

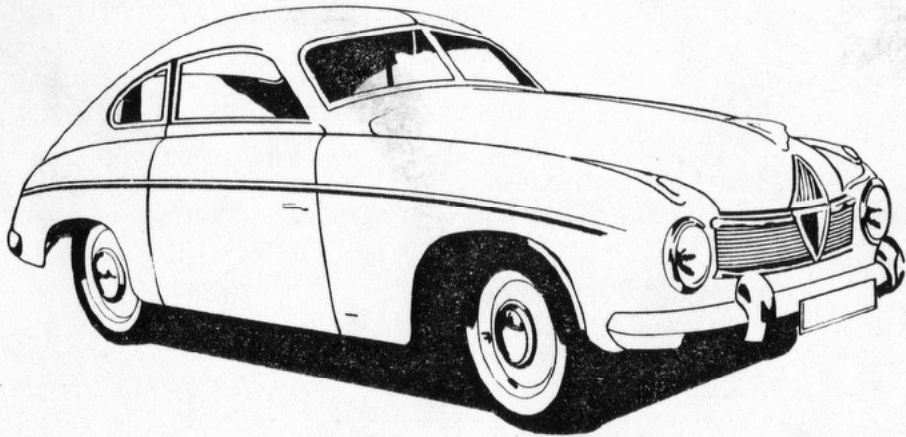


BORGWARD

Drivers' Club

NEWSLETTER No. 1

JUNE 1981





THE BORGWARD DRIVERS' CLUB COMMITTEE

PRESIDENT - Fred Hovell.

CHAIRMAN - John Ellis.

THE SECRETARY - R. Richmond-Jones.

ASST. SECRETARY - David Stride.

TREASURER - Stephen Nessling.

EDITOR - Nicholas Driscoll.

ASST. EDITOR - Nicholas Reid.

N.B. -: Views and opinions expressed in this newsheet are those of the signatories and do not necessarily reflect those of the Club and the Publishers.

Cover; Rometsch bodied Hansa 1500. 1951-53

EDITORIAL

Bringing out a Club Newsletter is a very worthwhile though somewhat time consuming job, but unfortunately it is one of those, which keeps getting put off because there is something more urgent to do such as rebuilding my engine. Well time has finally run out and I feel compelled to put pen to paper and compile the first issue. This Newsletter will be the most difficult to realise, being the first, and I hope that it will start the ball rolling as far as contributions and letters for further editions are concerned. All letters will be welcome and I am sure that there will be many.

Although I regret that I cannot enter into individual correspondence, letters will, at least be published in following Newsletters.

The success of this offering is largely dependent on external contributions and helps to reinforce the Club's objectives, which to remind you are:

1. To keep Borgward products on the road.
2. To ensure an interchange of ideas and technical knowledge.
3. To track down and (if possible) secure spares (original or substitute) or make their whereabouts known to as many as are in need.
4. To collate a register of owners, spares directory and names and address of those who can, and do bits and who will do repair work, if needed.
5. To attempt to have at least one major meeting per year and to leave the regional organisation to those in the particular region concerned, letting as many owners within a reasonable distance know.

Enclosed within the editorial is the proposed list of Club Rules and I would be grateful for any comments on this subject from letters or at the A.G.M.

ND

1. NAME :
This club shall be knowb as the Borgward Drivers' Club.
2. ADDRESS :
The Secretary - Robert R.D.Richmond-Jones,
22, Warburton Road, Canford Heath, Poole,
Dorset. Telephone: (02013) **83621**
3. AIM OF THE CLUB :
 - (a) To encourage mutual friendly relationship between all Borgward owners of Borgward product owners and to arrange indoor as well as outdoor gatherings and functions to include families and friends as well as members.
 - (b) To promote the search and discovery of new and secondhand spares.
 - (c) To encourage the exchange of technical information and knowhow in respect of the marque.
4. MEMBERSHIP :
Membership will be open to any person of good character in possession of a Borgward or Borgward product. Any other person in possession of any other make of car or person without a motor vehicle will be considered by the Committee. Acceptance or rejection of Membership rests with the Committee.
The Committee may also award Honorary membership where necessary.
5. MANAGEMENT :
The club will be managed by a Committee consisting of:
President/Chairman.
Secretary/Treasurer.
and any additional member (s) that the Committee may decide upon. The said Committee will be elected at the Annual General Meeting or Extraordinary Meeting. Any vacancies will be filled at these meetings. The Committee will meet at dates to be decided upon in each year. Only owners of Borgward products may serve as Committee Members.

14. DAMAGE TO CLUB PROPERTY :

If a member or any other person in his or her company causes damage to the property of the Club or property which the Club may have borrowed, such a member or other person as aforesaid will be held liable jointly or severally unless the Committee decides otherwise.

15. ON THE ROAD :

The obedience of the Highway Code and the law is to be of paramount importance as our Club will be judged by what the public sees.

16. RULES :

The Committee's interpretation of the rules are final and it's decision of any nature concerning matters which are not controlled by the constitution is to be complied with by all members. The constitution may only be altered by an Annual General Meeting or Extraordinary Meeting, irrespective of the number of members in attendance on condition that the members were advised of such a meeting at least 28 days before the date of same.

Letters to the Editor should be addressed to:

Lavender Cottage
Hookstone Green
West End
Woking
Surrey.

The AGM 1980

Those of you braved the November weather last year will have (I hope) fond memories of the healthy numbers who attended and the 15 or so cars that accompanied their owners.

We all assembled at the Halfway Garages Padworth and a list of cars and owners appears at the end of this.

The agenda consisted of the appointment of the Club officials and we are all indebted to Fred Hovell and Commander Allison for the use of the Garage showroom for the purpose..

The Holland trip was discussed in brief as were a variety of matters, which will appear in the minutes of the A.G.M. to be read and approved at the 1981 A.G.M. at the end of October.

A list of those present was taken together with their choice of menu, which was telephoned to David, the owner of the Bell at Boxford..

All those who had come in Borgwards were invaded by those who had not, resulting in an impressive line of Bremen products making stately progress to the Pub.

The food was both plentiful and ready for us on arrival as was the copious quantities of booze for those who wished- our thanks to David and Linda for their hospitality and prompt service.

The weather , sadly became worse as we set off for the run to the Antique Arcade at Hungerford in the afternoon- nevertheless the convoy looked no less impressive- how many of you can remember seeing so many Borgwards together at once?

The Arcade was a fascinating place full of interesting items of considerable age from Bric a Brac to useful and indeed still usable items of household furniture and utensils. There was tea available, upstairs, of the tea and bun variety which was 'hoovered up' with alacrity and the talk of things Borgward- it was quite fun to watch someone, whilst eating a sticky bun, demonstrate the intricacies of adjusting Borgward tappets hot, with the engine running!

This ended with the run back to the garage and the reunion with cars for those who had been given a lift.

We were all very pleased to have Mr. Coleran with us, who is our eldest member at the age of 78. At the time of writing, he will have been discharged from hospital after the removal of a Cartilidge -get well soon!

The meeting broke up and members wended their way homewards -a truly enjoyable and well supported day, see you all soon!

C=Coupe Ci=Combi S=Saloon G=Goliath B=Big Six L=Lloyd *= Cars actually at meet.

Steve Nessling-C	GCrowder S*
Nick DriscollC*	Cdr Allison- Mercedes
Dave Stride-C*	G Sinclair -C
R.Bass-S	Stan Stott-C*
S.Alleyne-S	W.Goldsborough-L
J.P.Colerran-S	Ted Holmes-C*
C.Rix-S*	RR-J-S*
Jim Flynn-L	Pete Grove-B
Dave Roast-C	Nick Reed-S*
Fred Hovell-Ci*	Monty FosterC*
John Ellis-S	Mrs F.Jones-G
D.Atkinson-C*	

Plus wives families friends etc toalling approx 40 people in all.

RRJ

An Archivist Recalls

So little is written about Borgward products that it seems amazing that when a source of information is found it usually contained profound statements relating to the excellence of Carl F.W.Borgward's later cars, namely the Isabella range.

Quote:- "A Sophisticated Failure Borgward technical specifications were impressive, but sales were not good enough, so its short life came to an end"

Mike Twite "On Four Wheels" 1972.

"I only wish it were made in Birmingham instead of Brenan"

John Bolster "Autosport"1958.

It was in 1962 that I bought a 1959 T.S., a car I still retain and consider to be in many ways the best car I have owned or driven.

H. Clark "Autocar" 1968.

"The Borgward Isabella was an outstanding car of its time.

In terms of overall efficiency it had few rivals.

Bill Blydenstein "Motor"1977.

In this history I hope to convey an acceptable set of reasons for the demise of the Borgward Company, although basically the answer appears to be financial disaster coupled with a political problem.

What seems strange is the period in which this collapse occurred. The Hansa and Lloyd companies managed to survive the difficult years of the "Weimar Republic and the Third Reich and yet die in an age of the increasing German prosperity of the Bundesrepublik even after the success of the Isabella model.

Only 856 new Hansas were registered with the Third Reich in 1934 yet 38,248 Borgward "Isabellas" including 40,000 Lloyds and nearly 12,000 Hansas were delivered in 1959.

After nearly 50 years the Company had become responsible for 25% of Bremen's force and all this from a company that had been struggling desperately to survive.

On the race track the Isabella became one of the most successful Saloon Cars.

At Brands Hatch and Spa it became almost unbeatable. Even in 1976 a lone 1957 Isabella Saloon driven by Miles Marshal ran off with the Classic Saloon Car Championship setting a lap record of 1 minute 3.2 seconds and thus indicating the performance available.

Even after 7 years of production the Isabella was still a good car, and although in the late twenties Carl F.W. Borgward managed to save two almost expired factories in a particularly difficult period, he could not save a properous company in a relatively docile industrial climate.

To be continued...

ND

By Courtesy of "Motor Sport" 1959.

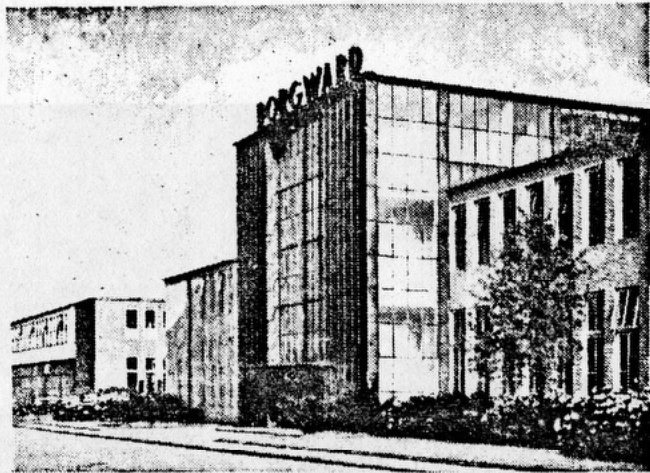
Looking in at Borgward

The Borgward factories are grouped together on the East side of Bremen, and comprise the Goliath and Lloyd small car factories and the Carl Borgward factory which builds the fast 1½-litre Borgward two-door saloons, coupés and station wagons, trucks and military vehicles. In all 20,000-22,000 persons are employed, 10,000 at the Borgward works. Last year the group made a total of 103,212 vehicles, of which Borgward built 40,386.

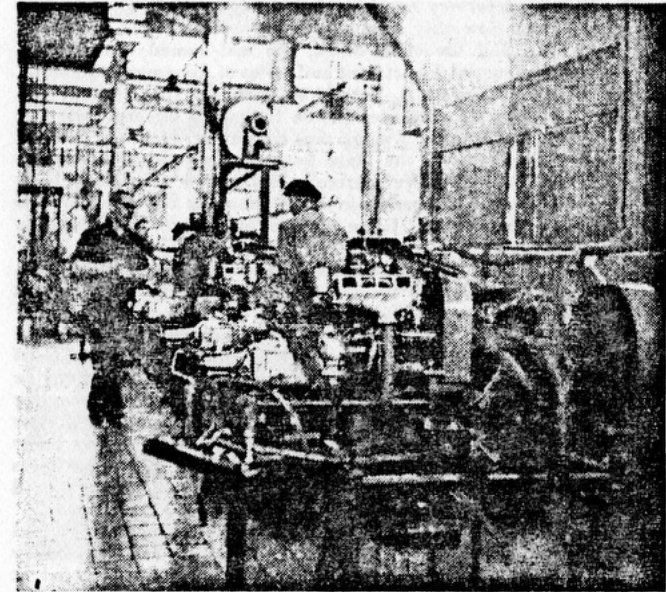
At the Borgward works body parts are given four coats of paint before the bodies are assembled. Body assembly is completed on two very slow-moving assembly lines almost at floor level, saloons and station wagons travelling along the same conveyor. An interesting feature is the use of separate wing pressings, making for easy replacement should these become damaged in a road accident. Sound-proofing material is liberally spaced on the panels and body interior before the floor covering is stuck down.

The components required for assembly are brought by hand to racks alongside the conveyors, assembly being a comparatively leisurely process. Incidentally, no protective "jackets" are fitted to the bodies while assembly is in process, as is done by Peugeot to protect the paintwork. The body shells are lowered onto the final assembly line from an overhead conveyor, over the power unit and back axle which are statically-mounted on the conveyor bench. There is frenzied activity on the part of five operatives as the body is guided into place, after which they attach power unit and axle by hand. The steering gear incorporates a damper and the front doors have pockets, two rather unusual items.

Isabella and T.S. engines are stacked about the shop ready for hoisting onto the assembly conveyor. The radiator is lowered in and the cars come down to floor level, wheels of the required colour



OFFICE BLOCK of the Borgward factory at Bremen. It is here that the experimental test-beds are situated and where the F. 2 Borgward four-cylinder sixteen-valve petrol-injection racing engines are built.



SIXTY MINUTES LIMBERING UP.—Borgward power units being run-in on test stands before going on to take a prolonged power test and horse-power check.

being brought to the line for fitting. The engine of the completed car is started at the end of the line and immediately the car is driven into a darkened bay for head-lamp setting and tracking of the front wheels. Every Borgward then goes out on a short 15-20 km. road test, after which it is driven through a bay where rain-proofness is checked under high-pressure water jets. One car emerges from the Bremen factory every eight minutes. The daily output is approximately 150 Borgwards, of which 25 are the handsome T.S. coupés, the bodies of which are welded up on a separate line in the Press shop, the output of station wagons varying according to demand but being at present about ten a day, while in a separate shop some 30 trucks are produced daily. Incidentally, as at Mercedes-Benz, customers sometimes collect their new Borgwards in person. When we remarked that this is no longer encouraged in England because our manufacturers found it a nuisance, we were told "So do we, but some customers still manage to make arrangements to collect new Borgwards direct from our factory."

The Borgward factory consists of five main buildings, the press shop, the engine assembly shop, the main assembly hall, the truck assembly shop and the office block, the last-named containing a very fine experimental department and series of dynamometer rooms. The total area covered is 250,000 sq. metres. Incidentally, few women operatives are employed in the Borgward factory.

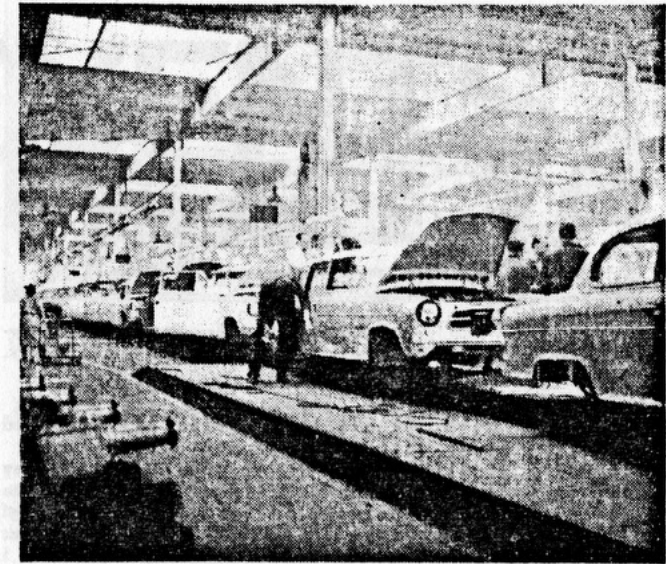
The press shop contains Weingarten, Kieserling, Clearing, Schuler, Sige and Muller presses, the main battery of presses numbering 23, including 1,000-ton Weingartens. Main and subsidiary body panels are pressed out together in some instances but sheet steel is hand-fed to the machines. Large stores of body parts are stacked up in the press shop.

The machine shop and engine assembly bay is extremely impressive. Engines are assembled on trolleys moving as a slow assembly line from which 250 engines are produced daily. After completion every engine, including the diesel truck engines, is run-in for one hour on a test stand with clean oil circulating through it. There are 16 of these test stands. Borgward are extremely thorough over engine testing. After the hour's running-in each engine goes to a bay shut off from the engine assembly shop, wherein are 18 Zollner electric dynamometers on which every engine is run for five hours and each one is power tested. The Isabella 1½-litre engine gives 60 b.h.p., the T.S. power-unit the excellent output of 75 b.h.p. and we were assured that no lower horse-power reading is permitted.

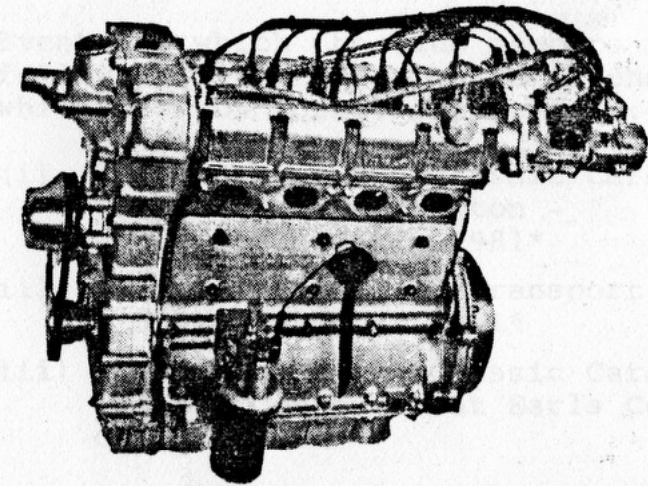
Gearbox teeth are ground on MAAG grinding machines and batteries of Stachely and Pfauter gear cutters are used, driven by Demag and other electric motors. Apart from cars assembled at Bremen crates of parts leave this factory for assembly in many countries.

After we had walked round the factory, we were taken out to lunch by Herr Myer, head of the Customer Relations Department, and Herr Fischer, the Press Chief, the latter's charming lady secretary having accompanied us round the factory as interpreter. Herr Myer used to be a keen amateur racing motor-cyclist, first with a Cotton-Blackburne, later with Rudge machines, until the Hitler régime, when racing became too professional under State direction. He is a shrewd observer of present-day motor racing and, before taking us to the splendid experimental department to see the new petrol-injection twin o.h.c. 1½-litre sixteen-valve Borgward engines destined for Cooper Cars and Rob Walker, Herr Myer asked us many questions relating to the Cooper, Lotus, Elva, and other British sports/racing cars.

In the experimental department are last year's sports/racing Borgwards, where they are likely to remain and be used for experimental research, as they are not for sale. They have Borgward turbo-fin brakes, de Dion back axles, front suspension consisting of slightly modified and strengthened normal Isabella i.f.s. units and Bosch petrol-injection. The early cars had inclined o.h.v. engines with valve actuation by long and short rockers and push-rods and dural bodies, the later cars twin-cam engines and elektron bodywork. Both used five-speed all-synchromesh gearboxes. The 1959 RS engine has the four-valve-per-cylinder twin-plug pent-roof head which lends itself particularly well to fuel injection, stretch-pattern big-end bolts obviating the need for lock washers, and light-alloy bearing caps. There is provision for a small belt-driven dynamo.



ISABELLAS in course of construction on the slow-moving assembly line at Bremen, where approximately 150 cars are produced daily.



The 1½-litre four-cylinder sixteen-valve petrol-injection Borgward engine which will be used this season in certain F. 2 Cooper racing cars.

Goodwood 1981



Hon. Sec. with lights ablaze -Steve Nessling (Passenger) had just told him it was opening time!

Note the deliberate error!? -The chicane, for those who don't know, is to Nick Reid's right!



Goodwood 1981



Two little boys with two little toys!!(Messrs. Stride & Driscoll)

N.B. Borgward wipers do self park!



GOODWOOD 1981

GUESS WHAT ? it rained !! - Par for the course really for Borgward Drivers Club Meetings - remember the AGM?

The Goodwood Test Day was for those who wonder was a day on which various one make clubs gathered and for those who wished, drive their pride and joys around the circuit.

"Our cars" were well represented (see list at the end of the article). John Ellis (Chairman) Steve Nessling (Secretary) and Nick Driscoll (our new Newsheet Editor) were the first to arrive, our worthy Chairman managed to commandeer a large tent outside which we lined up our motor cars, each looking resplendent but surely swarfed to Rod Rishton's Borgward B4500A 4 x 4 ex German Army Truck - it was a show stopper!

The first run around the circuit was very wet and Robert Richmond - Jones (Secretary) Newsheet Editor and Nick Reed had an exciting time getting the feel of the track and mastering the corners.

Fred Hovell (Our President) had himself the task of being the unofficial time keeper and timed your Secretary over a flying lap in 2 minutes 20 second (the circuit is 2.7 miles in length this means a mere 69½ miles an hour average - it should be noted that Bill Blydenstein had always said in the past that if it rained he could win races in his Isabella) your Hon Secretary can well beleive it.

Lunchbreak was from 1.00 to 2.00 p.m. some of us went to the canteen across the track and others brought their own or starved and it was nice to see Mrs. Hovell plus dog and Fred comfortably seated in their Combi enjoying homemade red wine - the Secretary enjoyed it to in fact, so much so that his laptime after lunch was slower!

As David Stride (Assistance Secretary) had arrived late he did a solo run to catch us all up and after that (and lunch) he and the other three participants did their stuff without drama save and except that your Secretary nearly spun on the last corner resulting in both he and Norman Barber (his brave passenger) had to hang on rather tightly.

Someone was jokingly heard to say that when asked about the condition os the track it was perfectly safe providing one travelled at a pace equivalent to those slow old Borgwards!

Nick Driscoll apparently got to hear about this and to show the flag good and proper he did a third outing and not only did he do the course in 2 minutes 18 seconds, but succeeded in wiping the the floor with three Sunbeam Rapiers all of whom it is understood were trying quite hard - well done Nick.

Seriously though, I beleive people were impressed with our cars and the turnout and it seemed that they made little or no noise by comparison with other vehicles supposedly their superior.

The Chairman not to be outdone by having not brought his car with him (it is being painstakingly restored) produced a radio controlled scale model of a VW "Baja" beetle which apart from being beautifully made in detail, astounded us all by being unstoppable even by a four inch deep puddle of water. John, hurry up and get your Isabella on to the tarmac!

Our thanks goes to George Sinclair who only that morning had finished rebuilding and refitting his van engine to be with us and for bringing a load of useful spares for us to ponder on and in some cases purchase. George is for ever helpful and we all owe him a great deal for his trouble and enthusiasm. For future reference it would be helpful for him to know what spares you need before a meeting so that he can bring them with him to the meeting. His telephone number is 01-591-1778.

The Hon. Secretary will be writing to the organisers (a) to thank them for the day and (b) to book up for the 26th September, 1981 at which it is hoped we will be represented even better and it is hoped that there will be others who feel inclined to take their cars on the track - after all it is not a race and, therefore, if speed is not your strong point, it doesn't matter.

Overall, therefore, a super day and a must for the Club calendar in future.

List of vehicles and participants:-

CARS ON TRACK.

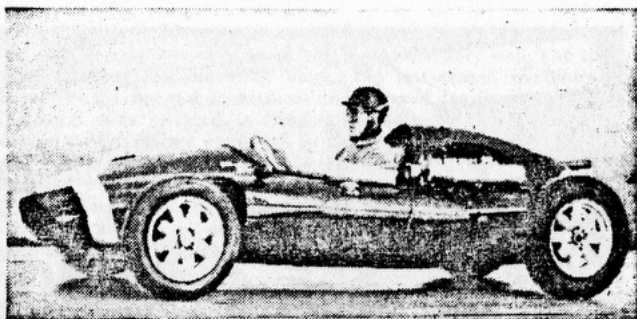
RRJ. (Saloon.)
Nick Reed (Saloon.)
David Stride (Coupe) "The Zinc Oxide express"
Nick Driscoll (Coupe.)

CARS AND MEMBERS PRESENT.

Fred Hovell (Combi)
George Crowder (Saloon.)
Norman Barber (Saloon.)
Nick Reed's Father (Saloon.)
Rod Rushton (B.4500A. Truck.)
Steve Nessling (Dagenham Dustbin) but has a Coupe so he leads us to beleive.
John Ellis (Baja Beetle!)
"Miff" Hovell (Exper in canine comfort in rear of Isbellas!)
George "Mr. Bits" Sinclair (Bedford Van.)
A fine assortment of wives and girlfriends.

*Note. David is restoring his car "on the move" as it were and the zinc oxide is never in the same place from one meeting to the next.

RRJ



NO POLICE CARS!—A Cooper-Borgward being tested on the autobahn near Bremen by a test driver from the Carl Borgward factory.

These engines are entirely different from the production Borgward engines, and 150-160 b.h.p. is developed.

Last year Borgward built five racing engines. This year they propose to make four for installation in Coopers but are unlikely to take orders for more. Each of these engines costs in excess of £1,000, being hand-assembled and exhaustively tested. Whether this promising 1½-litre engine is used by the factory for Formula 1 racing in 1961 rests entirely with Carl Borgward, who to date has issued no directives. Nor will the factory race their sports Borgwards this year. They have had a Cooper-Borgward on test—on the local autobahn—with the police co-operative in being somewhere else at the times they send their works' driver out on test runs!

EVENTS

(a) Events for Club in 1981

- (i) Blenheim Palace visit Sunday
May 31st.
- (ii) Visit to the RAF Museum at Hendon -
Sunday 28th June.
- (iii) Trip to Arnheim, Holland -
27th August, 1981 to
2nd September, 1981.

(b) Events to which the Club members in the following areas may wish to attend but which are not formal club events.

- (i) Thoroughbred and Classic Cars
Concourse at Donington -
22nd July, 1981*
- (ii) Yeovil Festival of Transport
8th/9th August, 1981*
- (iii) Thoroughbred and Classic Cars
Indoors Concourse at Earls Court
October, 1981*

* = provisional dates.

Technical Article

Fitting a New Gearchange Cable.

From experience I have found that no adjustment is required on the cable, unless the cable is getting towards the end of it's life, therefore it is better to fit a new cable and not try to adjust existing part.

Remove covering from gearbox tunnel, if no hole has been cut in tunnel, cut a 3" dia. hole in top of tunnel approx 4½" from inside bulkhead and slightly to the offside, the socket on the shift lever will then be seen. Remove locking clip and lift off socket, undo the sleeve and nut and outer cable.

The bracket is slotted, so by moving the inner cable the assembly can be slipped out of the bracket, Remove socket from gear lever on column and anscrew from cable, noting how many turns to remove from cable, as these cables are all approx. the same length remove lock nut and sleeve and nut, pull cable out towards engine compartment.

Fit the lock nut, sleeve and socket at gearbox end to new cable the same number of turns on socket as on old cable.

Refit outer cable to bracket, feed other end through bulkhead and refit nut sleeve. When the cable is laying free lock both ends of the outer cable, refit socket same number of turns as used for removal.

Connect socket to shift lever of gearbox and refit spring clip.

To make final adjustment put steering column gear lever into 1st gear with the shift lever on top of gearbox in centre position, adjust socket on top end of cable to suit position of ball.

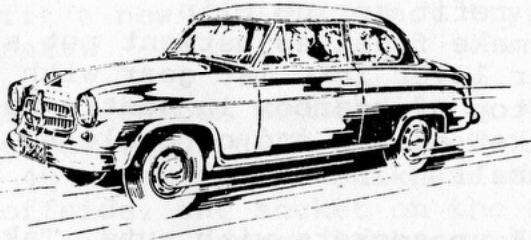
Lock up sockets with nuts, Take care not to twist inner cable, check selector for all gears.

Make up plate to cover hole in tunnel and with gasket secure with PK screws, keep a few drops of 3 in 1 oil on outer cable to keep rust out of new cable.

FH



CARS AND SPARES FOR SALE



- (i) Goliath/Hansa plus early Isabella (fitted with windscreen sun visa at Lydford, Cross Keys Motor spares, Lydford on Fosse - telephone Wheathill 249.
- (ii) 1957 Coupe for restoration (tele 07554-2437)
- (iii) 1956 TS Saloon - Milnethorpe 3613.
- (iv.) Raymond Stanley Cars, Sharrock Street, Wolverhampton (52539) - they know about Borgwards, the Secretary put on to it by Mr. Tilsley who runs a Coupe.
- (v) 1954/6 Isabella 60 - very rough, little left but at scrapyard 6 miles from Shaftesbury on the Shaftesbury/Warminster road.
- (vi) 1959 Saloon plus spares - A. Gregson - Bridgwater 0458 - 210460.
- (vii) Isabella Spares - D. Molyneus & Sons, Kempley House, High Street, Hatherley, Devon. EX20. 35H.

- (viii) Isabella gearbox - believed only 1,000 miles use or so from new - car now fitted with Hobbs automatic gearbox and owned by John Houghton of Formby - gearbox previous owner - C.T. Delaney tele: 01-741-0556.



P.S. No Borgward is beyond
Restoration.

