

**BARC Membership Critique Meeting**  
**February 21, 2009**  
**St. Peter's Church - Duluth, MN**

**In attendance:** Jeff KC0MKS, Ted KD0DZY, Susie KC0YVG, Len KC0EPR, Randy KC0RTX, Paul KC0WDQ, Ben K0BLR, Joan, Brendan W0KTX, Tom KB0LSS, Jim KD0DZX, Rick KB0BDN, Jean KC0ZEX, Bill KC0ZZL, Dave KC0MKJ, Fred KB0SPB, Lloyd Sr. KC0SJB, Rowena, Lloyd Jr. KC9JTC

**Meeting called to order at 15:07 by President Jeff.**

**President's Report:** Thank you to all board members for their hard work and dedication throughout the past trying year. Overall the race went very well, even in areas where coverage was thin. We worked together as a team. The floaters were essential to getting areas covered when and where needed.

**VP's Report:** None at this time.

**Treasurer's Report:** We have approximately \$564 in the bank, and a pending badge order of \$54. We are running out of good will on checks, and will have to budget for them going forward. Motion made by Lloyd Sr. to pay for checks out of BARC funds, and was seconded by Fred. Motion was passed.

**Secretary's Report:** Motion to accept the minutes as posted by Joan, seconded by Tom. No discussion. Minutes have been accepted as published.

**Net control Report:** Thanks to everyone who helped out. Open spaces were filled in and the race went well.

**Road Crossing Report:** Thanks to everyone who helped out. Thanks to Rick for doing Sweep.

**Checkpoint Report:** Thanks to everyone who helped out. Special thanks to the Cook County ARES Response Team. Overall, things went well, with room for improvement:

- Looking for additional help at the start line for better communication due to the noise level.
- Billy's went well, looking for additional help there.
- Hwy 2 looking for additional help, too difficult for 2 operators, looking to put at least 5 there.
- Finland and Sawbill went ok.
- Room for improvement at Finish.

**New Business:**

- **Results of voting:**
  - President: Brendan (W0KTX)
  - Vice President: Ted (KD0DZY)
  - Secretary: Susie (KC0YVG)
  - Treasurer: Len (KC0EPR)
  - Net Control Chair: Randy (KC0RTX)
  - Road Crossing Chair: Ben (K0BLR)
  - Checkpoint Chair: Paul (KC0WDQ)
- **ByLaw committee report:** In process of approaching and selecting volunteers, Len has accepted a position on the committee. Matt will be sending out an email via the list-server.
- **BARC INC committee report:** We must have a physical address for this to happen for any mailings. One active volunteer so far, looking for one more.
- **Stop the Press!**
  - Northern Wilds Newspaper: Jeff did a 25-minute interview. Published out of Grand Marais.
  - Duluth Journal Interview- Jeff did an hour and a half Internet radio interview.

- **Beargrease officials on the air:**

- Jean (kc0zex)
- Dave (kd0gdk)
- Judi (k0jll)

Very good reports and comments. It eliminated the middleman for passing third party messages or to locate someone.

- **Repeater donations:** Discussion ensued regarding the possibility of having a separate fund for repeater donations, and possibly designating a certain percentage of dues for repeater donations. It was determined this is not feasible due variable BARC expenses and membership dues. We will continue with the current practice of determining repeater donations at the critique meeting, and paying them out of the BARC account.
  - Brendan made a motion for the board to create a membership application that includes a check box option to donate funds to the repeater owners in addition to regular dues. Fred seconded the motion. The motion passed.
  - Joan made a motion to donate \$175 to LSAC, \$25 to Two Harbors, and \$100 to BWARC. The motion was withdrawn.
  - Brendan made a motion for donation of funds in the amounts of \$225 to LSAC, \$25 to Two Harbors repeater, and \$75 to BWARC repeater system. Joan seconded the motion. 1 abstained (Rick). The motion passed.
- Work on BARC budget for the next fiscal year.

### **Open Floor:**

Brendan started a discussion regarding having our own list-server via the BeargreaseARC website. There is concern about the yahoo list-server as membership is open to anyone, and we don't know who the current subscribers are. Therefore any discussions can be viewed by anyone. The list-server that Brendan suggested could be limited to paid BARC members and volunteers for the purpose of discussing club business. It was also proposed that the existing list-server could be kept active for general announcements.

### **Old Business:**

- Pike Lake ANG
- Paul has pictures from a visit to Pike Lake. They will be sent to Brendan to be published on the website.

### **Open Floor:**

Critique Time...

- **Training:**
  - Brendan expressed concerns about the existing training program as it may have become "routine". Discussion ensued about possibly putting training on CD or online for volunteers to view. "On the job" training could be provided in addition for new volunteers.
- **Net control:**
  - Net control tends to work long hours. If people have an hour or two to stop in and provide a break, it would be appreciated.
  - It is widely publicized before the race that help is needed, but there were few sign-ups before the race started. There were some people who signed up at the last minute and others who showed up to help during the race.
  - Concern was expressed regarding net control operators losing their tempers within the first 12 hours of the race.
  - Net control (by virtue of their name) controls the traffic on the net. There were times when this control was not maintained.
  - Improper calling protocol "me to you" versus "you this is me", and too often "me you" or "you me" which is very confusing.
  - Started with great repeat backs (of checkpoint times and dog counts). Later in the race, net control operators were not repeating times back.
  - Redundant relay of information not needed between LSAC and BWARC system. After information has been reported on LSAC, it is not necessary to broadcast on BWARC system unless other stations specifically request it. Most stations using BWARC monitored both systems.
  - Prioritizing traffic - Net control should ensure that priority traffic is getting through. Too often, "chit-chat" and non-important traffic occurred, while more important traffic had to wait.

- Pauses between transmissions. Net control ops need to ensure adequate breaks occur between transmissions to allow priority traffic to break into the net.
- **Road crossings**
  - Extra warning lights are acceptable, but hard on the teams at night. If you want to have them on, please turn them off before the team arrives, or cover the side of the light facing the trail with tape or cardboard to avoid blinding teams.
  - A BARC volunteer was asked to turn off their headlights by a firefighter and refused. If emergency personnel make a reasonable request, we need to be accommodating. Lights should not be pointed across or towards trails; they should only be pointed behind the vehicle/away from the trail, or just use parking lights and/or hazards.
  - Priority parking - BARC parking passes do not allow us to pre-empt anyone, it allows us parking access. If you are asked to move by an official, be accommodating, and if parking in an area is necessary for communications purposes, come up with an agreeable compromise.
  - Calling in the teams as they pass thru the road crossings. Further discussion ensued regarding what road crossings need to report each crossing immediately versus which ones can call in less frequently in "groups". Concern was expressed that some crossings operated by Beargrease volunteers were not covered due to crossings not being reported right away by BARC operators, and thus not having enough time to get to the next crossing.
- **Checkpoints:**
  - Checkpoints should be opened as soon as a team passes through the previous checkpoint. This is necessary due to arriving medical/veterinarian teams and race officials before the first team arrives.
  - Reserved parking - If BARC operators are working from their vehicles, work with the checkpoint officials to allow close access that works with the flow of the checkpoint and is not in the way. If not working from the vehicle (working inside, etc.), there is no reason to have multiple reserved parking spots close to the checkpoint. BARC volunteers working inside, or just stopping by, should not be parking anywhere a spectator would not be allowed to park. Parking passes do not give us priority or preempt anyone. Common sense should rule.
- **General:**
  - Putting net control "on hold" - This should never happen. Example: "Oh, hang on net, I have another team coming... (while continuing to key mic)" - Likewise, calling net, then telling net to "standby"; stations should end transmissions and call net again at a later time allowing other traffic to flow.
  - "Asked and answered" - There is no need for a lengthy conversation to ensue on the net regarding why the question is being asked, or the reasoning behind the answer.
  - Teams not being reported in a timely manner. Several times teams were reported in or out of checkpoints as long as 2.5 hours after the fact. Other locations before and after, judges, officials, etc. rely on timely reporting of teams as a trigger for their activity.
- **Printed Information:** Snowmobile maps could be part of the package. Post some information as to where the information can be accessed and obtained.
- **Maps:** Maps provided this year were superb!
- **Board:** Discussion ensued regarding Board Members checking in with net control as they move up and down the racecourse. It was determined that this practice should be discontinued. Checking in for welfare purposes (example: Volunteer has a long drive ahead, contact <<person>> if volunteer has not checked in by <<time>>) is acceptable.
- **Misc:**
  - Reminder that John Beargrease (bib #1) does not physically run the race. John Beargrease is not counted in the bib count even though he's bib #1.
  - PTT does not mean "Push, Then Think"
  - BWARC system Comm. Plan.
  - Russ' critique was read.

### **Announcements:**

- Congrats
- Goodbye

**Motion to adjourn meeting made by Susie, Ben seconded. Motion passed and meeting closed at 17:41.**