

## President's Report 2016

Our 28th AGM...

### Membership

(see *Table B* below) We know that the number of cyclists in WA has increased in the past decade. And, not surprisingly, in the past ten years our membership has increased: not uniformly, but from around 150 to what is now, an apparently reliable figure of 300+. The number of Cycling Australia (CA) members listing ATTA as their club has varied little for the past four years (69 at the moment). The total number of CA affiliates among ATTA members is currently 179. We know that preferential race entry is, for some, a stronger incentive to join ATTA than the fuzzy glow that comes from merely belonging to such an illustrious group, and that might go some way to explaining why a third of our members have dual membership. When we include West Coast Masters CC (WCM) members (we share seventy), the picture gets even more complex: WCM members also intersect with CA memberships (40% WCM are CA members)—a small number (19) are dual members (ATTA+WCM) but the remainder (51) have triple memberships (ATTA+WCM+CA). We don't have figures for Bicycling WA. Anyway, looked at from another direction, 40% of our members are not affiliated with either CA or AVCC. The average age of our current membership is 43 years.

### Events

This distribution in membership is also reflected in event participation.

*Table A*

Affiliations of riders at events

	Event				
	eb2_16	40ch_16	80ch_16	bibra3_16	chlakes6_16
Total starters	120	119	131	158	126
CA/WCM affiliates	71	58	47	96	71
'Unaffiliated**	40.83%	51.26%	64.12%	39.24%	43.65%
Pre-registered/members	169/137	141/102	163/70	187/111	169/90
Final list/members	137/111	133/96	152/67	174/102	152/80
Reserves¶	0	0	12	14	4*
Personal Tx	28	47	28	51	34

¶ Reserves remaining on the final listing the evening before the event

\* all accommodated at the event

\*\* unaffiliated may be ATTA-only members, triathletes etc.

Our participation rate for events rose rapidly to a peak about four years ago but has eased back a bit since then (*Table B*). But the number of women participating is increasing—up to 30% in some events over the past couple of years; but it's quite variable. There was a substantial increase in the number riding the *Hillies* so the increase cannot be simply the attractiveness of closed courses like Kings Park and Champion Lakes.

*Table B*

Year	Membership	Participation (Summer season rides)		<i>Hillies</i>	
		Total	Women	Total	Women
2008	185	1643	302 (18.4%)	271	29
2009	196	2050	382 (18.6%)	420	54
2010	244	2169	458 (21.1%)	451	80

2011	237	2138	371 (17.3%)	450	54
2012	287	2714	444 (16.3%)	512	62
2013	318	2432	424 (17.4%)	527	66
2014	315	2518	462 (18.3%)	525	73
2015	313	2351	484 (20.6%)	464	76
2016	331	2542	653 (25.6%)	465	112

The *Early-birds* series is still very attractive to riders. We had capacity fields (and reserve lists in place) well ahead of most events. However, there were plenty of vacant spots at any particular ride (the largest field we had was 120) but, sadly, we're accustomed to that; we had 1202 riders pre-registered for events in the series—an average of 172 per event. The average number of riders (111) was a slight increase over that of the past few series. The series this year was incident-free and our biggest problem, arguably, is getting people to the prize presentations. We again had considerable support from Glen Parker Cycles and Brad Hall Training for the series prizes for which we are most grateful.

The *Hillclimb* was back on the program this year. We intend to continue with the biennial format.

We lost one event from the program due to bushfires south of Pinjarra and had concerns a few weeks earlier with the Chidlow|Bailup Rd course; everything was fine on the day but we did need to monitor the situation throughout the preceding week with a course check on the day before the ride. We didn't have any problems with events falling on extremely hot days this year.

#### Courses:

- The WA government's *Rowe-8* plans stumbled, so we had another chance to ride at Bibra Lake. We had 158 riders make it to the start line—our largest field for the season—but it was probably our last Easter ride there. The increase in traffic has become a problem, at least during Easter. We intend to open our 2017 season there, however—not in a holiday period and starting earlier: at 6:30am.
- Wandi was still usable even though we needed to reconfigure our 40km course for the Championships after roadworks had forced us to abandon the Hopelands alternative we'd scheduled because of the uncertainty about Wandi roadworks in the first place! Now we must use Wandi Drive as an alternative to Rowley Road because of changes to the Lyon Road layout. We did that for the 80km Championships. Ten laps is not ideal but it is workable; we're hanging in there at Wandi!
- We solved the parking problem at Neerabup after the loss of the use of the golf club facilities, with an agreement with the nearby motocross club. But we will not be using that course for further two-lap events and housing developments close to the course definitely mean that our days there are numbered.

Professional traffic management was used at several more events in the past season.

#### Tech-bits

Peel CC has switched to the MyLaps system which means we are seeing a few more riders with personal transponders; NBCC has pulled out of the four-club MyLaps-users consortium but this won't affect ATTA. The group don't seem to be promoting personal ownership of transponders. The number of available transponders is one of the constraints on the number of riders we can cater for in an event. *Table A* shows the number of transponders personally-owned by riders registered for a number of events.

Timing by us of non-ATTA events was much reduced this year: we were only called on for Brad Hall's group (the Giant, Perth Women's ITT) and the Junior ITT Championships although, in the former case, this event has almost become an ATTA event.

#### Administration and Race management

The basic model of our management: a limited number of face-to-face meetings supplemented by email

interactions and occasional, spontaneous 'sub-committees', remains. Things get done efficiently and without the constraints of too much structure or formality. We reverted, recently, to a meeting of the full committee when determining the events calendar for the coming season.

We have seen some changes as the result of the work done in defining the various roles within ATTA's management but we've still not had a lot of success in attracting understudies or replacements for several of our key roles and remain vulnerable.

There has been some shift towards a more overt concern with safety issues that has been reflected in an increased use of professional traffic management services as already mentioned.

From September this year, we will be introducing the mandatory use of flashing rear lights by riders in events we organise on open roads.

The trailer and most of the equipment required at events now lives at a commercial storage facility, fairly centrally located in Belmont. This is a move away from the previous *ad hoc* arrangement and makes it easier to share the load of responsibility for getting gear to and from events.

### **Acknowledgements**

Lorraine and Jeff have continued in their multiple roles in our organisation; totally indispensable and never thanked adequately. There are too many things to be done to allow the luxury of single roles. Frank and Dave, as well as fulfilling other vital roles from one event to another have been able to provide more support to the work Troy has done so efficiently for the past few years. Thanks also, Robin and Greg and of course Neilly (Aunt Emily) who must be due a long-service award as he's been on the committee since 'whenever'—in fact, since before he lived far south in Kojonup and could get to events (and meetings) in less than a night's journey.

We invited Sean Mahony to our last few committee meetings in the hope that he might see a continuing role for himself. Steve McKiernan pulled out recently, because of work commitments; similarly, we could demand less from Roger and Byron this year; they've all earned their stripes in the past and contribute when they can.

Sue Challen spent a lot of time sorting out new kit arrangements for us and Alison Ramm is also involved in that as well as now being responsible for the organisation and chairing of meetings.

There has been the change of meeting venue, a different focus for the management committee—the WestCycle office meeting room. It's been a good arrangement and much appreciated; thank you, WestCycle.

And thanks, particularly, to all the members and family or friends of members who have been prepared to volunteer to assist at events throughout the past year; our program couldn't continue without you.

Peter Meyer  
June 2016