

Utah Trucking

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Who's Who At
UDOT's
Motor Carrier Division

Senator Romney Speaks With
The Utah Trucking
Association

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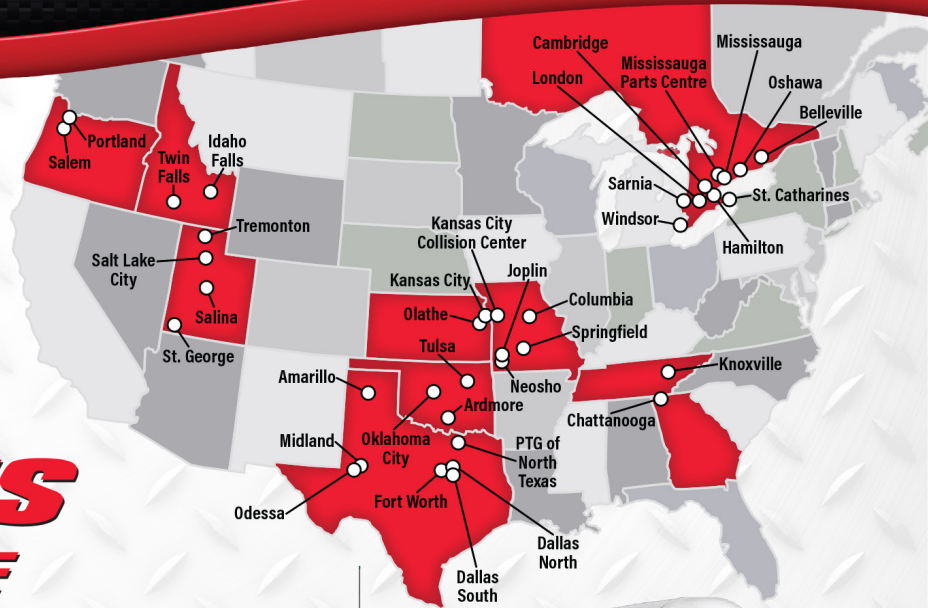


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UTAH TRUCKING ASSOCIATION PRESIDENTS MESSAGE



My Esteemed Truckers

It has been a pleasure these past 2 years serving as your President. Granted 1 ½ years of we were knee deep in a pandemic that has rocked the whole world. I consider myself the unknown president. I do however want you to know that I have watched, studied & learned so much from so many of you. As a son of a trucker, I was always taught to respect all those that work in and around this industry. I truly believe being an excellent truck driver/owner is one of the hardest professions in the nation.

Truckers have more than just a bond, they are a unique family. It has truly been an amazing experience being a part of this unique and awesome family. I have always considered myself a wanna-be trucker, maybe it's because I'm a 2nd generation owner, or maybe it's because I witnessed firsthand how hard my mother, father, uncle & aunt worked to keep our little company alive. Or maybe because I do not think I would have had the guts, devotion, nor determination to will it to success like they have.

Our company has been around for 50 of the 90 years of this great association.

There are many that have been here much longer & there are those that just beginning, yet we all want each other to succeed. My dad often told our family how grateful he was to so many in this industry, The late Ron Johnson(Mtn West Truck Center) helped him with parts when he couldn't afford any, Parke Cox (Cox Trucking) was a great mentor to my dad & uncle Bill, Harry Dahl (truck salesman Kenworth) who taught them how to build/order a truck part by part, to Harry Lundin (Dixie Diesel) how to maintain & repair trucks, CH Dredge (CH Dredge Trucking) for freight & help in accounting practices. These are just some of the Great ones who have gone out of their way to help not just us but so many others become successful in this great industry of trucking.

I have seen the same support from so many as we have forged forward. To be a part of trucking has been a blessing. I thank you for all you have done, and all you continue to do. I am excited for the future and what it will bring to our industry. Now let us all stay engaged and be a huge part in paving the road ahead for our future generations.

Jimmy Andrus

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Dear Trucking Association Members and Friends,

As part of our annual convention and board of directors meeting, there is always changes made to the association's leadership. Our officers serve a two-year term, and in most cases, have served in several roles advancing as members of the executive committee and through each of the officer positions. This commitment results in decades of service. This has been the case with Jimmy Andrus, Andrus Transportation. In May, during the convention, he reached the end of his term as president and passed the gavel to Greg McCandless. Jimmy will continue to serve as the immediate past president and will have specific responsibilities in their role. Jimmy served as president during extremely difficult times, primarily due to the COVID 19 pandemic. It was not easy leading an organization while having to shut down major events and traditional activities. He needs to be commended for his valiant service and flexible approach.

As mentioned, Greg McCandless, James H. Clark and Son has assumed the role of association president. I look forward to working with him in his new assignment and appreciate his years of support and leadership in many roles. Other officer positions changed during the May meeting including Adam Mason, First Source Fuels being advanced to 1st Vice President, Adam Lindsay, Alpha Transportation as 2nd Vice President, Justin Deputy, 1580 Utility Trailer remains 3rd Vice President and Dustin England has been elected as the Treasure.

Congratulations to Anne Glenn, Ag Needs for being nominated and confirmed as a new member of the executive committee.

Brandt King, King Farms Trucking has been asked to serve as the Northern Utah Trucking Association (NUTA) President and Mark Lawver, Stokes Trucking has accepted the assignment to serve as the NUTA Vice President.

New members of the board are Darin Bowman, First Source Fuels and Aaron Leonard, Holiday Trucking. Please congratulate them on their new opportunity.

Volunteer leadership is the backbone to the association's success. As we celebrate our 90th anniversary, it is easy to look back on our history of amazing leaders and recognize their contribution to the association and trucking industry. This group of newly appointed leaders has the same level of commitment, experience and passion for trucking and will lead us forward with great competence. Please join me in supporting their efforts.

Sincerely,

Rick Clasby
Executive Director

THANK YOU!



To our friends and partners in trucking,
thank you for the important work you
do to support the local economy. We
appreciate you!





Who's **Who** at UDOT's Motor Carrier Division

Written By: Steve Goodrich

There has been a lot of goings on at UDOT's Motor Carrier Division in the past few months and we would like to update you on who does what at the division.



Chad Sheppick continues to lead the Division as the Division Director. Chad started with the Division as a safety investigator, became the Manager of the Safety Investigator team. He later took over the duties as a Port Operations Manager before being named the Director of the Motor Carrier Division.

Lane Murphy is the Deputy Director of the Motor Carrier Division. He started in Wendover, later became the Wendover Supervisor. Lane came to Salt Lake Headquarters as a Port Operations Manager before taking on the role of Deputy Director of the Division.



UDOT Motor Carrier Division

Operations Managers



Rick Clark Port Operations Manager for the Monticello, Peerless, and Wendover Ports of Entry. Rick has been with the Division for 19 years. He began his career in Wendover and was previously the Monticello supervisor.

Steve Goodrich, Port Operations Manager for the Daniels, Echo, Kanab, and St. George Ports of Entry. Steve has been with the Division for 11 years and previously served as the Operations Manager for Federal Grants, Systems, Education and Outreach and was the Division Hearing Officer.



Daniel Hunter, oversees the Divisions Systems, the Customer Service and Superload team, the Federal grants, and the Division's Education and Outreach efforts. Dan started at the Monticello port and was the Supervisor there before coming to Salt Lake as the Systems Program Manager.

Andy Platt, Investigator Team Operations Manager oversees the group that conducts carrier compliance reviews and safety audits. Andy was hired as an investigator three years ago and was an Investigator Supervisor prior to his present position.



UDOT Motor Carrier Division

Port of Entry Supervisors

Perry (I-15 Near Brigham City)



Tony Meier



Donetta Ford

Echo (I-80 Near the Wyoming Border)



Clay Carter



Kyle Bell

Wendover (I-80 Near Wendover)



Roberto Pinedo



Vanesa Castaneda

UDOT Motor Carrier Division

Port of Entry Supervisors

Daniels (U.S. 40 in Heber City)



Travis Bowen

Peerless (U.S. 6 Near Price)



John Kelley



Steve Reece

Monticello (U.S. 491 Near the U.S 191 Intersection)



Doug Christiansen

UDOT Motor Carrier Division

Port of Entry Supervisors

Kanab (U.S. 89 in Kanab)



Kerry Glover

St. George (I-15 in St. George)



Warren Christley



Andy Aikens



Systems Program Manager



Howard Trexler

Manager of the DataQ Process and the Training for the Division.

Kris Kelsey

Overseer of the Customer Service and Superload Permitting operations for the Division



Jake Glover



New Port of Entry



The Division's opened the new Peerless port of entry near Price, UT in April. The Division's newest port of entry is located on both the eastbound and westbound sides on Highway 6. Both the east and west bound facilities include an enclosed inspection building.





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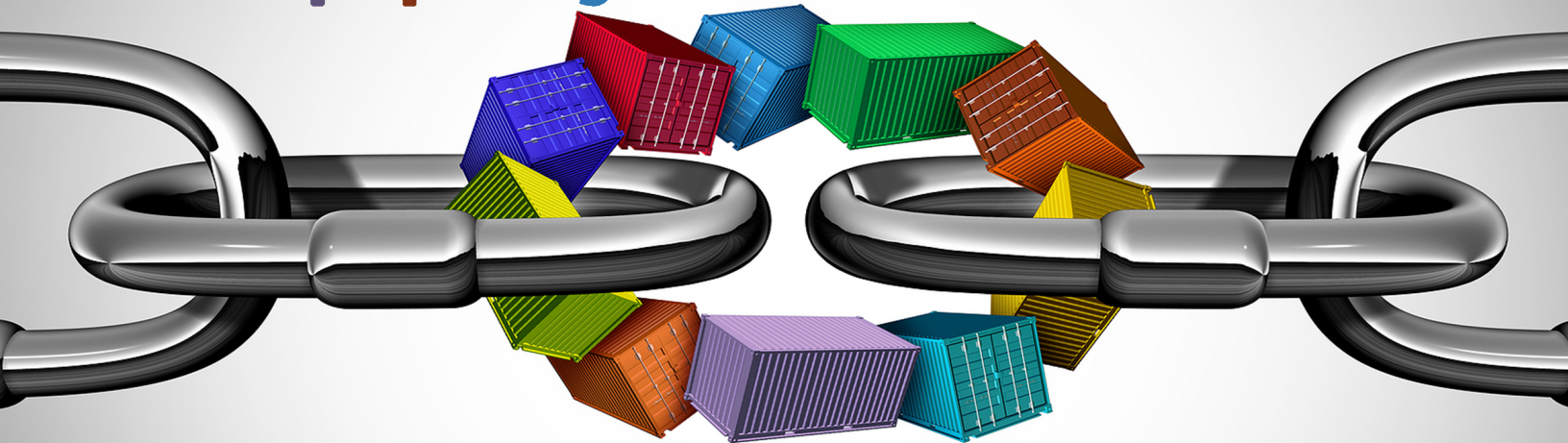
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Supply Chains



and

Driver Shortage Pains

Empty shelves at the grocery store, extended delivery times for online orders, and the rising cost of goods—these are all realities emblematic of the current state of the global and national supply chain. The COVID-19 pandemic disrupted supply chains across Utah, the U.S., and the globe. But the pandemic only exacerbated an already existing issue facing the trucking industry—a shortage of truck drivers.

According to an estimate from the American Trucking Associations, truck drivers move around 72% of the U.S. economy's products. Since the beginning of the pandemic, the industry has lost nearly 6% of its workforce. While this may be due in part to the overall resignation trend across the U.S., it is unfortunately not a new trend among the trucking industry. Prior to the pandemic, there was already a 90% average annual turnover of truck drivers. Now, faced with increasing demand, the industry is in need of at least 800,000 new truckers, and this need is likely to double by the year 2030.

There are several reasons accounting for this large turnover and fall in retention.

Truck drivers spend around 40 unpaid hours waiting to load and unload goods. Many trucker drivers are not directly employed, operating as independent contractors, and bear the cost of leasing, gas, insurance, and maintenance. Trucking also draws in an older demographic nearing retirement age and consisting of almost 90% men.

In December 2021, the U.S. Department of Transportation and the U.S. Department of Labor initiated a "Trucking Action Plan" to alleviate the pressure on the supply chain by increasing the number of truck drivers in the industry. This plan focused on improving recruitment practices and job quality by implementing apprenticeship programs for truck drivers between the ages of 18-21, initiating driver compensation studies, addressing predatory leasing arrangements, cutting red tape in commercial driver's licensing, connecting veterans with trucking careers, and expanding opportunities and increasing safety for women drivers.

In 2021, the trucking industry saw historic improvements to truck driver employment rates since 1994, with December 2021 to February 2022 being the best three-month stretch for long distance truck hiring since the 1990s.

While some improvements surely have been made to the trucking industry overall, it remains to be seen whether these trends will continue to compete with the ever-increasing demand.

Until then, the trucking industry may continue to experience short-staffing and driver turnover putting a strain on already pressed deadlines and contractual obligations. This makes it all too necessary for businesses to contact experienced legal counsel to examine or modify existing or future contracts to address any potential breaches.




Adrienne A. Moss is an attorney at Snow Christensen & Martineau - Utah's bedrock business, litigation, and trial firm since 1886 - and is an active member of the Utah Trucking Association, and trusted advocate defending and supporting trucking companies in litigation and transactional matters. For more information, visit www.scm-



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3 Common Mistakes Truckers Make



Written By: Patrick Olp

For many people, the promise of self-employment is very alluring: set your own hours, do things on your own terms, and be your own boss. Trucking gives individual owner/operators a unique opportunity to see the world, as well as the chance to earn a significant income while being in charge. However, it isn't always daisies and roses. Besides tight deadlines and industry regulations, people who are new to self-employment often struggle to maximize their newfound freedom from a financial standpoint. Here are 3 common mistakes we see self-employed individuals make –

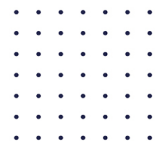
1) Co-mingling receipts and expenses – It is easy to get going a million miles an hour and promise yourself that you'll balance your books later, and even easier to make all your purchases for your business on a personal card that you plan on separating out "later". Besides the stress that this creates as your tangled web of receipts piles up, you'll miss out on valuable write-off opportunities because without organization, things will naturally fall through the cracks.

2) Not setting up a solid plan for retirement for the future – On top of having a nest egg for the future, contributing to retirement accounts in the present can have huge tax savings benefits for solopreneurs.

Unfortunately, many self-employed people overlook or completely ignore this opportunity.

3) Staying in the wrong tax structure – Being self-employed is awesome until you realize that the self-employment tax rate is 15.3% of your net income on top of paying state and federal taxes. Self-employed individuals pay some of the highest taxes in the nation, often without reliable support to help them get into a better tax structure to help them save money.

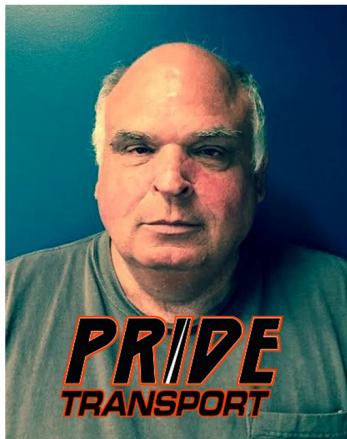
In the next several editions of the magazine, we'll cover ways that solo owner/operators can avoid these common pitfalls and find ways to both keep more of the money that they make while also maximizing their financial wellbeing. If you're struggling with any of the above mentioned items and need a resource, don't hesitate to reach out to Patrick at Formations with questions that you have. You can reach Patrick via email at o.patrick@formationscorp.com or by phone at 425-606-4429



Formations



Truck Drivers Of The Month



February, 2022
Don R. Price
4 Million Miles
Pride Transport Inc.



February, 2022
Kieth A. Martin
2.8 Million Miles
Walmart Transportation



March, 2022
Wayne Barnes
601,000 Miles
Pride Transport Inc.



March, 2022
Larry Julander
2.2 Million Miles
Walmart Transportation



April, 2022
Courtney "Beau" Roster
2.3 Million Miles
C. R. England



April, 2022
Brook McClain
485,000 Miles
Parke Cox Trucking Co.



Senator Romney Speaks with the Utah Trucking Association

Written By: UTA Staff

On April 20th, 2022, Senator Mitt Romney visited the Utah Trucking Association to learn more about the concerns of the trucking industry. Senator Romney stated “I am interested in knowing what is happening in your industry, what things Washington is doing right, what things we are doing wrong, and what things I can do if you have any suggestions to make things a little better.” Senator Romney opened the floor to those in attendance to an open discussion, where they talked about funding for infrastructure, inflation, and other current issues. Below are some of the questions asked and answer given by Senator Romney.

Q: “Parking across the country for trucks is continually getting worse; you have got municipalities that have no parking enforcement, truck stops are full especially with electronic logs; What can we do for maybe a public private partnership for spaces at the inland port that is currently under construction to provide better services for truck drivers?”

A: “I would think it makes sense, particularly for an inland port to say if you want to have a facility at the inland port to require a certain amount of truck parking based on how many trucks are coming in and out of the area.”

Rick Clasby, Executive Director of the Utah Trucking Association referenced a study done by the American Transportation Research Institute for the last 10 years on truck parking. Rick went on to say, “Truck parking has been one of the top 10 concerns for about 10-years.” Rick then informs Senator Romney and the group that the inland port is looking to partner with other groups in building a truck stop that would include somewhere around 200 stalls and electric charging.

Q: “The federal government has given some more ability for energy exploration in the US. Explain how much that is and if that will have any impact at all on this problem in terms of relieving inflation on energy costs?”

A: “I don’t believe that what the administration is doing will have much impact at all. They have to say something to make it look like they are doing something. Releasing oil from the strategic reserve is a small drop in the bucket compared to what the country needs. And giving more land for drilling is fine, but you got to get the permits to drill. There is a lot of land already in the hands of the oil companies, they just can not get the permits to drill on their land. And then stepping back from that a step further, oil prices are really set on an international basis.

It is not domestic supply and demand as much as it is international supply and demand. That is not something that drilling more in the US is going to change the overall supply and demand balance around the world. It might make some difference, maybe \$0.10, \$0.20, \$0.30 a gallon, I know that makes a real difference for folks, but we have to have more oil and gas coming out of Iraq, Iran, Saudi Arabia, UAE and some of these places and they have not turned on the spicket; and of course with Russia being sanctioned as they are, they are having a harder time getting their oil out and I do not see that changing any time soon with regards to the sanctions on Russia. I am afraid we are going to see high fuel prices for a while. I wish there was something we alone can do, but I really do not think there is much we can do to change the global pricing of oil."

Senator Romney asked the board if electric trucks were a possibility. The board informed Senator Romney on the lack of infrastructure and lack of power needed to haul heavier loads. Senator Romney expressed his frustrations on Washington's electric policies, asking the questions on where they are supposed to gather the resources to produce the energy needed if we are not allowed to mine and drill our own resources. He went on to state; "There is no connection between the politics where we are going all green and the reality of where all this energy is going to come from."

Q: What is the federal government doing in terms of fiscal policy to help lower interest rates and cut back on government spending?

A: "The bad news on fiscal policy, which you know is a question on how much we are spending compared to how much we take in. The bad news on that is how we spend our money and where the problem is. This was a surprise to me; when you serve as a governor you know precisely what your expenses are and everything in your budget you vote on. Every year the governor and legislature of our state can decide on how much they are going to spend. At the federal government level that is not true, we only vote on 1/3 of what we are going to spend. 2/3 of what we spend is automatic, entitlement, Social Security, Medicare,



Medicaid, interest... Those things happen whether we vote on them or not. If a person turns 65 and they want their social security check, they qualify for it and get the check, congress never votes on it. Those programs are there, 2/3 of our spending is automatic. We only vote on 1/3, so defense is in the 1/3 we vote on, the justice department, education, and the EPA, all the things the government does are in 1/3. The 1/3 grows more slowly than the economy, it is not the problem. The problem is the 2/3 that is automatic, and it grows faster than the economy. Because people are getting older and health care is expensive and social security benefits have a cost-of-living adjustment they are going to go up, I do not know, 8% this year? That grows like crazy, if you are ever going to try and reign in federal spending, we have to talk about the 2/3. But no one wants to, you can't talk about social security or Medicare, or Medicaid... you can not touch them, and the reality is we are going to have to."

"I can tell you what I proposed, and there is some hope here, but limited, limited hope.... But the hope is this, I proposed that for all these entitlement programs, the 2/3's, that we set up a commission, republican, democrat, house, senate. A commission for social security, one for disability, one for Medicare, one for the highway trust fund, for each of these we set up a commission to find a solution to bring them into balance and then if we can come up with something the various committees can agree upon, we bring it to the floor for up or down vote. Believe it or not, I have got about 6 democrats including some of the leaders of the senate to sign on, a lot more republicans have signed on and there is some chance that will happen.



By the way, we are not going to cut benefits for current retirees, but we are probably going to have to have a lower growth rate in benefits for wealthier people in the future. We are probably going to have to find ways to get additional revenue meaning higher taxes on higher income people to help pay for some of these programs, these are the kind of things that are going to have to get done if we are going to keep ourselves from going deeper and deeper into a hole with more and more interest”

Senator Romney goes on to reference a book by Ray Dalio who talks about great nations in the past that fell to having a weak economy, saying they all fall apart because they started spending more money than they take in, making their currency worthless causing their economies to collapse. He goes on to state that the US is on track to have the same thing happen. He then goes on to say.

“There’s something in Washington that I have not gotten use to which is... there are some politicians who go just to fight, “I am fighting for this, and I am fighting for that.” Fighting is fine if you win, but you have to win, you actually have to accomplish something. There are some other people who go to Washington to fight and win and get some things done. The infrastructure bill for instance, I got backlash from some people; but you know what? We won, we got done what we wanted to get done and we saved about 5.5 trillion dollars. Because if we would not have passed that, they would have passed that whole BBB which would have cost 5 trillion more. It is easy for us to talk about cutting spending a little here, a little there, but it makes no difference with federal spending that is 6, 7, 8 trillion dollars, and its unthinkable.”

Q: The federal government talks constantly about implementing college debt forgiveness, but what is being done to help push younger generations towards more blue-collar work?

A: “I think it is a terrible idea to say we are going to forgive all the student loans for high income kids. In my opinion, it is clearly a political ploy to get the support of those kids and their families. It is patently unfair and not appropriate, there is no reason all our kids should go to college, there are plenty of good jobs that are blue-collar jobs and, in many cases, if not most that are more secure and better pay.



After an hour of discussion, Senator Romney wrapped things up with a quick closing remark “I appreciate the chance to be with you, more power to you and your work and please know that through your organization I am all ears. Send along your suggestions and I will do my best. Thank you.” After the discussion Mark Droubay of Double D Distribution took Senator Romney on a tour of his yard and let Senator Romney drive a truck.

Thank you to Senator Romney and his staff for taking the time and interest to speak with our members. Thank you to Senator Don Ipson for helping set this up. And thank you to Double D Distribution for letting Senator Romney take a tour of their yard and facility. We appreciate all our members who take action and interest in trying to find a solutions to the current problems in the trucking industry.



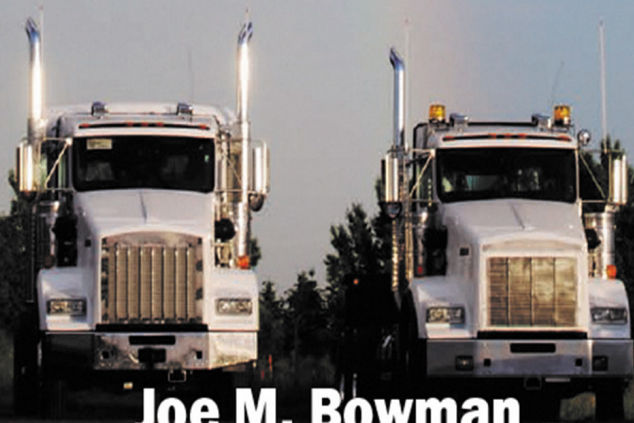




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Using Data to Increase Service Profit



By KARMAK INC.

Chances are that data is at the center of your service operation. You track everything that goes on in your shop day-to-day and you can call up any number of reports with just a few clicks of your mouse.

But you have access to so much data that it can be hard to pin down the most critical data points for you to monitor. So how do you find out what information is important?

"The most important thing is to make sure you are getting live information that helps you manage your business on a day-to-day basis. Having everything set up to where you can monitor the information each day allows you to see where you need to tighten up, so you can address those issues with the technicians immediately," says Justin Vogt, Service Manager at Yancey Bros. Co.

All of your data serves a purpose and is available for a reason, but the following are the five pieces of data that you need to be tracking closely to help increase profit in your service shop.

1. Sales by Repair Group and Repair Type

This information will show you a breakdown of the types of repairs that your shop is doing. Maybe the information will show that a large chunk of the repairs you are doing are relatively minor maintenance procedures that aren't bringing in a ton of revenue, or that very few of the repairs are engine overhauls or similarly complicated repairs.

In that case, it might be time to look at what you need to do to bring more of those high-end jobs through the door. Do you need to bring in more skilled technicians that can handle these jobs? Do you need better training for the technicians you already have? Are you not putting the right tools in the hands of your current team?

This bit of data is particularly important to track when you have different levels of labor cost. If you plan on charging more for a full engine rebuild, but you don't have the technicians or the equipment to do such an extensive job, what good is that doing? On the other hand, if you are doing a ton of a certain routine repair and you aren't making much profit on those repairs, it might be time to think about bumping the cost of the repair in question.

This information can be combined with reports on technician productivity to see which jobs they are selling most often, which jobs they are most productive on, and which ones they are struggling with. The key to increased sales and profit may just be finding a way to make your existing staff more productive.

2. Preventative Maintenance

Every shop should have an established preventive maintenance program for each vehicle that comes through their doors. If yours doesn't have one, that's your first step.

Once you do, you need to take a long look at putting together a detailed preventive maintenance program for each customer. Not only will this improve your sales numbers, but it gives you an opportunity to provide a higher level of customer service. Sell your preventive maintenance program as a way for the customer to avoid unscheduled downtime in the future. For many, the thought of money lost due to their truck being parked for an extensive repair will be enough to get them to spend a little money today.

Then, you can take things to the next level by presenting your customer with a preventive maintenance plan that details the intervals in which preventive maintenance is suggested. Even if you don't give them a full plan for the life

of their unit, you can at least give them a heads up on what is coming up for them in their next couple of visits to your shop. That allows them to plan ahead and avoid feeling blindsided by the suggested preventive maintenance.

In the end, your customer is happy because they have peace of mind that their truck is going to continue to perform as required and they have trust that you are looking out for their best interest. And you're happy because you were able to provide extraordinary service to your customer and your service sales will be better for it as well. That's a win-win.

Sure, the customer could decline some of the work along the way, but you need to be putting the ball in the customer's court every time. As a rule, no one is going to volunteer to have preventive maintenance work done. If you want to capture these sales, you need to be proactive.

3. Effective Labor Rate

It sounds elementary, but it's important to make sure that you are really charging the labor rate that you are advertising. Many times, a business will have a standard labor rate posted, but in reality, they're charging much less. That's an easy way for profits to sag, but it can be corrected quickly.

The key here is really analyzing your hours per repair order. Take a minute and break down how much more you would be making if you added just half an hour to each repair order. Then go even deeper and see how much more you could be making by adding an extra tenth of an hour, just six minutes. Chances are that's a pretty significant amount of money, hammering home the message that undercutting yourself on labor is costing you money.

4. Repair Order Age

This metric is exactly what it sounds like. This gives you an overview of how long repair orders have been left open.

"If we find that this number starts to trend up, we think about whether or not we're in a place where we might need to add another technician or we may find that we're just not being as efficient in doing repairs at that location. With eight branches, we can see that if one branch is head and shoulders above the others as far as having repair orders open longer, we might need to take a look at what is going on there. And at the end of the month, this information helps us to see where we might have left money on the table," says Vogt.

5. Days Since Labor Last Added

This data point is a deeper dive on the one above. This tracks how long it has been since labor was added to an open repair order. A repair order might not have been open for a particularly long amount of time in total, but it might have gone an excessively long amount of time without being touched.

For example, if a repair order has been open for ten days, it might not flag in your system as having been open for an excessive amount of time. But if it has been nine days since any labor was added to it, it might be time to start investigating why it has been left open. Granted, there might be a perfectly good reason it hasn't been touched in a while, but if not, it needs to be closed.

According to Vogt, "we pay very close attention to this. In our Business Intelligence program, we have the report flagged to where we get a notification if open repair orders haven't had labor added in a certain number of days. Having this information in front of me is really helpful. I know early if there is an issue that needs to be addressed and I can take care of that before it becomes a bigger problem."

Conclusion

They say numbers never lie and that's true when it comes to data in your service shop. Look into some of the data we have discussed, analyze it, learn what it means, and put it to good use. Armed with this information, you have the opportunity to take profits within your operation to another level.



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SUTA Charitable Golf Tournament



UTAH TRUCKING



Written By: UTA Staff



On Wednesday March 30th, 2022, friends and members of the association gathered at the Ledges Golf Club for the 16th annual Southern Utah Trucking Association Charity Golf Tournament. We had a successful tournament with over 122 golfers and 33 different sponsors; we were able to earn over thirty thousand dollars for scholarships. These scholarships help a handful of students that are either in the southern Utah region, future employees of the trucking industry in Utah, or students who have connections with the Utah Trucking Association. Applications for these scholarships will be available until the end of May and can be found on the Utah Trucking Association's website; any members who know of any students are welcome to have them apply.

We couldn't have asked for better weather while we golfed on a very scenic and beautiful course. Congratulations to the winning teams listed and the golfers who won the titles for closest to the string, closest to the pin, and longest drive.

2022 SUTA Golf Tournament Winners:

1st Place Team:
**The Devin Dixon Show With
Andy Thompson**
-Devin Dixon
- Ryan Bolton
- Bart Taylor
- Andy Thompson

2nd Place Team:
State Bank of Southern Utah
Shaun Sampson
Justin Barnes
Friend
Friend

3rd Place Team:
Parke Cox Trucking
Brecken Cox
Rick White
Don Cox
Dave Cox

FIRST PLACE



SECOND PLACE



THIRD PLACE





Closest to the String on Hole #18:
Brendon Larson

Closest to the Pin on Hole #2:
Chris Root

Closest to the Pin 2nd Shot:
Toby Holmes

Closest to the Pin on Hole #10:
Jason Hurst

Longest Drive on Hole #7:
Coby Larsen

Longest Drive on Hole #11:
Toby Holmes

Special thanks to the members of the Southern Utah Trucking Association for helping put this tournament together. We would like to express our gratitude to Brecken Cox, Don Cox, and Stacey Bettridge for the many hours they spent organizing this tournament and finding sponsorships. We also would like to thank all the volunteers that came and worked the raffle table, Vegas hole, and dice hole. We are never short of a few members who put in their time and effort to make this tournament a success.



Thank you to all those who sponsored this tournament; listed below are the great companies who sponsored this event.



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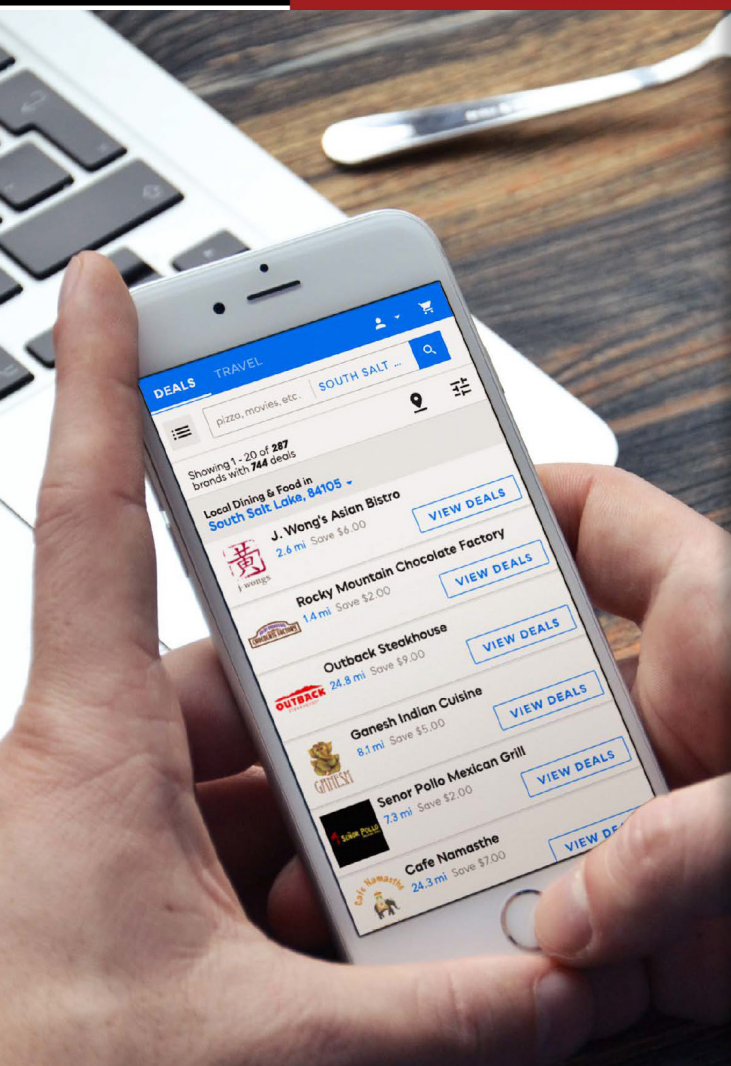
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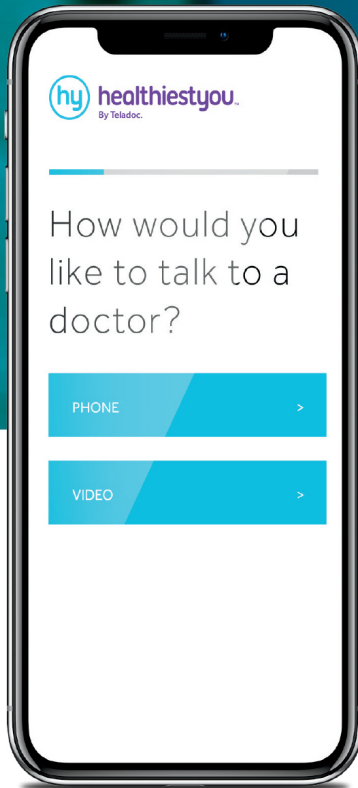
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