at it to know, instinctively, that it's packed with power and the facts would prove you right. Under the bonnet is a massive Chrysler V-8 engine of 6,276 c.c. capacity that develops a maximum power output of 325 b.h.p. at 4,600 r.p.m. to give the car a top speed in excess of 130 m.p.h. A 3-speed automatic transmission system is fitted as standard, but the thing which really sets the F.F. apart from all other cars of its type is the fact that the drive is taken, not just to the rear wheels and not just to the front wheels, but to all four wheels!

Yes, the Jensen F.F. is fitted with the revolutionary new Ferguson Formula 4-wheel drive unit (which presumably accounts for the letters "F.F." in the title of the car). This is a complete break-through in high performance motoring, and makes for greatly increased traction, control and thus safety at fast speeds, as well as improving road performance generally. Safety is further increased by power-assisted steering and an aviation developed anti-skid braking system using Dunlop disc brakes on all four wheels. In short, therefore, the F.F. is a tremendously powerful, fast, but safe car, comfortable to drive in and a dream to look at.

Talking of looks, incidentally, the F.F. is very similar in external appearance to its sister car, the Jensen Interceptor. As far as I can see, in fact, the only obvious differences between the two are the air-intakes built into the front wings. There are two at each side in the F.F., and only one in the Interceptor. The major mechanical differences, of course, are that the Interceptor is not fitted with 4-wheel drive and also usually incorporates a manual gearbox, although automatic transmission is available.

Car transporter

Moving on now, we come to the other new Dinky release, No. 974 A.E.C. Hoyner Car Transporter. This is an articulated model consisting of a double-decked car-carrying trailer coupled to a detachable A.E.C. tractor unit, the trailer being based on a widely-used piece of equipment produced by Hoyner Ltd., of Danbury, Essex. Before describing the trailer, however, I would like to quickly cover the tractor which is, in truth, the existing Dinky Unit. As you may know its features include windows, seats, steering wheel and jewelled headlamps, plus a special de-coupling device actuated by pressing an imitation fuel tank built onto the side of the chassis. This is an extremely useful device as it removes all possibility of the trailer becoming accidentally detached from the tractor, yet it allows them to be easily disconnected at will.

Turning to the trailer, we have a model that works just like the real thing with drop-down loading ramps, lowering top deck and retractable bogey wheels, the last to enable the transporter to be loaded when the tractor is uncoupled. The top deck is raised and lowered by imitation hydraulic rams controlled by a little lever beneath the bottom deck. When loaded the cars are held in place by removable chocks which clip on to the platform beds against the wheels, thus preventing the cars from rolling about.

The correct method of loading the transporter is fairly obvious. First of all the loading ramps are lifted to free them and are dropped down to ground level, then the upper deck is lowered until its rear end rests on the lower deck, its front end angled upwards. Any chocks in position are removed and a car is run up the ramps right to the front end of the deck. Chocks are fitted to hold it in place, then the sequence is repeated until the upper deck is full. Now, the deck is raised to its travelling position and the whole operation again carried out with the lower deck. Using small Dinky Toys such as the Ford Escort or the Mini Minor, the upper deck will hold three models and the lower, two, but, with larger models such as the Ford Zodiac, the capacities are two and two, respectively.

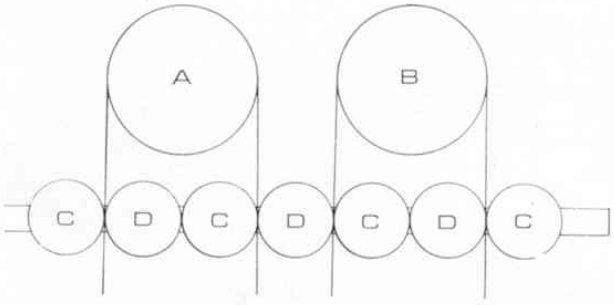
On the model I have, colour finish for the trailer is two-toned with yellow upper deck and orange lower deck and ramps, while the cab is blue with yellow chassis and cream interior. Although not shown in the accompanying illustration, both the tractor and trailer carry "Silcock & Colling Ltd." transfers, this company being one of the largest car delivery firms in the country. All in all, the model is highly realistic and really packed with play-value. You'll have "loads" of fun with it!

Among the Model Builders

with Spanner—still on clocks

CLOCKS SEEM to be something of a habit with me these days! In the last two issues of Meccano Magazine clocks or parts of clocks have been featured in one guise or another, yet I make no apology for kicking off this month with yet another hint for clock builders—this time of the grandfather variety (the clocks, not the builders!). The idea comes from Edward Barklay of Willowdale, Ontario, Canada, who recently wrote to me. "I have found", he said, "That when one builds a model Grandfather Clock a slight swing of the weight is very likely to throw the Chain off the main drive Sprocket. This is even more prone to happen when the clock is of the self-winding type with a heavy weight. The mechanism I have designed (see accompanying diagram) although childishly simple, eliminates all possibility of the Chain jumping off the Sprocket."

"In operation the teeth of the 1½ in. Sprockets just press on the rim of the Bush Wheels, allowing the Chain to pass freely between the two parts, turning only the Sprocket. Any unwanted movement is therefore eliminated at the Bush Wheel and 1½ in. Sprocket,



A mechanism designed by Edward Barklay of Willowdale, Ontario, Canada, to eliminate all possibility of the Sprocket Chain jumping off the drive Sprockets in a weight-driven clock. Key: A—main drive 3 in. Sprocket; B—rewind drive 3 in. Sprocket; C—1½ in. Sprockets; D—Bush Wheels.