vehicle 20,000 miles a year and in 5 years it has a 100,000 miles on it so they trade it in. This time it's the first mini-van. Our couple is now both 27 years old and the first child is on the way, and so are the car seats, diaper bags and long trip home for the holidays.... again they drive this vehicle 20,000 miles a year and again in 5 years they trade it in. At age 32, it's another mini van and another car seat, or 2 maybe or 3 carseats. At 37 maybe an SUV; its soccer practice, ballet lessons, basketball practice, and maybe a golf game on Saturday, or a trip to the beach once in a while. At age 42, another SUV. Its high school. Don't drop me off in front of the school Mom, it's not cool to have your parents drop you off at school! It's Dad, can I drive, can I take my friends to the mall, Dad I have a date tonight, do I have to drive the SUV?

And yet this average American family has only driven 500, 000 miles..... At 47, Dad thinks its time for a 2 door car, maybe that Camaro he wanted when he was 22 or maybe that BMW like his friend at the country club has. Mom likes the BMW idea, but it's time for college and another mini-van or SUV will have to do. Kids take a lot of stuff to college. At 52, the kids are finishing college, starting their own lives and you are telling them how practical mini-vans are, and of course they're not listening. So our Mom and Dad finally get the “Mom and Dad sports car.” The kids call home and say “that's not fair! You waited until we were gone!” (Little do they know Dad also has a 1969 Camaro S/S covered up in the garage.) At 57, it's time to think about retiring. A more practical vehicle is the right choice. The old back is not what it use to be, so maybe its time for that Buick like his Dad had. At 62 it's retirement time and a Cadillac de Ville is all they are thinking about. They think about traveling and no boss, and if the mortgage will be paid off. At 67 it's another Cadillac, and watching the grand kids for the afternoon while their parents go out shopping for the SUV or the mini van, again. At 72, the kids have families. They try to see their Mom and Dad every holiday, and they still travel a lot. Retirement is great and each day something good happens.

And this typical American family who has owned 10 cars has now almost driven a 1,000,000 miles.

What a lot of us do in a lifetime, you 18 drivers have done in less than half of the time.

You drive a vehicle with an 80,000 pound load.

You have seen most of North America.

Traveled in all types of weather.

Been out on runs when it seems like you're never going to get home.

You are professional drivers!

For that you do deserve to be congratulated and I personally say **hats off to each of you!**

Thank you!

Remarks given by Colonel David C. Richards
Director and Commanding Officer of the North Carolina Department of Transportation,
Division of Motor Vehicle Enforcement Section



David Richards

I want to thank Bob Heinisch and the rest of the fine people at Eagle Transport for allowing me to say a few words tonight. But before I go on, I have to add something to the 1,000,000-mile facts; one million miles is also 2,463 times that a driver is stopped by a darned DMV Enforcement Officer.

I know that my wife KeriAnne, would have loved to have been here tonight. She's at home with my 11-yr. old and 11-month-old sons. Between the two boys we have a fairly normal family. I say between the two because the 11-month-old doesn't know anything, and the 11-yr. old knows everything.

It used to be pretty nice when my wife could follow me to a lot of these outings, just like a number of the wives and girlfriends are here supporting you tonight. She would have told you that I was a model husband. I used to really like that comment until I looked up the word "model" in the dictionary and found out that model means a smaller version of the real thing.

Now there are some that would say that because I'm from the government I might have a tendency to stretch the truth.... Bob, that would mean that I lie. And because I'm in law enforcement, particularly the DOT, that makes me a double pain in the rear. I can tell you now that DOT does not stand for "Death on Truckers". But just let me give you a little story about stretching the truth.

You see, this little boy was really troubling his parents about the fact he was lying so much, and about everything. They constantly got on him about it, but nothing seemed to work. So they finally went to their preacher and asked him if he could help...put the fear of God in him or something. Well the preacher didn't think the fear of God was necessary, but he did say he'd help.

So that day after school, the preacher picked the boy up from school and started telling him a story. He started out by saying that just this past Sunday he had been giving a sermon and this huge grizzly bear just burst down the door. He growled and slobbered and made a horrific noise. The congregation was trying to escape, and those who couldn't escape just fainted. Then all of a sudden this little bitty Chihuahua (like on those Taco-Bell commercials) came out from the choir loft and was just a barking and nipping at the bear. That bear just started yelping and ran out of the church...scared to death.

Now seeing that the preacher had the boys undivided attention, he said "now that was quite an unbelievable story, now wasn't it"? The boy said, "yea it was!" The preacher said "you don't believe it do you?" and the boy said, "yea, I do...**that was my dog!**"

Well, no matter where I'm from, I don't think I can stretch the truth like that.

But there are some things that even I can't embellish even if I tried. It's the success stories of the drivers of this fine company.

I would guess that most of the driver's here tonight are fairly modest, and y'all would insist that much of your success has been through luck. But I've heard that you can always separate luck from ability by its duration. Maybe luck has played a part behind a correct decision here or there, but ability alone is the foundation of your success within the trucking and transportation community.

When Bob Heinisch asked me to say a few words tonight, I was out doing something and I ran into one of Eagle Transport's drivers. I figured I would ask the question that just begged to be asked. So I said, sir, what is the secret to your success at Eagle Transport?

He said, "Two words".

I asked “and what would they be?”

He said, “Right decisions”.

And how do you make the right decisions?

He said “Experience!”

So then I asked, “so how do you get the experience?” and he answered...”two words!”

And I said “well...what are they?”

He said, “wrong decisions!”

And if you ever wonder “who cares” then I think you should think about those that are here tonight to celebrate your successes. We all care about your dedication and struggle, we all care about your achievements, and we all care about the excellence that you exhibit day in, day out.

You are all safety professionals and expect the best from your companies, yet you are put in the limelight with the rest of the rogue companies.

Well not by us, you’re not! We know what you stand for and respect you for it. Respect is a tough commodity to get, even if you try to earn it.

You know, as a law enforcement officer, there is a certain amount of grief that we have to take from people. They think that they can talk a little ruder, a little meaner, and we have to take it. And most of the time we do. But sometimes when I get out of town to go visit the troops out in the field, I’ll stop at Cracker Barrel. And there I go ahead and get my daily dose of high in salt, seasoning and cholesterol food. I love it. So just the other day I was going to Asheville and I stopped outside of Hickory and went into the Cracker Barrel and sat down. I proceeded to have a good helping of buttered biscuits, country fried steak, green beans, red eye gravy and scrambled eggs. And over at the table to my side was this older gentleman who cleared his throat just enough times so I would look at him and he said “I can’t believe that you’re going to put that in your body.” You are supposed to protect the citizens of this state, and how can you with health issues that you are staring down at”. I looked at him and said “Sir, my grandfather lived to be 94 years old and my Dad is 70 and going strong right this very day”. The gentleman looked at me and said with a quizzical expression, “You mean eating such as that!” And I said “No sir! From minding their own damn business!”

One author wrote about some so-called average Joe that stands hands and shoulders above some of their colleagues at work. He observed that there are three groups of people that exist...

1. People that make things happen
2. People that watch things happen
3. People that wonder what happened.

You have clearly identified yourself as one of the groups that make things happen. So for the Enforcement Section and for law enforcement, thank you for all that you have done. Your efforts have helped to decrease the number of truck related fatalities in the past 3 years from 241 to 143.

This is a strange time we live in and with the events of 9/11, and now in particular we have to be vigilant. And the part that you are performing so well is moving things around this country safely, so enforcement officers can dedicate their time to other necessary endeavors.

And one last thing that I firmly believe, and based on the fact that I saw so many lovely ladies, wives, friends, girlfriends and daughters at dinner tonight, is that we should pay homage to the ladies that are here with us. They are the bedrock that allows us to concentrate on work, be safe and come home to an area of sanctuary. They always exhibit beauty and grace. And for recognizing them like I do, I always have to tell them, I know what you are thinking, but I’m not the perfect ten! But I do know who he is...it’s the guy my wife’s mother said she should have married! I sure do hate that guy!

So with that let me say...Thank you, thank you, thank you and most of all...Well done!

Remarks given by the President, Bill George



Bill George

We are here tonight for an evening of celebration, not oration; for an evening of recognition, not condemnation; for an evening of gratitude, not attitude. The eighteen drivers we honor, fifteen of who are with us tonight, have reached a milestone in their careers. They have all driven more than 1,000,000 miles for Eagle Transport Corporation accident-free.

To put this accomplishment in perspective, 1,000,000 miles equals:

- 22,222 hours driving
- 15,800 hours loading/unloading
- 10,526 loads delivered
- 92,628,800 gallons gasoline hauled
- 3% of all Eagle drivers
- 1% of all drivers nationally

How did they do it? I suggest to you that these drivers will tell you three things come to mind as they analyze their success:

1. They are alert to their surroundings at all times.
2. They practice defensive driving.
3. They are consistent!

What's more, these men you see here tonight are the epitome of their profession. They are certainly an elite group, and really at the top of their game with respect to the driving community.

Tonight, each inductee will receive:

- Glass sculptured trophy
- 11 "President's Million Mile Club" chevrons
- Eagle Transport red jacket
- Plaque from Zurich Insurance Company

Most importantly however, they have earned the highest respect of their peers in Eagle Transport Corporation and in the truck driving industry.

These men are the Charter Members in an elite group of Eagle Transport drivers. They are the first inductees into the President's Million Mile Club. In addition to having the accolades tonight, they will have their pictures placed in the Corporate office "Hall of Fame", on the Eagle Transport website, and lastly, in their home terminals. We at Eagle hope that many, many more will follow in their footsteps.

Everyone in this room, and throughout our company, join me in congratulating you on such a remarkable accomplishment, and welcome you as Charter Members to the President's Million Mile Club. May you continue to enjoy health, happiness and prosperity throughout your lives. Ladies and Gentlemen, may I present your Million Milers.



Pete Bradford

Pete was hired by Eagle when we purchased the company where he was driving. He's been employed since 1990 in the Selma terminal, where he is a driver trainer. In the year 2000 he reached one million miles safely. Pete is also a "movie star", appearing in one of Eagle's first training videos.

Ben Clark

Ben joined Eagle in 1988 in Port Everglades, and then moved north to the Selma terminal; he just couldn't figure out those Florida voting ballots! Ben's FIRST 1,000,000 mile award was from Greyhound Bus Lines. Now that's "unbelievable!" (one of Ben's favorite words). Ben's second "Million Miles" was achieved from Eagle Transport in the year 2000.



J.R. Cleary

J.R. was hired in Greensboro in 1987. Consistency is a hallmark of J.R.; he has lived in the same house since he got married, and stays at the same hotel, the same room, every year while on vacation. Since J.R. comes to work in the wee hours of the morning, he likes to keep the night dispatchers "alert". J.R. successfully and safely achieved one million miles in the year 2000.

J.R. Nichols

J.R. has worked in the North Augusta terminal since 1988 and by the year 2000 had safely driven one million miles. In the terminal, he's known as the "Colonel", partly because he's a big man, but also in the way he carries himself. J.R. recently got married, and he just adores his 4-year old step-grandson.



Dale Richman

Dale was hired in Chesapeake in 1990, and is a quiet leader in his terminal. Originally from New Jersey, Dale and his family settled in the Tidewater area after Dale's stint in the Navy. Dale is always there to lend a helping hand, and probably has the cleanest truck in the Company! Dale safely achieved a million miles in the year 2000.



Demetrius Stewart

Demetrius has worked in the Selma terminal since 1989. Demetrius is a single parent with two children, and is seen as a methodical, structured driver in every way. It's obvious that safety is a top priority; he reached one million miles in the year 2000 with no reported accidents. When Demetrius was first hired, his terminal manager told him he shouldn't wear his earring at work. Well, Demetrius became pretty adept at taking it off in the terminal, then putting it back in while in the truck!



Mark Yelton

Mark has worked in the North Augusta terminal since 1990 and reached this milestone of one million miles in 2000. He's been called the M&M man; that is, Main Man, or "Motor Mouth". But both terms show the level of respect and good feelings everyone in the terminal has about him. Mark always has a sly smile on his face, so you never quite know what he's up to!



Kelly Elliott

Kelly came to work for the Richmond terminal in 1989, and is a walking, driving encyclopedia on Richmond gasoline hauling. Kelly is really a quiet guy, except when you want to talk about NASCAR! In 1999 Kelly reached one million miles safely and he always "looks sharp" doing it.



Bud Whitley

Bud has worked in the Selma terminal since 1987 and achieved one million miles safely in the year 1999. He used to be a long-haired hippie until he started to listen to Rush Limbaugh. He's also quite a fisherman, and since he shares the truck with another Million Mile winner, Joe Howard, has been accused of being Joe's cousin. (really, Bud doesn't work for Eagle, he works for Little Joe!)



Donnie Barnes

Donnie started with Eagle in 1984, first in the Rocky Mount terminal, and then later in the Selma terminal. Even though his nickname is "Tall Man", he really can't play basketball. He is a driver trainer and a black belt in karate, so those new hires BETTER LISTEN UP! Donnie safely completed one million miles in 1998.





Larry Weddington

Larry came to work in the Charlotte terminal in 1986, and is really dedicated to Eagle. In 1998, after many years of true professionalism and dedication, he had driven one million miles without any accidents. Larry loves to fish, either at the coast, or in his little boat at the lake. Larry has had nagging illnesses in the past few months, but looks forward to the day he can hop back in the seat and fight that Charlotte traffic!!

Wayne Elliott

Wayne was one of the founding fathers of the Chesapeake terminal back in 1987. Wherever we've been, whatever we've done in Chesapeake, Wayne's handprints are all over it. Wayne is pretty quiet at work, but his wife says he's not as shy at home. He reached the goal of one million miles in 1997.



Little Joe Howard

"Little Joe" came on board with Eagle in Rocky Mount in 1984 and by 1997 had safely driven one million miles. When the terminal relocated to Selma, he moved with it. Little Joe is a motorcycle buff; he's got a BIG bike. He's also thankful for air-ride seats, and doesn't believe any of Bud's fishing stories.



Paul Neely

Paul is one of the original members of the Tampa terminal, starting there in 1985. He and his wife are real travelers; one of their favorite destinations in Las Vegas. Maybe Paul can find luck in Vegas, because there's no luck in traveling 1,000,000 miles! He attained one million miles in 1997.



David McLawhorn

David is the company's most senior driver. He works in the Selma terminal now, and is a quiet leader and gentleman in every way. A Million Mile safe driver since 1997, and he just recently talked his wife into getting on his Harley!



President's Million Mile Club Induction Banquet
October 12, 2001
Rose Hill Conference Center, Nashville, North Carolina

ATTENDEES

Robert & Kim Baker, Rocky Mount, NC
Donnie & Annie Barnes, Selma, NC
Pete & Sue Bradford, Selma, NC
Willie & Sheryl Cantrell, Richmond, VA
Ed & Sue Ann Chahoc, Rocky Mount, NC
Ben & Margie Clark, Selma, NC
J.R. & Ann Cleary, Greensboro, NC
Kelly & Linda Elliott, Richmond, VA
Wayne & Beverly Elliott, Chesapeake, VA
Eddie Evans, Rocky Mount, NC
Herb & Jessica Evans, Rocky Mount, NC
Alex & Reagan Franklin, Savannah, GA
Bill & Pola George, Rocky Mount, NC
Jonathan & Connie Greer, Greensboro, NC
Chris Hartley, Burlington, NC
Bob Heinisch, Rocky Mount, NC
Joe & Connie Howard, Selma, NC
Wade & Carolyn Johnson, Selma, NC
Tom Lovett, Tampa, FL
David & Louise McLawhorn, Selma, NC
Paul & Kathy Neely, Tampa, FL
J.R. & Gwen Nichols, North Augusta, SC
Mike Proffitt, North Augusta, SC
Col. David Richards, Raleigh, NC
Dale & Kim Richman, Chesapeake, VA
Carolyn & Allen Riley, Rocky Mount, NC
Silas Snow, Rocky Mount, NC
Don & Billie Stallings, Rocky Mount, NC
Demetrius Stewart, Selma, NC
Susan & Steve Weaver, Rocky Mount, NC
Larry & Ruth Weddington, Charlotte, NC
Bud & Linda Whitley, Selma, NC
Sharon Whitley, Rocky Mount, NC
Mark Yelton & Melissa Barfield, North Augusta, SC
Jim York, Fredericksburg, VA