

BMRA Operations Committee

Minutes of the Meeting: January 8, 2008

Meeting was held at Jimmy Jones office on Pine Tree Road, Longview

Meeting was called to order by Chairman Tom Mitchell at 7:00 pm

<u>Committee Members Present</u>	<u>Absent Members</u>	<u>Others Present</u>
Tom Mitchell	Rick Hawkinberry	Lawton Watts
John Harris	Dick Stuart	Gary Hazel
Jimmy Jones		Shane Hill
Chris Jester		
George Caraway		

There was discussion about the large trail maps that had been sent to the Committee by Steve Thompson. These maps had all known trails and topographical information overlaid. Thompson had marked about a dozen areas of questions where the data from our spring mapping exercise was incomplete. Because there is to be a retirement soon of the head of this mapping unit in Austin, Steve asked that we supply this supplemental data to him by the end of the month. Tom Mitchell and Chris Jester are to generate and transmit the required motorcycle trail information. Shane Hill and George Caraway will generate and transmit the required jeep trail information. Tom Mitchell is to contact Thompson and determine the correct format and procedure to transmit the information.

Tom Mitchell is to contact Chris King of the Toyota Trail Riders to firm up the details of their event and contract for same. This event is to take place with the park closed to the public on January 17 – 20, 2008. Dick Stuart had made the original contact and contract with the group, but contact has been spotty with Stuart's absences.

George Caraway made a motion to accept the December minutes as presented. John Harris seconded and there was unanimous approval.

United 4 Wheel Drive is understood to want to lease the Park for a closed weekend in late 2008 or early 2009. Tom Mitchell is to resume contacts with them.

Tom Mitchell had called Marty Ismael of the TCCRA who had contacted us about an early 2008 racing date. Ismael has already decided on another location for 2008, but we may talk about 2009 later.

The SWESCO is repaired, but has not been paid for or returned to the Mountain.

Our automatic main gate was maliciously damaged over the holidays. Fortunately the damage was relatively minor. Lawton Watts was able to repair most of the damage, braced the posts on both ends of the gate and built a pin block on the gate to be used when there was no one present on the Mountain. TMTC treasurer Leslie Rameriz has

given the go ahead to purchase and install the video monitoring system previously proposed for the gate and office areas.

There was a long discussion about insurance, which was initiated by the gate damages. To summarize the discussion: All our leases indemnify TMTC. The 911 attacks stopped specialty event insurance. No offroaders can get insurance for events/races except motorcycles, which have a long term of experience/underwriting. Barnwell Mountain is to become a 501-C7 (fraternal) organization and TMTC is to become a 501-C3 (charitable) organization. We do not have liability insurance at Barnwell Mountain and are unlikely to ever have any. The Committee agreed that it should make policy and take actions which will reduce the Mountain's exposure to risk.

Helmets are required for riding at the Mountain unless the vehicle is equipped with roll bars/cages and seat harnesses. This has been the rule since day ONE. ATV riders present most of the problems and we continue to have problems with them honoring personal safety regulations. There was a discussion of how to tell them more clearly and specifically of the regulations, but there was no decision reached.

Tom Mitchell confirmed after talking to legal counsel, that this Committee should not be involved in any promotional activities, but that the various clubs need to handle them.

It was discussed that UTVs have been blazing trail, especially in the creek trail area mostly because they were too wide for the bridges. It was suggested that a pair of posts be erected on the entrance trail to the creek trail and others, as necessary, which simply marked the trail entrance and showed that if they could not go through the posts they were too wide for the trail accommodations and to stay out.

The only financial audit ever made at the Mountain was for a grant and that occurred several years ago. We continue to pay expenses from the gate cash. It is required that these deductions be well documented with receipts and signatures.

The Committee had received a request for an individual to ride horses on the Mountain during the week sometime. The Committee unanimously rejected the idea of allowing any individual riding during the time the park is closed—motorized or horseback. It was pointed out that horse riders help with the birth of TMTC, but that “debt” had been repaid. At the present, we will allow no non-motorized use of the Mountain, though there was some sentiment to consider use by non motorized groups during the week in the future.

The Rino at the Mountain is Lawton Watts' personal vehicle. He does not want to use it for patrol use and the Mountain Jeep Truck is in disrepair. Lawton has also asked for mileage reimbursement for delivering the weekly deposit to Longview. This brought on two discussions:

First, it was discussed how to compensate the Watts for the usage of their vehicles. After some discussion, it was decided that flat rate compensation would be best for all and certainly the least troublesome for records. Rick Hawkinberry

is to see if he can negotiate with the Watts and recommend a flat fee that will be satisfactory. He is to report back to the Committee next month. The Committee will take action next month.

The second part of the discussion was about the Jeep Truck. The Committee has agreed that we will spend no more monies on repair of the vehicle. Though we have had it for sale, we have had no reasonable offers. There was discussion about donating it to the shop classes at Gilmer High School or raffling it away. George Caraway is to check with Gilmer High School to see if they are interested in receiving the truck as a donation to restore it.

Fall work weekend and Superlift Weekend both need to be scheduled for the fall.

George Caraway and hired labor have pulled down the dead pine trees on the west fence line. The fence still needs minor repair along the West border line. They also removed several other dead trees on jeep roads in the park.

It was agreed that the on line "Forum" is a mess and we should use the yahoo, BMRA Ops group to communicate between Committee Members.

The Committee appreciates Dick Stuart's contributions to Barnwell and TMTC, and understands that he has personal problems that interfere with his service. However, because of his continued absence and Committee inactivity, George Caraway made a motion and John Harris seconded it that his seat on the Committee be declared vacant. The Committee unanimously approved this motion and agreed to ask the TMTC Board to appoint a replacement for the Committee. George Caraway had introduced Shane Hill who was present at this meeting. The Committee recommends to the TMTC Board that Shane Hill be appointed to the vacated seat.

The meeting was adjourned at 9:25pm.

Respectfully submitted,

John T. Harris
Acting Secretary to the BMRA Operations Committee

The day after the meeting, the proposal for David Carter to move his RV into the spot formerly occupied by Lloyd Watts on Barnwell Mountain was discussed by emails among committee members. Consensus agreed in the interest of greater Park security, with George Caraway against, to allow Carter to move in his trailer with the understanding that he would pay appropriately for utilities consumed.