

## HENRY.

Another of our iconic, well-known cars is Henry, which of course is named after Henry Ford himself.



Henry is a 1929 A model Ford which is designated as both a speedster and a hillclimber, having been used in both track races and hillclimbs! What I found really interesting is the fact that the actual timber framework was built by the well known/famous coach building company, Cobb and Co...some great aussie history there indeed!



The car itself was discovered languishing in a field on a farm on the south coast as a wreck, quietly minding its own business and slowly disintegrating and heading for oblivion...no barn find this! Fortunately it was found by the A model Ford club and subsequently returned to its former glory by said club!

Its motor belonged in a 1931 B model Ford, but after finally giving up the ghost, it was replaced by a period correct A model motor, bringing it into line with a more exact restoration.

Henry's gearbox is a 3 speed crash gearbox (manual...no synchromesh) in perfect working condition as are the brakes which are obviously of the older style drum configuration. Henry has no fabric roof, has a smallish turning circle and is painted to a colour approximating the famous BRG colour (British Racing Green).



Henry was purchased by John and Mark Hertz in 1984 for the princely sum of \$9400 and is as close to original as is possible. As far as can be ascertained, Henry is the only one in Australia and after much research appears to be the only one of its kind in the world....the car is totally reliable and runs on historic plates..its previous registration was BC003, bought from Brian Coleman.



In his time Henry has taken part in some significant road escapades....the Sydney to Burke rally, the 1970 Sydney Harbour Bridge 50<sup>th</sup> anniversary run, the Sydney to Perth run to mention a few! I didn't include Mark's Centennial Park run, Tiger run et alia.

Henry is very light and is capable of speeds of up to 70 miles an hour, not sure about the stopping distance however! He is a 2 seater and I am told he is very comfortable. Incidentally he was named Henry by the original restorers.

Much trouble was encountered when trying to replace the 1931 motor but eventually a replacement was sourced from an Australian supplier for the sum of \$6000 ....much too expensive to import from the USA due to weight etc and there is always the problem of availability!



Henry has 2 fuel tanks, one in the front and one in the back. The number 2 on the rear tank was a number given to Henry on one of his rallies. If you look hard enough in the back you can see the oldtime hessian waterbag to solve boiling radiators....no overflow tanks in those days. Whitewall tyres are also a problem...there is a 12 month waiting period from the USA, if you can get them.



All in all Henry is a wonderful tribute to the motoring of bygone days and he spends his time in good company, next to SUNSHINE, a 1930 A model roadster. But that's another story!