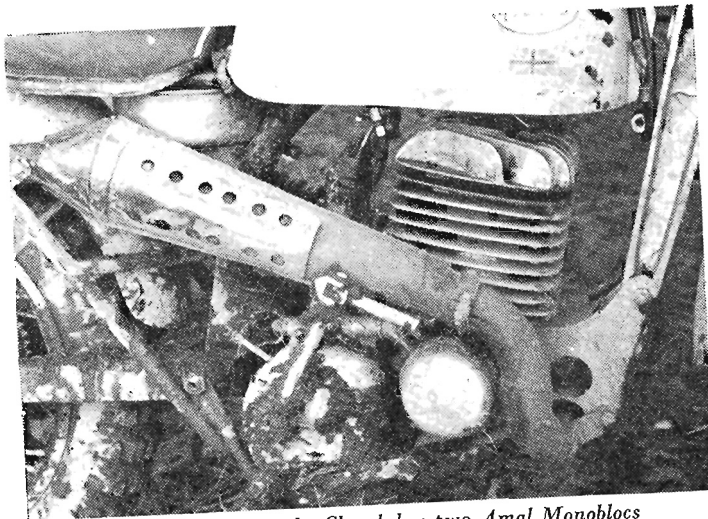


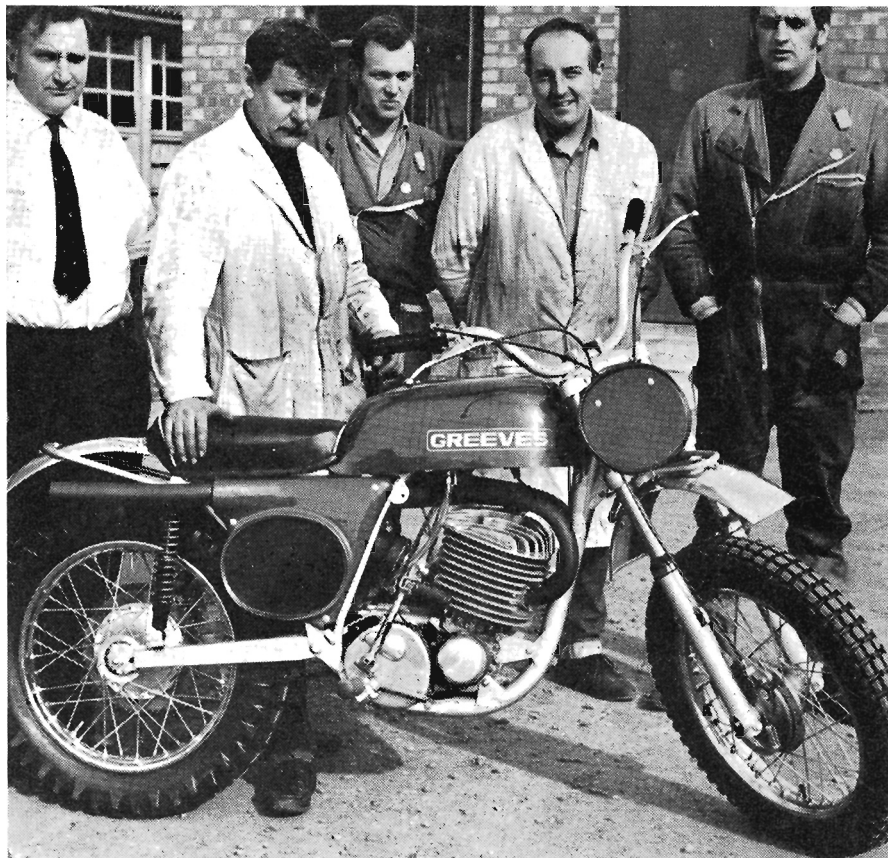


*Left: Clough's factory Greeves looks like a standard Challenger but is in fact a 360. Unlike Bickers, Clough still favours the leading-link fork. The latest, spring-controlled, Greeves type has some 6in of movement*



*The 360 Challenger ridden by Clough has two Amal Monoblocs*

## THE NEW GREEVES SCRAMBLER



*As eagle-eyed readers will have guessed, the Greeves shown in this picture is an experimental model. Gone is the old familiar alloy "beam" type front down member, and the frame is entirely of Renold 531 tubing. The passage of the years has in fact now made even Greeves toe the line of convention and there is scant resemblance between this 360 and the rubber-forked, alloy-framed, Villiers-powered Hawkstone as ridden by Brian Stonebridge 10 years ago. A Greeves such as this recently did 150 laps of Hawkstone Park without any stops except, of course, for re-fuelling. But why, we wonder, has this particular machine—pictured here with some of the Greeves staff—a trials tyre on the front?*

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