

AGM 2013

President's Report

Membership

This year's membership had a bit of an increase: to 318 (11%). That is the largest we've seen it. The CA component has increased to 64 but as in the past there are a few of these who are 'convenience' members whom we don't see riding. There were also, notably, a few memberships paid that were a strategy to ensure priority promotion from reserves listing for some events. The management committee recently decided improve the benefit of membership by extending a race entry discount to all events. This will apply from the start of the 2014 season in November.

Our affiliations are unchanged: Cycling WA; Westcycle; Bicycle Transport Alliance.

Racing

We've anticipated the need to abandon a few existing courses for several years now but the only change this year is yet to come. We will be moving the 'Gents' to a new course in October – in Serpentine but have already announced that Chittering is no longer 'viable'. A number of new courses have been looked at and one of these, based again at Chidlow, will replace Chittering. We have a couple of options for flatland courses that we intend to trial on a larger scale than the couple of us who have already tried them out. However a couple of courses we have on the 'endangered' list still seem to have at least another year's use left in them.

Participation rates at events have been unchanged, the average being 94 riders per event (compared to 95 in 2012–13). We have a continuing problem with large numbers of pre-registrations followed by large numbers of cancellations or, more frustratingly, 'no-shows' on the day of the event. The number of defaulting riders at pre-paid events is probably lower and the suggestion of requiring all pre-registrations to be paid upfront has some attractiveness perhaps, but would entail a lot more work to administer and that's part of what we're trying to avoid. But in the end, the number of riders that do turn up to ride is the important thing; not those who don't.

And amongst those who turn up to ride, the important thing is the achievement of PBs and we continue to see lots of them at most events!

Our major events, the Championships and the Early-birds (EBs) are the ones that usually involve lists of reserves (maybe not the '160'; nor, on the years it's scheduled, the Hillclimb) but the winter series also has a keen following: it's off season for many riders and there are longer gaps between events too. The EBs again attracted just over an average of 100 riders per event, slightly fewer than last year's series but the number that actually made it to the New Year's Day event was significantly lower than the average (147 had pre-registered; 81 rode.) That was a pity as it was the day that Cam Meyer returned to retake the course record that he had established briefly the week before when, minutes later he saw it retaken by Luke Durbridge. These two events were a highlight in a season where, as bike riders, our faith in the integrity of international pro-riders took a severe battering. At least those two gave us something to hang on to: National titles to both of them within a few week's of their performances in Kings Park followed by a season on the pro circuit that continues to impress.

This year we did lose one event from our calendar due to factors beyond our control: the April event scheduled for Champion Lakes. It was during a changeover of the management of the facility when it failed to inform us of a clash until it was too late to reschedule. Champion Lakes has become an important venue for us now but the changed management means that what was a free-to-use facility for almost five years, now has costs associated with its use. This had been anticipated; we get good value from its use. There is talk of development of dedicated road courses around the metropolitan area but the implementation of the plan is very slow. We are at least in a better position than others in having several venues available that are safe, accessible and require relatively little traffic management. We are also in the position where for a number of our other courses the traffic management required is not large; nor is the requirement for permissions overwhelming; as it can be.

Our working alliance with the SWCC and WAT continued and we'll also be timing the CWA Junior ITT Championships this year.

Techbits

Timing.

We have extended our system so that we can, where needed, cope with another intermediate timing point on courses and recently have begun a move to replace dead and dying transponders with a newer version that is subscription-based rather than purchased outright. This has only been released recently although a precursor has been around for a year or so. Basically one-, two- or five-year subscriptions are purchased during which the device is fully warranted (and insured). A five-year subscription costs a little less than the full cost of a transponder purchased outright.

As always we have plans for the improvement of our timing system in the process of active development.

Standards

The UK time trial organisation, the VTTA, whose tables of Standard Times we adopted and adapted and who recently revised them have done so again; this time with a minor 'tweak'. The previous revision appeared to give an undue advantage to 'young' 40 year-olds. The recent tweak levels the field across ages even more the VTTA claims. We will follow their move (with the given permission of the VTTA, of course) but more importantly, have decided that the time has come to abandon our attempt to apply this system of manipulation of results to riders younger than thirty years. The group where it was most needed perhaps, apart from the older riders (50+) was with the juniors where we already have given up. So this change to exclude those between eighteen and thirty should be almost unnoticed.

Administration

Operating under a new set of Rules (constitution) has, of course, made no difference to us as we were effectively operating in that way already. The Special Resolution to be voted on at the AGM this time will tidy a couple of loose-ends indicated to us when the new rules were accepted last year.

Our system of management seems to continue to work satisfactorily; at least we have not been able to identify any areas that need remedial work.

Acknowledgements

All of our management committee need medals but for particular reasons the following need mention:

Susie Munro had to surrender one of her portfolios this year because of health and work issues and Cameron Berg took over the coordination of the helpers: people we 'use' at events. Unfortunately he also found that his paid work had become too demanding and needed to step out of his ATTA role. Jeff Usher has now assumed the responsibility of 'people-coordination'.

Lorraine has numerous roles as a designated Vice-President, not to mention a permanent member of the 'planning sub-committee' she is also the semi-permanent race Starter, referee and relief timekeeper.

Troy Coulthard managed our Facebook (ATTA Riders Group) presence and also took over care of the equipment trailer and therefore the signing of courses, particularly after the retirement of Cam.

While not on the management committee, Jeff Usher and Dave Equid along with their wives Terri and Carolyn helped with the management of many events; so too did Robin Warrington as another very efficient starter person.

We rely on, can't function without and are fortunate to have people of this calibre to be deeply indebted and grateful to.

Peter Meyer
July 2013