



FFF100

The FFF 100 begins its scintillating 0-100-0 mph run of 12.2 seconds in the rain.

development of the FFF 100's systems is being closely watched by several British and European manufacturers, along with Chrysler in the US — and the Michigan State police. Apparently the FFF 100 has particularly appealed to these Michigan cops. It sounds as if the local motorists might be in for one hell of a time in the next few years.

The car is built around the chassis from the now dead Jensen FF four-wheel-drive.

GKN modified the chassis in some areas, but it is basically stock FF, using the proven Ferguson Formula four-wheel-drive system. In the Jensen, the drive train has to take only 330 bhp, so some changes had to be made to the system to take the FFF 100's increased power. A new development in viscous control units to limit wheelspin was incorporated too.

The braking has been brought up to latest developmental standards too — it's a Jensen-Girling system controlled by a single Dunlop maxaret unit.

The engine is the brilliant Chrysler Hemi (the real one), a V8 of 7-litres (426 CID). The engine was rebuilt by the Vandervell Products Ltd division of GKN, using a new type of bearing and other trial ideas.

Power is 600 bhp at 6600 rpm. Torque is 560 lb/ft at 5000. The engine will spin to 7200 rpm. There are two giant Holley four-barrel carburettors.

The gearbox is a modified Chrysler Torqueflite automatic. It runs to Salisbury limited slip diffs

through drive shafts and torque splitter (the division to front/rear wheels is unequal) made by GKN's transmission division.

The FFF's body was designed by William Towns, the man who drew the Aston Martin DBS. It was built up, in fibreglass, by Dimension Four Fibreglass and then dropped on to the running gear. A firm called FF developments did most of the chassis work.

Weight of the car is 3388 lb, giving it a power-to-weight ratio of 5.5 lb/bhp — an exceptionally strong figure.

On its first tryout at the Motor Industry Research Association's proving grounds it was raining.

But the FFF put down an incredible time of 12.2 seconds for the magic 0-100-0 mph run. This bettered the old record (set in the dry) by more than seven seconds.

This run proved beyond all doubt the benefits of four-wheel-drive with wheelspin restrictors and anti-lock braking systems.

Later, when the track had dried, the FFF ran the same test in 11.5 seconds.

GKN is in the middle of a long developmental program with the car. Future test programs will cover Vandry non-lubricated bushes, a new GKN fuel injection system, new anti-lock braking systems and more inventions still classified as secret. With the fuel injection it should have still more power, so we can expect still faster 0-100-0 runs. *

SPORTS CAR WORLD, April, 1973



Jensen Car Club of Switzerland