

AGM 2018 President's Report

2018 was an outstanding year for Steff vanA: Gold medals and course records in all championships (she was the fastest woman in the Good Friday, unofficial 20km champs too - with a PB) and she retained the Hilly and BAR trophies (with a 2km/h improvement in her Hart trophy speed).

But, overall it hasn't been a great year for ATTA. The program suffered a number of disruptions: roadworks on Hopeland Rd made us swap to the Serpentine course; roadworks lost us a chance to ride Gidge A, in fact two separate lots of works, the second lot of which, affecting Toodyay Rd, saw us on a new version of the Gidge B course, Gidge C. This was probably a good thing because Gidge C has proved to be a good option and likely to be a permanent change. There were problems on Bailup Rd and the promise of atrocious conditions for the 160km championships reduced an already small field to just a handful; the sad thing was that conditions during the event were actually quite good; we had to cancel the pairs event, indirectly because of delays in the permissions process and we also had to cancel the event we have run on behalf of the CDF targeting mainly juniors and women because of a late change in the date of a competing event. Indecision at Cyclesport WA has also meant we won't be involved with the junior ITT championships this year - if it eventuates.

The participation rate for events dropped to the lowest in ten years.

It has been suggested that the number of competing events available is the primary cause of the decline in TT rider numbers but competing events is not a new phenomenon. Nevertheless many events still have new riders on the list - particularly at Champion Lakes. And the proportion of women riders is being maintained: up to 36% at one of the Early-birds, down to 20% across the *Hillies* and an average of 25.6%; Masters and open CSWA events range from <10%-20% women's participation.

Hilly series: with the inclusion of the Mark Webb Memorial, we have had a selection of eight events for the past couple of seasons and this time we set up a series registration option including a small contribution to the *Hilly* jersey cost for riders seeking to own one. Casual entries - the usual 'pre-registration' process - were still available and even if the registration process became more complex to administer, the arrangement allowed us to get some measure of the desire for hilly shirts. Some have a considerable collection after a few years and about a third of the qualifiers weren't seeking to add to their collection; we have been presenting them for twenty-five years.

The 2017-18 EB series started well but numbers again fell in the second half despite setting dates that avoided, for example, the TDU. The holiday period will always pose problems for some individuals but opportunities for others. We had Boxing Day in the mix this year and for the next series we can't avoid New Years Day. We have applied for the usual permission to hold the series and,

hopefully, will have had a positive response from BGPA by the date of the AGM. We've enjoyed eighteen years and 120 events in the Park. Membership has fallen slightly and dipped below 300. Is the fall related to the fact that, this season, we've rarely needed to have reserves listed for events? Possibly - some have previously bought membership to get priority entry in an event where a reserves list is in place.

We have been using the credit card (contactless/ chip) facility, *Square*, for just over a year now. It is simple, efficient and seems to have posed no problems for those running the registrations desk who are not the same people at all events and may have been seeing the workings of the system for the first time. We introduced it quietly to allow us to gauge its efficacy. The number of people who no longer carry cash is increasing. *Square* costs little and there is no need for us to have a merchant bank account.

Our business is timing so timing can never entirely escape a mention. Here it is: we've been using electronic timing for ten years.

Our Facebook account was changed from a 'group' to a 'page' to focus more on events and information relevant to them. Alison Ramm set it up and looked after it.

Traffic management and its associated requirements and costs is a drain on our energy and resources. But it's necessary and to comply with an essential feature of the current Mainroads Guidelines, three of our committee undertook BWTM training and gained the necessary qualification so we can have someone present at all open-road events able to 'officially' oversee the correct set-up of course signage – Kim Van Amerongen, Greg Swensen and Sue Challen. David Equid is ploughing his way through the update of all our Traffic Management Plans so that side of the permissions process for events becomes less 'fraught...' when dealing with local authorities.

Jeff Usher who, to many, has been the public face of ATTA in his task of collecting together and deploying the helpers at each event has left the committee and we need to replace him. We can't survive without the assistance we get from volunteer helpers. There is no alternative and we look to our members for the help; or their families or friends. In the last twelve months we have had the assistance of over three hundred individuals. A number of these are repeat efforts and for the more specialised roles like helper co-ordinator or starter or course set-up it may have involved up to 20 or 30 events (thanks Jeff, Lorraine, Troy) but there are others who have contributed more than their fair share: the Family Graham mob (Janice, Davie, Scott and John) who totalled about 18 instances; Cathi Dixon, 9 occasions; Alex Dragicevich, 6; Iain MacLennan, 8; Marcel Weijers, 7; Craig James (or Geraldine) and John Andrews, 5. Dave and Carolyn Equid put in 7 appearances each. Overall the ratio of riders to helpers is just a bit over 10:1.

Behind the scenes and getting a brief nod in the previous paragraph has been Troy. For the past few years Troy has, almost singlehandedly, taken the responsibility to get our course set-up equipment to events, having anticipated the particular needs for each event, and usually set it up, packed it away again at the end and delivered it all back to its storage locker. Indeed he was responsible for getting that organised too; plus getting the trailer for lugging all the stuff around purchased and fitted out; plus acquiring new signage to comply with the rigorous needs of *MainRoads* guidelines. Just describing it has been exhausting - now Troy needs a rest - and a huge THANK YOU for his efforts.

But thanks to all of the committee for their support and particularly Lorraine who continues to be the reliable back-up I, for one, need and has been so for a long time now.

I've mentioned a few milestones we've reached this year. Another: the Panther turns 21; and another: it will be our thirtieth anniversary in November. It's nice to focus on these things as they are, in a sense, positive achievements.

Peter Meyer
July 2018

Australian Time Trials Association