

257 FKC - 1957 TS Saloon

As promised, a few lines about Olly's car.

The history of the car is that Bob Brown's Father, a Lt. Colonel in the Royal Army Pay Corps purchased FKC, new, when stationed in Ghana in 1956/57. I have seen pictures of the car in Ghana when it was nearly new. The car was made in February 1957 and its unusual colour scheme seems to have been peculiar to Ghana (the white to reflect the heat). Col. Brown then returned to the UK and brought the car with him and it was registered in Liverpool in March 1960 as 257 FKC and in 1978 passed to Bob who used it regularly.

The car was serviced by Mr. Thames (a Borgward trained engineer) in London and in the late 80's was refurbished by Neweld with a complete new floor, and repaint. In all other respects FKC is original even down to the instruction book (with pouch) inspection light, tyre pressure gauge (in its immaculate blue box) and full tool kit plus works manual.

Bob and his late Father were both very conscious of the fate of big game in Africa by the illegal poaching of ivory (elephants) and horn (Rhino) and FKC was given to Olly on condition that a substantial donation was made at a figure agreed between Olly and Bob to an appropriate and worthwhile charity, which has now been done. The Charity being "TUSK", the patron of which is Prince William, who has been made aware of the gift and its source. The gift was formerly acknowledged in a letter to Bob by Prince Williams through his personal private secretary.

Members will recall that my own car (XRT 620 made in May 1957) has now been on the road for the first time in 51 years and is running very well.

FKC and XRT are both TS "interim" models and were made 3 months apart during the 6 month total production period between January and July 1957 – in fact no product details were made available to Glasses Guide during that period. Surprisingly, however, there are a number of detailed differences between the 2 cars, as follows:-

1. Engine Compartment

- a) FKC has a vacuum distributor, XRT fully centrifugal
- b) Heater blower: FKC positioned towards the fuse box, XRT near the Vin plate forward of the auxiliary rad.
- c) FKC, no handbrake pulleys as H/B is still position for LHD. XRT, H/B positioned centrally
- d) Air cleaner: 3 bolt fixing FKC, 4 bolt fixing XRT.
- e) Only 1 fuse box FKC, 2 in XRT

2. Interior

- a) Heater Controls: in FKC are as per original production, i.e. no slide controls but with underdash levers for flaps and 2 pull knobs on dash for screen. XRT is the later slider design.
- b) Fan Knob for Heater fan: Below and to right of driver FKC, to left of ash tray in dash XRT. Odd this because all TS's I have seen are like FKC.

- c) Handbrake: FKC – as per LHD, XRT centralised.
- d) Seat/Upholstery: Green White vinyl XRT – cloth inserts FKC (with “Rhombus” pattern). I suspect that Vinyl would have burnt your bum in Ghana! Also of note is the vinyl armrests in FKC have the “Rhombus” pattern moulded into them and are dark blue, door card blue/white.
- e) Both cars have ivory dashes and ivory coloured round dials.
- f) The sun visors and their fixings differ on FKC (thinner and with different brackets).

3. Body

- a) Both cars identical but number plate light – old flat type on FKC, newer and bigger type on XRT.

FKC is in superb condition considering she has lain unused for 27 years and hopefully it wont take me nearly 7 years to get her up and running or else Olly will have a sense of humour failure !

Regards

Robert