



1 The Transit name

When Ford introduced its all-new European van, it could have been launched as the "V-Series". Instead, a last-minute decision saw it adopt the Transit name, which had first appeared on the German FK van in 1960 when that model became known as the Taunus Transit.

2 Project Redcap

The development work for the 1965 Transit was started under the code name of "Project Redcap", with an engineering team that included Sir Alex Trotman, who would go on to become Ford Motor Company's worldwide chairman and chief executive officer.



3 High speed testing

During development, high-speed durability testing was actually carried out on U.K. public roads. In the last few months of the test programme, the local police became quite used to witnessing high speed night time testing by Ford engineers and often stopped the drivers to find out how things were going.



4 It all started here

August 9, 1965, Langley the first ever Ford Transit came down the line at the company's Langley commercial vehicle plant in Berkshire, England on August 9, 1965.

5 A new Transit – for £542

At the U.K. launch in October 1965, the cheapest Transit – a short-wheelbase, petrol-engined van with a 610 kg payload – cost £542. The most expensive Transit listed at that time was a 15 seat Custom bus, which cost £997, plus £159 purchase tax.



6 How many people can you fit into a Transit?

48! 48 students from Barking College near London set a record by squeezing themselves into a Transit minibus in 1965.



7 Lots of space for trunks

How do you transport two baby elephants? London's Regents Park Zoo found the answer in the shape of their new 1965 Transit.

8 A favourite choice for pop stars

The Transit quickly found favour with the pop music industry. Transit's durability made it the roadies favourite as it moved up-and-coming pop groups around Europe between gigs, often through the night.



9 Transit packs a punch

U.K. boxing legend Sir Henry Cooper also worked in his family's green grocer business during the 1960s, and is pictured here together with their Ford Transit pickup.



10 The Transit that thinks it's a train

Transit versatility even extended to carrying out maintenance work on Swiss railways. A local engineer identified that the distance between its front wheels would allow the Transit to be easily converted to run on the tracks; when its work was finished, it could then drive back to base along the road.