

AGM 2020 President's report

Australian Time Trials Association (ATTA)

While we most definitely wouldn't claim the past year to be one of our better ones, it does mark a turning point: as a result of the shutdown of most things early in the year, the decision was made to move our membership year—something we had previously discussed but dismissed as being too problematic. So, in that sense, the year has only just begun; our membership has pushed back over the 200-mark whereas it had been falling again. These things are mentioned in the Treasury report.

We managed to fulfil most (85%) of our summer season before we were cut short: in all, we lost six events before we restarted. Unfortunately, two of these were an important focus for the dedicated time-triallist: the 40km and 160km ITT Championships; and I make no excuse for including the latter. The restart of the events program has been with a resurgence of enthusiasm of riders: the first couple of events have had pre-registrations overflowing soon after opening and long reserves lists as a result.

The BAR competition was abandoned for this year but the *Hillies* survived: Phil Deisel powers on towards his 400th ride; compared to that, David Thompson is a mere tyro with 60 rides but was having his best year yet (he collected the *Fastest Time* points win); similarly, Steff again collected the women's laurels (four of her five *Hillies'* times were PBs).

A considerable amount of time was spent in the latter part of last year considering the unification of the various cycling disciplines into one centralised body: AusCycle. Various claims were made about the benefits of unification, particularly that we would see the end of multiple racing memberships (licences)—a thing that's been discussed for a very long time. It would have been a unitary model of governance as opposed to the present, federated model and would have seen the end of such bodies as WestCycle that, in particular has achieved, over the past 8 years, many of the things claimed to be within the ambit of the new body. It was a campaign marked by arrogance, spin and not averse to misrepresentations. But, importantly, for ATTA we would have returned to our wholly marginalised status whereas, under the WestCycle model, we have achieved, at least, genuine recognition as an entity within cycle-sport; as I have remarked, possibly too often.

The Early-birds series: last year's series was the twentieth in Kings Park; this coming, 2020-21 series will be our twenty-fifth overall (the first four were at Perry Lakes). It was another good start to our summer season but the world soon turned sour...

The program for the full 2021 season will be published soon but both our Early-bird events and the bookings for events proposed for Champion Lakes have all been confirmed.

We had to cancel the 'Panther' last year because of changes affecting the old Leschenaultia circuit but this year she moves to a new home thanks to the efforts of Kim VanA and David Equid.

The 'Gents' will also be moving this year—roadworks again. We will, hopefully, be testing a new course, another sussed out by Kim. But Hopeland hasn't been abandoned. The 40km Championships now appears to be lost for this year; the competition for time slots at the moment is fierce—it's likely we'd be approaching the time for next year's event before a suitable date is found.

Finances: although we lost a number of events, we didn't qualify for Covid handouts offered through the Lotteries Commission for that sort of thing, but we're still pedalling; we achieved a small surplus again and still have a little in reserve.

The management committee. We lose Graeme Sheard and Greg Swensen (the latter, for a while, at least) but the remainder of the current committee are prepared to continue their involvement in ATTA's management.

Alison has continued to look after our Facebook image (that also owes much to the photography of Damien Wyer) and Steff continues to be a great ATTA advocate for women.

Although they are not all part of the committee, we have an indispensable group of people prepared to bring the trailer to events and set up the courses—not an inconsiderable task—Iain MacLennan (and Lorraine), Rick Churchill, Alex Cairnduff, Joe Grasso, Steve and David have all regularly contributed here, managed by Kim and David.

The transition to a new helmsman has begun: Steve Oates is now the delegate to the Road Sport Advisory Group, together with his responsibility for managing event-helpers, shared with John Healy. It looks like we are approaching that state where there's sufficient shared knowledge, that ATTA can continue to trundle along without fear of any sudden upheavals.

Peter Meyer July 2020