

swelling the numbers of our motorcycle clubs has some mixed blessings and it is up to every responsible rider who loves his bike and has some pride in being called a motorcyclist to get wised up to the seriousness of the situation and take some positive action, now, before it is too late.

The first thing to tackle, and an easy one, is to write to the MoT and your own MP to instruct the *police* to deal with those offenders who break the law by bending their "L" plates round the fork. Let us make these idiots who are not by any means "brother motorcyclists", show others what they really are and not what they are trying to make out they are. We are best rid of such scullion who will do neither us, nor themselves, any good in the long run.

The next thing to do, O lover of the game, is to clamour and urge Government by every conceivable manner within the law, to treat *training* seriously and get on with the job. The working party on the training of learner motorcyclists came up with a lot of right answers, way back in 1969, but nothing has been done about it. We should be lobbying MPs and holding demos on this matter *now*. This is the time, while the graph of new riders is rising. This is the lever to use and the bludgeon to belabour Government with. But, if we wait for the peak to be reached and the graph flatten out, or even start a downwards slant again, then we are too late and have missed the opportunity, perhaps for all time. We *must* get cracking to save our own skins

and the keen new intelligent riders, yet to come. The chaps who will be keeping the flag flying when you have packed in.

What about it, BMF, RAC, and all who are currently, or previously, connected with training? How about it, the keen club member, or the unattached rider? How about it, you youngsters who are itching for the day when you can take to the road on a motorcycle? Here is something you all can really fight for without fear of adverse criticism from any one. If BMF and RAC got stuck into this they will be doing everyone some good and get better praise than for anything they have done in the past. Where are all the blokes who fought so hard to prevent compulsory passenger insurance, the Sixteen Ban and compulsory helmets? I have a feeling that if you put a third of the effort you expended on these questionable skirmishes into a fight with Government to get a proper form of *national* training with adequate equipment at low cost to the learners, your efforts will meet with success *if you act now*.

The Wimbledon plan

Thirty years ago, next month, the writer addressed a large audience who had crowded into the headquarters of the Wimbledon and District Motorcycle Club to hear the Wimbledon plan for training learner riders. By October the following year the training scheme was started. The Wimbledon Club had started training learners way back in

September 1945 and the RAC/ACU Training Scheme was the outcome. We had it timed just right! It was evident that the late 40s, and early 50s, was going to witness a tremendous rise in the number of motorcyclists on our roads. All of those bikes laid up "for the duration" would be brought out when the War ended and the lads came back. There were hundreds of thousands ex-WD bikes to be sold to the general public and put to a more civilized use. There were hundreds of thousands who couldn't afford a car and would welcome a bike. So we were able to cash in on all this, the timing was perfect . . . Just like it is now if you will open your eyes, take a good look around, and get cracking.

London SW17

George A. Brine

Love-hate Relationship

NOW THAT One Track—the old rogue—has placed the mantle of respectability on the humble MZ250 you have no doubt noticed as I have, that your correspondence pages are receiving a regular dose of praise for this machine. It was One Track's inclusion of this bike on his list of acceptable commuting machines which gave me the courage to come forward and be recognized; albeit that the MZ constituted the bottom limit to his range.

I came back to motorcycling after 10 years through a secondhand Honda C50 and during which time my wife and two children were not compatible with motorcycling. One

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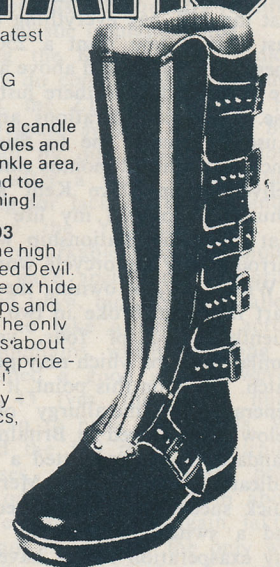
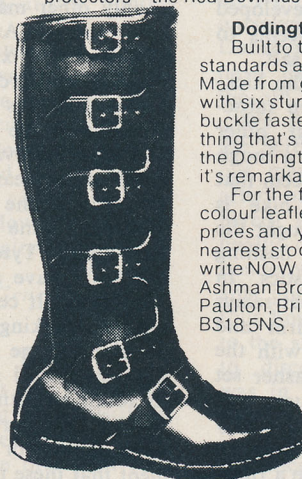
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