

AGM 2012 President's Report

AGMs come around so frequently there's hardly time to review what's gone on while we desperately try to plan for the future. We have managed the promised rewrite of our 'Rules' (constitution) and will vote on adopting them as a Special Resolution to be put at this AGM.

The momentum of TTs certainly hasn't diminished.

Affiliations and Membership

Our affiliations are unchanged.

Membership has increased again - by 20% to about 287; the number of Family memberships has risen and a few more members have taken out Cycling Australia (CA) memberships (at present, a total of 38). The latter is still only about 13% of the total membership and at least an equivalent number are CA members through other clubs. A few CA-ATTA members are, clearly 'convenience' memberships; they don't appear at our events.

Racing

Events

This year's *Hilly series* was its 20th anniversary.

Our participation rate rose again and is around 95 riders/event at this stage of the year. The *Early-birds* (EBs) surprised us somewhat where an average of 108 riders flew up and down Lovekin Drive at each event (20% of them women). Time constraints on the events meant that, from the outset we had to adopt 45sec start intervals. It worked quite well but is a test of the skills of the starter. Most events were oversubscribed at some stage. However only 66% of pre-registered riders actually turn up to ride. This is a problem but it has been present at all our events for years and doesn't seem to have any obvious solution. We've reflected on it in the past. It's not unique to ATTA events. Forty per cent of the entries to the EBs were 'series' entries this year but these riders seem no more likely to be guaranteed starters than casual pre-registrants.

Bookings of the course for the 2013 EB series have already been made and the remainder of the program for 2013 Summer season will be in place soon.

Fortunately we didn't have a repeat of the frustrations of last year when several events were cancelled although Wandii, again caused us momentary concern with a huge pothole dug at a strategic point of the exit from the roundabout; we had to negotiate a stretch of limestone base on Old Bunbury Road in February but it's doubtful any rider was seriously, if at all, inconvenienced by this. Once again weather forecasts caused us to reschedule several events to an earlier start with shortened start intervals; this is certain to be a continuing feature of summer rides. We've also experienced weather at the cold extreme (for us in WA) this year as well as dense fog and cyclonic wind.

Several new courses were used - the extended version of the Pinjarra circuit and the *Power-station* course at Neerabup/Pinjar. The latter looks like being part of our program for a while and, of course the Pinjarra course most certainly is. There are at least a couple of other potential courses near Pinjarra worth considering and, so far, the courses we have previously identified as 'threatened', still survive.

Timing

We are now definitely moving into the transponder replacement cycle we've been anticipating but should be adequately prepared to manage it. The direct, progressive upload of results to the 'net has not only had the expected uptake by race participants but has simplified our own manual posting to the event's results board. We are currently working on improvements to the integration of start and intermediate times.

We continue to time a few non-ATTA events and enjoy the opportunity to work with these other groups; it helps to keep us humble!

Results

Only once a Race Report needed to comment on the lack of PBs - on the day when horrendous conditions resulted in just a solitary 'best' and the primary achievement was the completion of the course. Most reports had some focus on the large number of PBs. It's been a good year for personal achievements among riders.

Next year we will reflect on a big change: new *Standards* are set to be introduced for next season. The VTTA in the UK have kept us up to date with their revision of their standards tables which is the first since they were introduced in 1948. They were able to access a pretty sizeable database of results from the past three years and across the spectrum of ages; much better than we could hope to achieve. But we will still need to do a bit of work to extrapolate the data to include our younger riders - hopefully back to 18years, with some degree of statistical validity. We have made a start. We also made the decision, however, to abandon our past attempts to include the Junior riders. The VTTA is monitoring the effect of the revision through their current, ongoing season but the assessment at this stage, having just completed two of their National championships, is as they hoped for: that the field has indeed been levelled across the span of riders' ages; riders of all ages are represented fairly uniformly through the placings.

Administration

No major changes have been made to our management but the rewriting of our Rules has given the opportunity to make sure the current systems are properly covered with considerable thought having been given to possible future developments.

A move of our website to new hosting was obviated by changes to the offerings of the present host. The site has been moved to new servers with a minimum of disruption but the recoding of our existing, ageing site has possibly become more urgent.

Acknowledgements

Once again I owe hefty bundles of thanks to offsidiers Lorraine and Susie for keeping things (and me) on track; the rest of the Committee for their considerable support; to all the helpers who regularly respond to the 'call' for assistance on the ground at events - people like Terri Usher, regularly the face of ATTA behind the registrations desk; those many unseen hands that get things packed up at the end of rides and maintain the image of efficient organisation; and those riders and coaches out there who spread the word that ATTA events are worthwhile tests or reality checks - even fun, perhaps.

Peter Meyer
President, ATTA
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