



BORGWARD

Drivers' Club

JOURNAL No.5

DECEMBER 1984





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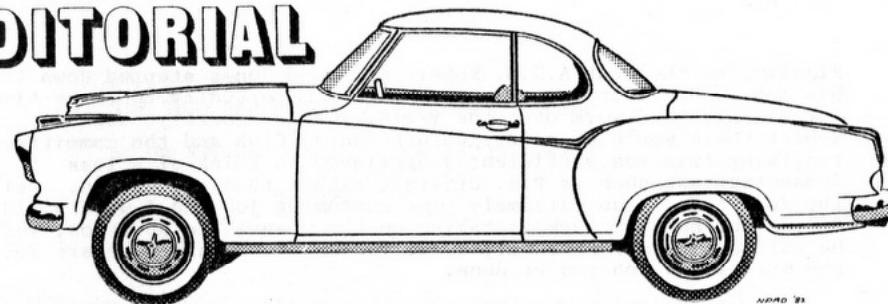
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N.B.— Views and opinions expressed in this newsheet are those of the signatories and do not necessarily reflect those of the Club and the Publishers.

CONTENTS

The Borgward Drivers' Club Committee.	1
Contents	2
Editorial	3
Thoroughbred and Classic Car Show	5
Classic Car Advert	10
Two Into One Won't Go	11
The Brighton Classic Car Show	17
Borgward in Print	21
Borgward Isabella 4M 1.5 II	23
Castle Combe	25
Borgward Crossward	28
Borgward in Ireland	31
The Presidential Combi in France	33
Practical Blast Cleaning Techniques	35
The 1½-litre Borgward	38
Luxury and High-Performance From 1½-litres	40
Autumn in Germany with Borgward Fringe Benefits	43
Events	47
Isabella Must Die	54
Cars For Sale	56
Spares	58
Letters	60
Lloyd Road Test	63
Solex Type 32 PAITA	65
Birmingham Classic Car Show/build up	72
Current Members	74
P.S.	75
Notes	76

EDITORIAL

Once again it is time to introduce yet another "Journal" and it rather struck me that since this is the fifth version it could be deemed, tenuously, to be a "Celebration Issue". I do hope so besides....I can't wait another 5 or 20 years! The cover is obviously the best way to draw attention to this fact, but how? To have "Celebration Issue" stamped at an angle across the cover seemed the most obvious, but just a bit unsubtle. I decided to stretch the budget, ever so slightly, by picking out the lettering in a separate colour. I feel that it is an improvement, what do you think? Most club magazines have at least two colours on their covers, and it's a shame that we haven't got the finances to do it on a regular basis. I'm afraid that it is going to be a boring old black for the next four issues. Whilst still on the subject of the cover, most people felt that the glossy card of Journal No. 3 kept a lot cleaner than the matt ones, so I have returned to this.

I must now, express my "thanks" to those of you who have contributed towards this journal with various articles etc. I know just how difficult it is facing a blank piece of paper and just thinking of an opening statement is creatively stretching no matter what the subject matter is. After last years problems, Beverly and John Wallis rushed out to buy a type writer for the sole purpose of producing the journal, with the result that Beverly has typed the vast majority of it. Thankyou very much for an excellent job Beverly. I must also use this space to thank Maureen Dixon who has re-typeset the committee page at a moments notice.

On a sad note, Ian Cave who has just had his T.S. beautifully restored by "New Weld" of Chertsey, has had to have a heart by-pass operation which he is now recovering from. I'm sure that everyone will join me in wishing Ian a speedy recovery and our thanks must go to him for all his help in the production of our indoor exhibition displays.

The name "New Weld" is bound to crop up more and more in the future, not just because they have handled no less than six Borgwards in the last few months but for their willingness to do restoration work, accident damage and general welding to an extremely high standard. They have just done a phenomenal restoration job on John and Beverly's '59 Coupe "PO" and with John's help have easily produced the best condition Borgward in the country.

Finally, at the last A.G.M. Robert Richmond-Jones stepped down from his job as Secretary, so I must use this opportunity to thank him for all his hard work over the years. Quite honestly, without Robert there would be no Borgward Drivers' Club and the committee realising this was sufficiently aggrieved to think of a less demanding task such as P.R. Officer, rather than see him go. Being the Secretary is an extremely time consuming job and I wish David Stride the best of luck in taking on the unenviable position, which he has so far done extremely well. Thank's once again Robert for the marvellous job you've done.

Letters to the Editor should be addressed to:

Nicholas Driscoll,
Lavender Cottage,
Hookstone Green,
West End,
Woking,
Surrey.

THE THOROUGHBRED AND CLASSIC CAR SHOW

at the National Exhibition Centre, Birmingham

May 1984

Following months of build up yours truly, having been involved in house building, was in some great difficulty in having no garage. Anyhow, having good weather helped me to be able to get NPJ ready for the show and also helped by my good friend Bob Dicker whose drive way I was able to use to that end.

People imagine Birmingham to be "the stinking midlands" which from what I have seen of Walsall, Meridan and Kenilworth seem to be a totally unjust description and in fact there is quite a large area which is being designated "green belt".

For those who havn't been, the National Exhibition Centre (NEC) is off the M42 and is extremely easy to reach and therefore after a leisurely run up from Poole to Cheltenham where I spent the night and thereafter through the Vale of Evesham to Stratford-upon-Avon, I arrived at the Centre and met Nick Driscoll who had already arrived in OKY. The Exhibition Centre itself is an enormous complex with various "hanger like rooms" off the main entrance. The show was to be in room 4 and when I arrived as there was little or no traffic about I felt rather lost in this vast area which would eventually be filled with enthusiastic motorists and their vehicles.

Once the stand was set up I was able to park NPJ and rid it of the collection of dead insects and dust and bring the vehicle up to a reasonable standard (talking of which some of the cars on display were better, in my opinion, than when they were new). Jim Flynn had already brought his little Lloyd LP600 to the Exhibition Centre and I was able to give it a quick clean to assist him as he was committed to working that day himself.

George Sinclair turned up at approximately 6pm with the Club regalia (Ian Cave must be congratulated and thanked for all his hard work in the making of the frames so beautifully upon which we were able to hang various photographs of cars, the factory and other interesting items).

We all left at 8pm and I was put up by Jim Flynn's mother and was very comfortable. We all had a meal together and went out for a drink in one of the local Hostelryes.

Day 2, back to the NEC early and by this time David Stride and his brother Toby had also arrived and we were all able to put the finishing touches to our stand and then 10 o'clock came and "we were on", the doors opened and the public flocked in.

Reaction of the public was varied from total mistification to the knowing glance saying "I remember those when they were new". Many who had a close look at the vehicles were surprised at their size in relation to the diminutive 1500 cc engine and the internal space that was offered for the passengers. For my part, I took the opportunity of wondering around as the Club's self styled PR man; talking to other Club Exhibitors and found them to be a very friendly and enthusiastic gathering of people.

The cars displayed ranged from the very valuable Rolls Royce's to various types of Micro Car, most vehicles were in superb order with the exception of a very specially built Daimler invalid limosene which had been specially designed and indeed was unique. However, its condition was such that it required very thorough and expensive rebuild and indeed it was the most expensive car at the 1948 Earl's Court Motor Show.

I also met a chap with a Steyr-Puch 650TR II (this was a Fiat 500 lookalike but with a flat twin air cooled engine which produced a car with Mini Cooper type performance). Another chap I met had been interested in the Borgward and also had a Lancia Aurelia. I also met a lady from Coalville who owned a Goliath GT 700E and so it went on - it was really a very small world.

Day 3 (the Sunday) the weather was cold but otherwise dry and there was a bigger crowd but it was never so choc-a-block as to make things a squash. Rob Miller and Peter Grove, Ian Cave and Mr. and Mrs. Driscoll, John and Beverly Wallis all came to give the Club support and it was also pleasing to meet a German member who had come over to the show and he was so overjoyed at the sight of all the vehicles he was proposing to suggest it to the people in the area where he comes from because apparently such shows do not occur in Europe.

Towards the evening there was the presentation of the various awards for best stands, best car etc. and we all felt that the smaller and lesser known makes although not ignored were undoubtedly at a disadvantage through lack of members and money to enable them to come to the very high standards of those who did in fact win the prizes. We also felt that foreign car owners (with the exception of Alfa Romeo) were not mentioned and therefore, Club Members, it is up to us to try and be the first to break the habit!

Day 4 - I arrived late that day as I went to see the Styr-Puch belonging to Nigel Hugo and, more importantly of all, he showed me his immaculate Ford Model T ("Tin Lizzy") of circa 1911 vintage (he told me that it was in fact cheaper to import this vehicle from the USA than buy one in this country.

Once more, interest was shown in our Club and by now quite a few people had come to say that they had been involved with "our cars" and it is to be hoped by the efforts of our Club new Club Members will come to the fore.

The time soon came to close the show. It seemed odd to think that all those wonderfully prepared stands within a few hours of the close of the show would all be packed up and taken away with their owners to various parts of the country leaving the vast expanse of empty hall which will be doubtless used for other things but which I hope will be available in future years for a similar show in which you as Club Members, hopefully with your vehicles, will participate.

Watch this space for full details of the Brighton Thoroughbred and Classic Car Show at which our Club will doubtless attend - see you there!

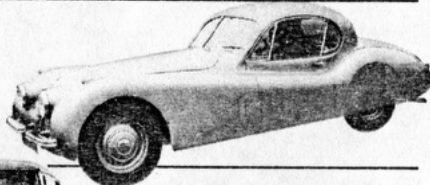
ROBERT RICHMOND-JONES





30's

40's



50's

60's



70's



80's



are all in
 THOROUGHbred &
**Classic
 cars**

APRIL ISSUE
 Classic Cars Buyers' Guide - Part I
 All-time greats
 Lotus 23 track test
 Resurrection of AC's legendary
 Le Mans car

Britain's best selling classic car magazine. Written by enthusiasts, for enthusiasts.

TWO INTO ONE WON'T GO

It wasn't possible. There was no way we were going to do two race meetings on 1961's Whit Monday. We had to sacrifice one of the qualifying events, either in the BARC Cibie or the BRSCC National Saloon Car Championship. Impossible? Wait a minute - Goodwood and Crystal Palace are both south of the river. It might just be on!

Our problem was rather complex. Having won the first saloon car championship (the Cibie Cup) of the BARC in 1960 I decided I really wanted to have a go at the international scene the following year. At the same time, I felt that my faithful Borgward Isabella TS was capable of winning the Cibie Cup again in 1961. So we decided to mount a one-car, two-driver attack on both championships. Jeremy Hodgson would do the BARC series while I contested the BRSCC Championship. All straightforward until both sets of regulations reached me. There was no way that two drivers could contest two championships at different circuits in one day in the same car. Or so we thought.

Being on good terms with race organisers is always a good base from which to negotiate. Measuring the mileage between Goodwood and Crystal Palace I decided that a keen driver like Jeremy could cover the distance in just over an hour. With practice at Crystal Palace taking place on Saturday, and at Goodwood on Monday morning, there was a glimmer of hope. I telephoned the BARC and they promised to do all they could to make the Cibie Cup race at Goodwood the first of the day. It was a little more difficult to persuade Nick Syrett of BRSCC to delay the saloon race at Crystal Palace and make it the last. In the end it became the penultimate event.

So far so good. In practice at Crystal Palace I was second in class to Alan Hutcheson's Riley. Less than a second separated us, which in those days was close. Too close for Hutcheson who went away determined to find a few more horses during the intervening Sunday. I knew I could go no quicker. I also knew that by Isabella engine was on top form, having just won the Grand Prix de Spa saloon car race in Belgium at record speed. My only real hope was that it would rain on the day.

The heavy Isabella seemed to revel in the wet on narrow Michelin X tyres inflated to 40 psi, the swing axle-suspended rear wheels cutting through the water to stay in contact with terra firma a little longer than the wide-tyred and rather skittish works Riley.

Having checked the car over on Sunday, Jeremy Hodgson collected it that evening and was all wound up to win his race at Goodwood. However, he reckoned without Cuff Miller whose ex-works Sunbeam Rapier was considerably faster in a straight line. Jeremy finished second before shooting into the paddock, throwing his gear in the car and heading for south London at speed.

At Crystal Palace all was quiet. When Alan Hutcheson saw me turn up without Isabella he perked up. The races came and went one after the other. They were short, sharp events in those days. With two races to go, there was still no sign of the Borgward.

The problem with Crystal Palace was always getting traffic in and out of the circuit, across the track. There was no bridge or underpass in those days. Finally, the green Borgward appeared just as the gates were being shut for the race before ours. After that it was plain sailing, and we had all of 10 minutes to stick the numbers on and get ready.

The race looked like being a bit of an anti-climax. There was Hutcheson, allegedly with 10 bhp more than on Saturday, sitting on the inside line for the first corner. When the flag fell I expected the blue Riley to disappear. It didn't. By careful slip-streaming along the straights I was able to keep up and harry the Riley by boring in first on one side, then on the other on the corners.

Hutcheson, a past master at placing his car strategically, made sure that he was on the inside past the time keeper on the top straight so he had the line for the corner at the end. By about the third lap I deliberately started to drop back on the downhill swoop into bottom straight. The ploy worked as Hutcheson, who thought he had the upper hand, visibly relaxed. I found I could gain at least 50 yards on him through the fast swerves leading up to the bend before the pits.

I made my move on the fifth lap. By dropping virtually out of sight along the bottom straight, I built up speed through the swerves to such an extent that I arrived only 20 yards behind Hutcheson while he was negotiating the tricky tyre-scrubbing bend leading into the finishing straight. Somehow I go out of that corner about 5 mph faster than the Riley and before Hutcheson could get back to the inside line, I was by.

This time it was my turn to stick to the inside to avoid the Riley, nosing into a bend first. Rileys were always quick into corners, while Isabella had to be set up and was usually faster coming out. This time however, unbeknown to Hutcheson, the ignition timing had slipped 5° and he had lost that vital advantage on the straight. Apart from our Spa victory, this was the only time I gained the whip hand over the Riley on a dry track. At the end of the race I remember seeing Les Leston (a spectator for once) standing on the rails, his hat in one hand, pint of beer in the other held up high in salute as I crossed the line one car length in front. Riley and Borgward shared fastest lap that day.

A similar situation occurred about six weeks later. I received an invitation to race at Zandvoort in Holland one weekend in July. There was only one problem. Yes, you must have guessed it, we were due to appear at another BARC Cibie Cup race on the Saturday. Not just anywhere - this one was at Aintree. Apart from Oulton Park the BARC could not have got further away from Holland if they tried!

Practice for Zandvoort's Sunday race was on Saturday. I asked the organisers if they would allow me to practice in a standard saloon car on Saturday to find the way round the circuit. Then I promised, my Borgward Isabella would arrive on the night boat from England

in good time for the race on Sunday. I was quite happy to start from the back of the grid!

Having persuaded the BARC again to have their Cibie Cup race as early as possible at Aintree on Saturday afternoon, Jeremy Hodgson led throughout until the last corner of the race. Again Cuff Miller nosed up on the inside and held his line to finish just in front. Another friend, John Winter then jumped into Isabella and drove hell for leather for Dover.

Meantime I was going round Zandvoort in a very old and decrepit 1.5 litre Opel. On very worn out crossply tyres it wallowed its way round the circuit until it finally expired in a cloud of steam. However, I did cover my regulation laps and it kept going for long enough to give me an idea as to which way the corners went.

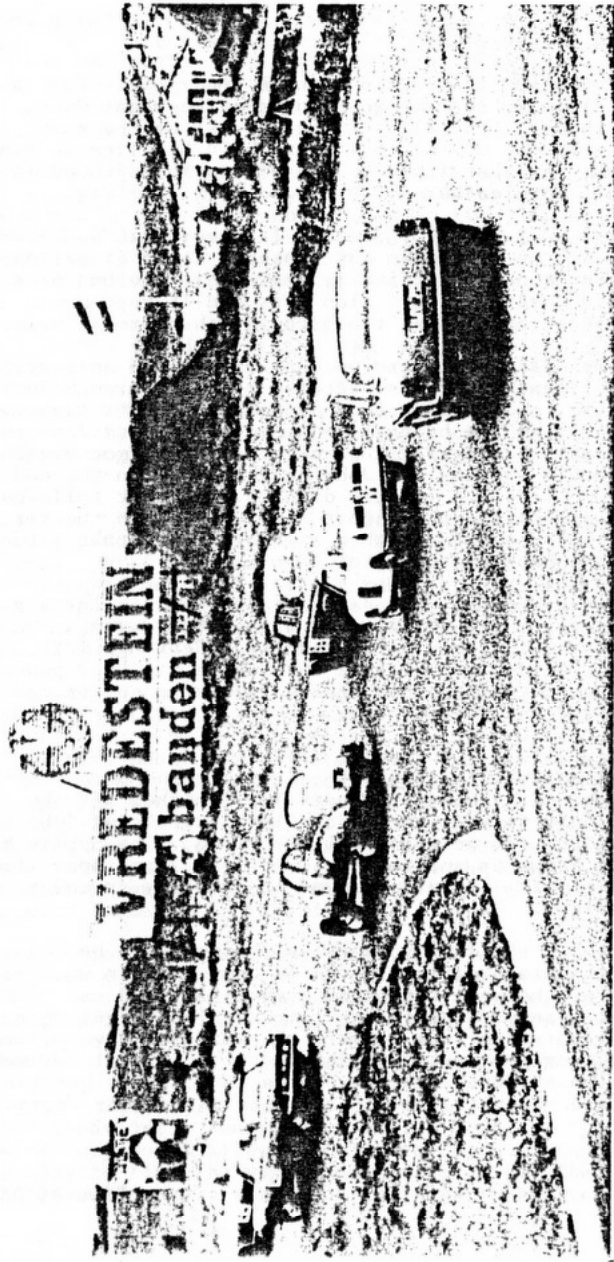
By the time my wife and I were on our way back to stay with family near Utrecht, John Winter was battling his way through English holiday traffic. A stop for food en route to Dover very nearly cost us dear. He missed the boat and only a last minute dash to Folkestone meant he got away that night. Sunday morning found us chewing our nails waiting for John to turn up. In the end he arrived an hour late. A frantic dash to Zandvoort followed where we had to have a motorcycle escort to take us into the circuit in time for our race. It was with a sigh of relief that I took my position at the back of the grid.

Ahead of me stretched all the saloon cars then regularly racing in Holland. The car which usually won was a 203 Peugeot. On pole position however was Tonio Hildebrand in a Sebring Sprite. He really did not belong in our race but, as he was very popular with the crowds, the organisers had created an extra sports car class to allow him in and swell the entry.

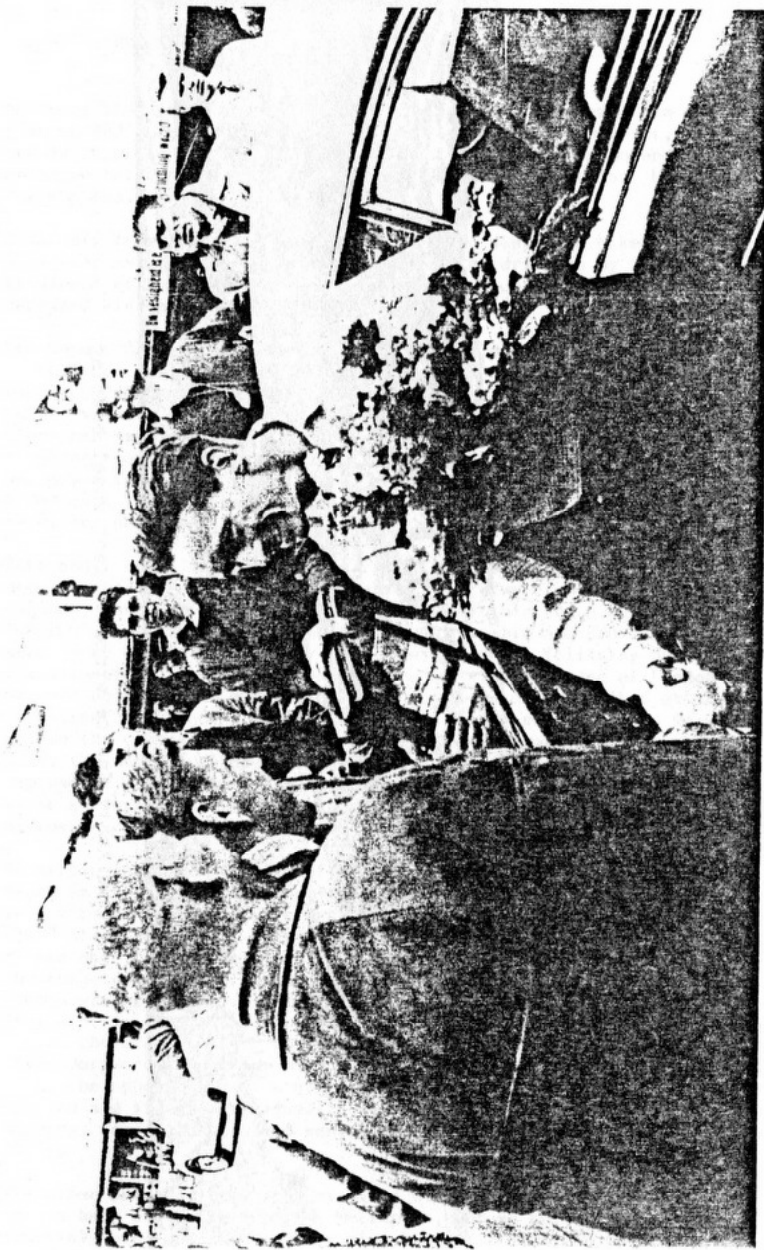
When the flag fell I found myself slaloming up through the field. International experience paid off and by the end of the first lap I was in third place. During the next lap I picked off the Peugeot. Then I could only vaguely see a rapidly disappearing Sebring Sprite up front. In the end we were amply rewarded. The Sprite had a wheel bearing break up and for the last five laps, apart from lapping tail-enders, I cruised round in solitary splendor to win the race outright.

1961 was probably the last year in which one could be fully competitive in saloon car racing while competing in what during five working days of the week became ones everyday road car. Isabella was my normal transport until the latter half of 1961 when, after a crash at Silverstone, she was off the road for several weeks. Zandvoort gave us our last outright victory. We all but won the Coupes de Salon at Monthlery near Paris in October, her final appearance on a racing circuit. But that is another story.

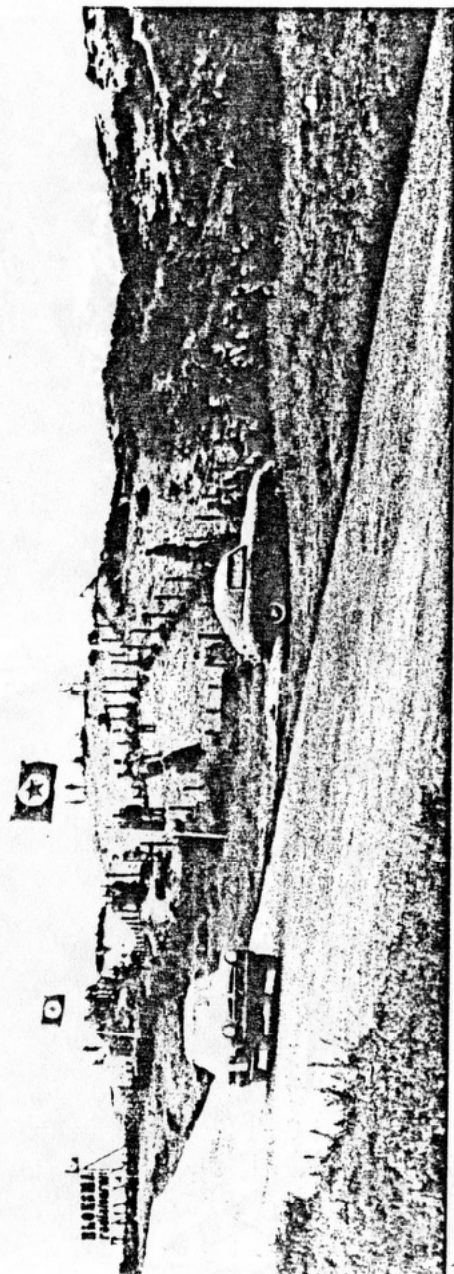
BILL BLYDENSTEIN.



Bill Blydenstein's Isabella T.S. at Zandvoort July 1961 1st lap
 (note Coupe in lead!)



Bill Blydenstein. Zandvoort July 1961.



The Ashly Sprite without front wheel bearing.

THE CLASSIC CAR SHOW

BRIGHTON - 2ND NOVEMBER TO 4TH NOVEMBER 1984

Normally "NPJ" goes into hibernation at the end of September in every year (this time in RRJ's new four garage with house attached!) However, by popular request, and in order to participate in the Classic Car Run from Covent Garden to the Brighton Metropole - where the Classic Car Show was in fact held - NPJ was "awakened" for the run.

I set off from Poole and drove to Croydon to stay with Mike Rapoport, a fellow Solicitor and motoring friend who came on the drive as my navigator (his intimate knowledge of London stood me in great stead and indeed he having driven NPJ declared his qualified approval of the marque!)

The Covent Garden/Metropole Run was to be held on 1st November and the weather on that day was of indian summer quality and indeed highest November temperature ever recorded, enabling myself and many others to walk about in shirt sleeves. We arrived at Covent Garden at 9.45am and was greeted by Mike Birch who was the press man involved in the organization and it was noted that there was a fine cross section of machinery including young Sharon Briden- Ascot's Austin 7 which was faithfully restored by her - so what you say - in fact she is totally blind as a result of a shooting accident some twelve years ago. Notwithstanding this, she performed nearly all the restoration work herself.

Mike and I had a super breakfast in the Arcade and afterwards enjoyed a leisurely hours motor car chat with the others. There were such marques as Lotus Cortina, Lagonda, Morris Minor, Sunbeam Rapier Convertible and a superbly preserved NSU R080. At 12pm we were all asked to assemble and drove off on the same route that was to be taken by the Veterans on the following Sunday. Unfortunately the directions were a bit haphazard but Mike's knowledge of London was such that we were able to make a quick dash for the A 23 and we waited at the Little Chef restaurant and after a while other participants passed by and we were able to rejoin the convoy. We stopped off and had a superb lunch at a hotel down the road, the name of which unfortunately escapes me, and this was indeed at the expense of Thoroughbred and Classic Cars for which we were of course most grateful. After an impromptu photographic session Mike took the wheel and I then engaged in my roving camera man bit with my cine camera.

We arrived at the Metropole at approximately 4.15pm by which time it was dark after an enjoyable run, Nick Driscoll, John and Beverley Wallis and Nick Reid were already there and were awaiting their turn to get the "Borgward Driver's Club" stand set up and I tried to persuade the organisers to let NPJ "get in on the act" but as the Club Stand was so small there was no room for more than the three coupes in attendance. John and Beverl y's coupe (PO) had undergone a complete ground up rebuild and is without doubt the best coupe, nay the best Borgward, in the United Kingdom. A keen interest was shown in the cars even before the stand was set up and in fact one of the security personnel himself ran a Borgward diesel for many years while he was in the Forces in Germany. I had the opportunity of a quick walk round the stand as they were being erected and it was marvellous to see so much "nostalgia" in the form of Jaguars, Fords, Austins and many other European cars of the '30's '40's and '50's.

The other members, because they lived close by, went home and intended to commute back and forth from the Metropole, for my part, I had booked into the Imperial Hotel and after a very nice meal with Mike, he took his leave and went by train to Croydon and I met up with one or two members of the Thoroughbred

and Classic Car team including Lionel Burrell, together with two representatives from "Practical Classics" with whom I dined. I also had the privilege of meeting David Falls who is a historian and motoring correspondent and who is probably the most knowledgeable person that I have ever met with the possible exception of the late Michael Sedgwick. David was most entertaining and had us into fits of laughter with a fund of wonderful stories.

Friday had started fine and it was indeed nice to walk up to the Metropole along the sea front enjoying the sea air but had turned to being wet and windy whereas on Saturday the weather had improved and although colder, was nevertheless very bracing. I had made arrangements to take Mike Rapoport's uncle to the show. He is a retired GP who enjoyed his motoring although he was only able to spend a few hours with me he admitted that living so close he had never been to the show before and was most taken by what he had seen. During the course of the day I had met up with Paul Clark who was the sub-editor of *Thoroughbred and Classic Cars* and he in turn had given of his time to speak to John and Beverl y and Nick Driscoll about the coupes which I am pleased to say will culminate in an article on the models in the spring of 1985. I also met up with Mike McCarty of *Classic and Sports Cars* who spoke well of the Isabella having himself rallied one in South Africa.

During the course of the afternoon we all had the opportunity of meeting Brian Andrews and his entourage who had worked so hard on "PO's" restoration and we were all able to congratulate him and to show our appreciation of the standard of the work and indeed particularly the lengths that he and his cohorts had gone to to make the panels fit so accurately on the vehicle. That evening back at the hotel there was never a dull moment because owing to the lateness of our arrival for dinner the chef threw a "Fawty-Towers" fit and I and the other Practical Classic companion felt that we had been plunged into one of the very funny episodes of this most entertaining series (in the fact the chef threw his knife across the room in a fit of temper because he wanted to go at 10 o'clock and it didn't look as though he was going to get off in time).

Sunday dawned sunny and warm which was as well because it was the London to Brighton car run and as many of them had no roof of any kind sort or description I am sure that the participant too were grateful. Matt Carter, his girlfriend Virginia, myself and Nick Driscoll went to watch some of the entrants arrive at Brighton and to take a few pictures and it was fine to see so many spectating enthusiasts who themselves had driven up in their own cars - it was like a scene from the '40's and '50's by reference to the number of older vehicles that were cruising around. There was even one Veteran vehicle being driven by a lady of 83!

On our way back to the Metropole, we saw the remains of the bomb-shattered Grand Hotel and it made us all wonder at the mentality of those who were responsible and indeed it is probably fair to say that this country nearly had a change of government overnight!

Sunday was in fact much busier at the Metropole and Matt Carter decided he would add some additional entertainment by the use of his wind-up gramophone, all adding to the atmosphere and being something of a change from the rock and roll coming from the Jensen stand!

Other club members present were George Sinclair, Peter Grove, Rob Miller, David Stride and his girlfriend Angie, all of whom I think were impressed by the standard of the show and particularly "our cars".

As I had quite a distance to drive I left the show and headed for Poole at approximately 4.30pm (a to beat the traffic and b to get home in decent time).

All in all, it was a great three days and Beverl y and John and all involved

in the restoration of "PO" are to be heartily congratulated and indeed so are all who were involved in the organization and the running of our stand and I am quite certain that the work that has been done will have done the Borgward Driver's Club a great deal of good and I hope that this show will be one of many.

ROBERT RICHMOND-JONES

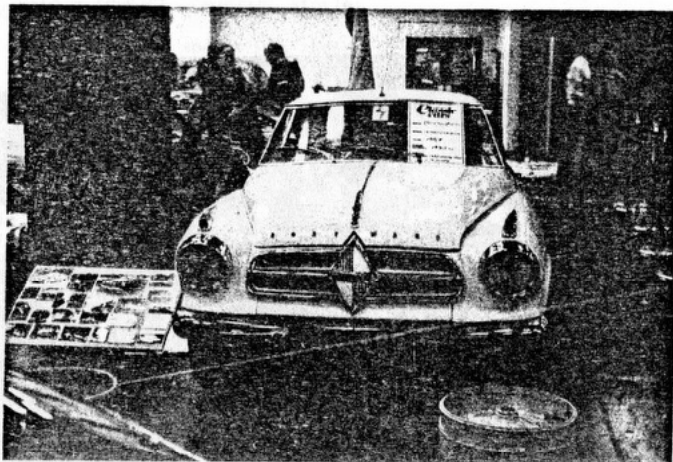


Photo by Beverly Wallis



Photo by Nick Driscoll

Photographs taken at the Brighton Classic Car Show.



Borgward in Print

People often ask if there are any books on Borgward, to which I can reply that there are four, but they are all in German, except one, which is in German and English. Since they are quite expensive it seemed a good idea to let people know what they could expect for their money, so I have reviewed them in the order in which they were published.

Schmidt, Georg Borgward: Carl F.W. Borgward und seine Autos. Stuttgart: Motorbuch Verlag, 1979. 220 pages, 200+ illustrations. £11.95

Written by Carl Borgward's personal photographer, this is more a biography than a history of the company. Even at this level it tends to be rather superficial, carefully glossing over awkward points in Borgward's career, (such as his place in Germany's rearmament), and leaving gaps in his family history which are important since the family owned the whole group of companies. It was however the first book published about their history, and contains many intriguing photographs, which to some extent compensate for the lack of detailed information on the cars and lorries.

Knittel, Stefan Borgward Isabella: Auto-Classic nr. 6. Friedberg: Podszun-Pallas Verlag, 1981. 48 pages, 70 illustrations. £2.95

This is the only monograph on the Isabella available. It has many excellent photographs, and is written in both German and English, although the latter is rather stilted at times. On the debit side, some of the captions are incorrect, and accurate detailing of model variations is absent. All in all though, the number and quality of photographs makes it very good value, and provides a good (if brief) history of the model.

Michels, Peter Vom Blitzkarren zum Grossen Borgward. Schmallenberg: Verlag Bärbel Michels, 1982. 332 pages, 670 b/w illustrations, 16 colour illustrations. £29.95

This is by far the largest, most comprehensive, detailed and accurate book yet published on Borgward. Starting with a well-written history of the works, the author moves on to detailed descriptions of each model of Borgward, Lloyd, Goliath and Hansa vehicle produced. There is then a colour section of outstanding vehicles, followed by photographs and descriptions of prototypes, works special-bodied cars and commercial vehicles, buses, electric vehicles, the story of the Borgward helicopters and Borgward industrial and marine engines. This section is followed by one on Borgward achievements in rallies, record-setting and races from 1935 to 1961. The final part of the book covers statistics and dates of production, employment and factory development.

Although this book is very expensive, it is superbly produced, and provides information and photographs unobtainable from any other source. I consider it to be very well worth the expense, even though it is written in German. One factor accounting for its high cost is that it is published by the author.

Kubisch, Ulrich and Janssen, Volker Borgward, Ein Blick Zurück. Berlin: Elefanten Press Verlag, 1984. 160 pages, 250 illustrations. £8.95

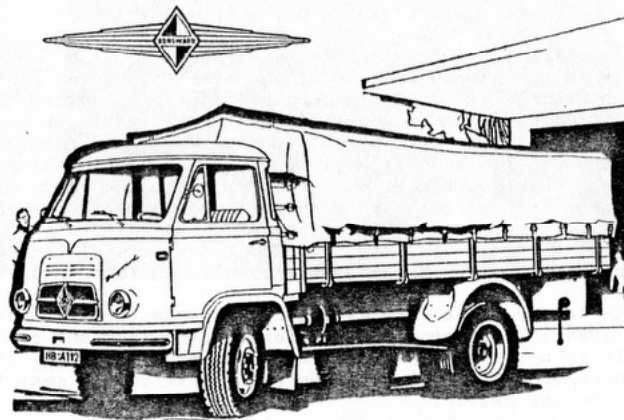
From it's full title - Borgward: a look back at the economic miracle, everyday work and an automotive myth - one can gather a lot about the aims of the authors of this book. A lot of myths are exploded, in particular Borgward's war record and the reasons for his internment from 1945 to 1948, and the background to Borgward's collapse in 1961. Subjects covered include advertising, and the different markets the three companies were aiming at, the 1953 Hansa 1500 Sport-coupé, working at Borgward, the Mexican undertaking, as well as chapters on particular models, Borgwards in miniature, Lloyd people today and Club members in Germany. This book is invaluable to every Borgward historian as it covers many subjects not dealt with anywhere else. Even for those who do not read German, it's low price makes it worthwhile for the excellent selection of photographs, most of them previously unpublished, and covering as they do such a broad range of subjects. I would thoroughly recommend it.

All these books are available from specialist bookshops in Britain at the prices shown. I have, however, negotiated a special deal which means that if you order through me, you can get them for 25% less, in which case the prices are :

Schmidt	Borgward: Carl F.W. Borgward und seine Autos. (save 2.98)	£8.97
Knittel	Borgward Isabella. Auto-Classics 6. (save .75)	£2.22
Michels	Vom Blitzkarren zum Grossen Borgward. (save 7.49)	£22.46
Kubisch	Borgward, ein blick zurück. (save 2.24)	£6.71

If you wish to order any of the above titles, please write to me, enclosing a cheque made out to the Borgward Drivers' Club for the value of the books. I will send them back as soon as possible.

David Stride



BORGWARD

BORGWARD ISABELLA 4M 1.5 II

The engine in your Isabella, designated 4M 1.5 II, by the factory, has ancestors that can be traced back to 1934. In 1934 Hansa produced an 1100, with a bore and stroke of 65 x 82 mm, 5.8 to 1 compression ratio, and developed 27.5 bhp at 3600 rpm, breathing through a single up-draught Solex. These engines were fitted to the Hansa-Lloyd, and Goliath commercials.

In 1937, the Hansa Windspiel was built, this car was an aerodynamic prototype, and it's 1500 cc. engine was developed from the 1100. It had a compression ratio of 6 to 1, breathed through two sidedraught carburettors, produced 40 bhp at 3500 rpm, and the car had a top speed of 125 kmh. This engine did not go into production.

1938 saw the 4M 1.4, at 1384 cc. this engine had a bore and stroke of 72 x 85, a compression ratio of 6 to 1. Breathing through a single up-draught Solex, this engine produced 33 bhp at 3250 rpm. This version was fitted to Borgward one ton trucks from 1938-43, and 1947-49. At this stage of development, the engine bears a very close resemblance to the Isabella version with which we are all quite familiar.

1949 brought the introduction of the Hansa 1500, it's engine, 4M 1.5, now had a longer stroke, it's dimensions being 72 x 92 mm and 1498 cc. Compression ratio now raised to 6.3 to 1, and for the first time a down-draught Solex was used initially producing 48 bhp, at 4000 rpm. this was later increased to 52 bhp at 4200 rpm. By now the engine was looking almost identical to the Isabella '60' version, and was also fitted to Borgward 1.1/4 ton trucks. There was also a special two carburettor variant, not to be confused with the RS and Carrera engines, this version produced 66 bhp.

By 1952, Borgward was producing a further enlarged version, namely the '1800'. At 1758 cc. with bore and stroke of 78 x 92 mm 60 bhp was available at 4200 rpm.

A year later in 1953, came the diesel version, producing 42 bhp at 4200. This engine had many applications, including fork-lift trucks, marine versions, tractors, commercial vehicles and generators.

Behind the scenes in 1951, Fleischer, chief designer at Goliath, had built the chassis for the record breaking 'Type Inka' car. He also built a little known twin cam version of the old long stroke 72 x 92 mm engine. But this met with little success due to problems with it's roller-bearing crankshaft.

In 1952, Karl Ludwig Brandt, designed a new pushrod operated cylinder head in light alloy with hemispherical combustion chambers for the 1500 (72 x 92). There were two pushrod operated rocker shafts, and two Solex PBIC carburettors. These engines were only built in small numbers, and were an option in the Hansa Sport / Cabriolet. This was known as the 'Carrera' motor and produced 80 bhp.

1954 saw the introduction of the Isabella with it's shorter stroke (75 x 84.5), racing engines were built based on this block, using the hemispherical cylinder heads larger carburettors and gave

95-100 bhp depending on fuel used. By the end of 1954 a fuel injection version was running, producing 110-116 bhp at 6000 rpm. The pushrod engine had reached it's limit.

1956 saw Brandt's masterpiece, the twin cam RS, initially rated at 130 bhp, 1957 - 145 bhp, 1958 - 150 bhp, 1959 - 160 bhp, and still very reliable. In 1964 the power output was finally stretched to 180 bhp but reliability was sacrificed and in the Solitude Grand Prix 19th July, of two cars entered (BKL-Borgward) one car finished tenth. The BKL cars were Lotus 18's fitted with the twin cam engine and entered by an ex racing driver Kunke from Germany. Hence the BKL-Borgward-Kunke-Lotus. Sadly, not a success.

However, this is not the end of the story, a great many successes have been achieved by Bill Blydenstein since those days in UUV 75 and even now in 1983 Paul Harrison continues to win races, pretty good going for an engine that began life as an 1100 in 1934.

Clive Burghard.

Borgward Drivers Club

Open Test Day at Castle Combe Racing Circuit near Chippenham 6th October 1984

Motor Club Management once again have put on one of their excellent Test Days and no doubt you will remember the rather sad note upon which last years event ended in the demise of 'The Secretarial 60' more affectionately known to close friends as 'Old Nail'. Happily most of the mechanical parts of the car survived and are in store and the shell has recently been disposed of, it being twisted beyond repair.

This year we were once more back at the interesting Castle Combe Racing Circuit which is a very fast circuit with some hideous bends. Fred Hovell (combi) Nick Driscoll (coupe) and Martin Carter (saloon) and Robert Richmond-Jones (BMW K100 motor cycle) attended the meeting which, this year, was open to all or any one make Car Clubs and this our Borgwards were 'rubbing doors' with Morgans, Lotuses, Marcus Mantula and the wonderful old Talbot 6.

The facilities were excellent and for £15.00 it cost to 'have a bash' an enjoyable lunch was also provided. RRJ came on his motor cycle because the tax on his Borgward had expired but resisted the temptation of taking the machine round the track because (a) car and bikes are not compatible on a racing track together and (b) it was a jolly long walk home from the circuit to Poole, (65 miles)!

The weather was excellent although it clouded over somewhat during the day and there were a few spots of rain. Castle Combe is invariably cold and therefore it was necessary to keep well wrapped up.

The event was run as it has been in the past years in that the participants had to undergo a twenty to thirty minute lecture on the intricacies of racing lines on the corners and a general briefing as to what to do on a racing circuit to emphasis how very much different it is to driving on the road - for one thing ones sense of speed is considerably reduced by the fact that the track is so wide and the ground totally flat.

There was some very good performances put up by the cars of different makes, and Nick Driscoll in his Coupe certainly didn't disappoint us and indeed the road holding of that car certainly out-shone the BMW Saloons of all ages and considering that the Coupe is now 27 years old, I think it emphasizes how good 'our cars' are.

As usual RRJ had his cine camera and so hopefully the films will be suitable to be shown at the next Annual General Meeting and in particular the film that he took as a passenger in the old Talbot 6. This old car was remarkable, especially when one considers that it is 54 years old and that it was quite capable of doing over 90 miles an hour on the straights and the road holding bearing in mind that it was on 'cart springs' and non radial tyres it was an experience to be believed. The weight of the vehicle prevented it from rolling and so if a line was taken wrong it just slid the only risk being, of course, that if it had hit a gully it would have probably turned over through being top heavy.

The group were able to walk down and stand at Quarry Corner which is probably the most difficult corner in the circuit and is at the end of the pit straight for those who don't know the circuit, it is preceded by a hump which has caused some very exciting moments as David Stride and Mat Carter the last time we were at Castle Combe will doubtless remember until their dying day!

Well there is it, a good day was had by all and we are told by the organizers that in around April 1985 a special Open Day is going to be held for all the smaller one make Car Clubs and it is intended that they each have their own special pitch in the

paddock where they can put up a tent rig up regalia and have a proper Club Open Day, even if they don't wish to participate round the track.

Please therefore, help to support the event by coming along, it really is great fun.

RRJ



Photo by Virginia Pockock



Photo by Karen Williamson

Left: The President insisted that the Editor remove his half-shaft to check his wheel bearing before setting foot on the track.

Above: All the cameras were out to witness this event, including the ceremonious burning of the hypoy soaked brake shoes.

Photo by Martin Carter



The "Lone Borgward Entry".

Clues

Across

- 1. Queen of Borgward ? (9)
- 6. Isabella for short (5)
- 10. Capless centre (3)
- 11. Alexander's sister (8)
- 12. French friend, or a German American ! (3)
- 14. Take note (1,1)
- 15. VW sports coupe (1,1)
- 17. Tree's coat, dog's noise, ...ing Essex (4)
- 19. Minnie the Minx would have one of these (7)
- 22. Borgward brakes' manufacturer (1,1,1)
- 24. Agree with the Pussians ? (2)
- 25. A certain bank manager would have one (5)
- 28. Egyptian Goddess' Morris (4)
- 30. Citroën rally in the Sahara (4)
- 32. Sick Swedish tennis star's hospital apartment (8)
- 35. Ulster Defence Regiment (1,1,1)
- 37. How long Borgwards would last for, if they didn't rust (4)
- 38. The Chinese car is red (4)
- 39. Opposite to Nth (3)
- 40. Handwritten feminist document (1,1)
- 41. Was this a Goliath ? (5)
- 43. Carl's helicopter designer (5)
- 45. Same as 42 down (1,1)
- 46. Driving on the edge (3)
- 47. Yeas and (4)
- 49. Hydraulic lift (3)
- 51. Big Six suspension unit filled with air (3)
- 52. Is it a record interior ? (5)
- 53. Registration for Oldham B.C. (1,1)
- 54. Borgward carburettor (5)
- 56. Before a bella; was, and ever shall be (2)
- 57. Carl's last stand (6)
- 58. Axles and roundabouts ? (5)

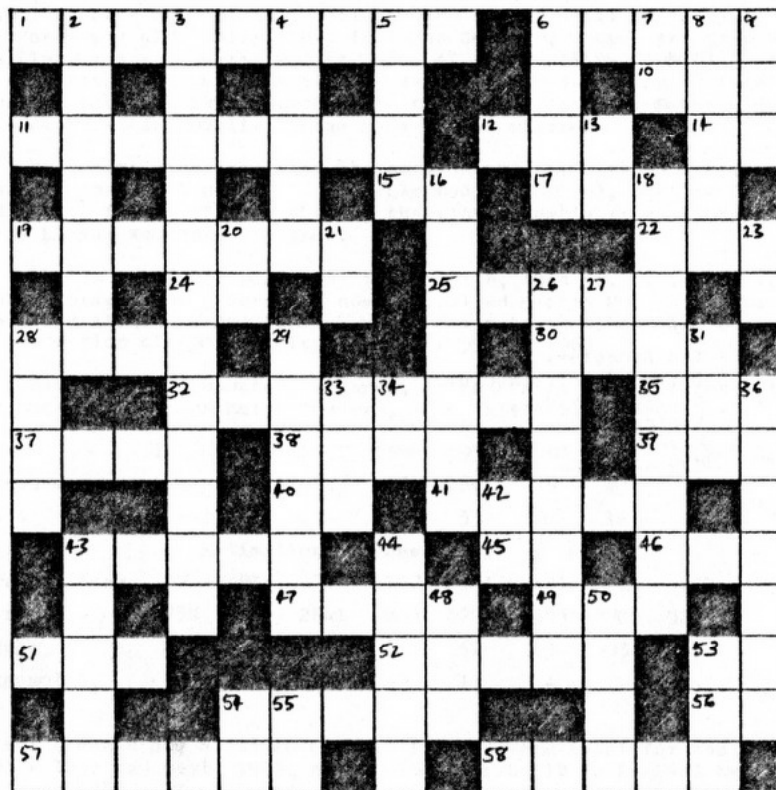
Down

- 2. Borgward wartime products (7)
- 3. Borgward factory site (12)
- 4. Pretty Zündapp scooter (5)
- 5. Wood trim ? (4)
- 6. I am missing my estate car (4)
- 7. Milk, but no tea (1,1)
- 8. Padio's German blue period (5)
- 9. and flow (3)
- 13. County Antrim registration (1,1)
- 16. Borgward's first giant (7)
- 18. Circular limb (5,3)
- 20. My Italian mother (2)
- 21. Got any Borgward spares ? (2)
- 23. For example (1,1)
- 26. Not a TS Saloon (8)
- 27. O.K. ... ? (2)
- 28. One thing (4)
- 29. The key to this city is supported by lions (6)
- 31. Anti-mosquito chemical (1,1,1)
- 33. American petrol (3)
- 34. Edinburgh B.C. registration (1,1)
- 36. A German Borgward's best friend is forever (7)
- 42. Not the P.A.C. (1,1)
- 43. American chassis (5)
- 44. Gear stick (5)
- 48 and 53. Borgward P100 (3,3)
- 50. A meter for heights (4)
- 54. Edinburgh B.C. registration (1,1)
- 55. Model Railway gauge (1,1)

First prize : 'Borgward Isabella' by Stefan Knittel Auto-Classics nr.6
 Second prize: Matchbox Yesteryear Jaguar SS100
 Third prize : Plastic Spanish HO scale Borgward Isabella model

BORGWARD CROSSWORD

compiled by Angela Duckering



Here is a bit of Borgward fun for you, with the chance to win a prize ! Please fill in your answers, cut out the crossword grid, and send it together with your name and address on the back to the Secretary. The closing date is 1st June 1985. Three winners will be selected from all correct entries received by the 'hat' method.

It's not as difficult as it looks, so please have a go. I have tried to keep as many answers as possible Borgward-related.

Name :

Address :

Send to :

The Secretary
Borgward Drivers Club
81, Stanway Rd.,
Earlsdon,
Coventry,
CV5 6PH.

BORGWARD IN IRELAND by David Sykes

Borgwards were imported into Ireland and assembled there under the auspices of a Mr. Sarre throughout their history. The first Borgwards appeared in Ireland about 1953, when I saw a Hansa 1800 all-steel Estate. I do not recall seeing any 2 or 4-door Saloons, and would think that only about half a dozen were sold.

The Isabella first appeared in about 1955, when I remember seeing Mr. Sarre's own car, a blue 60 b.h.p. Saloon, registration CRL 22. Isabellas were assembled in various plants on a small scale by Mr. Sarre and his family, they included Saloons, Coupés and Combis. His final company, Hansa Motors Ltd., of East Wall road, Dublin, ended up assembling the Wartburg 311/312 during the mid-sixties. I can remember Borgward owners discussing their cars with Mr. Sarre's daughter on a stand at the Dublin Spring Show in the sixties.

Mr. Sarre also assembled the early Lloyd LP400 two-stroke, and possibly the first of the four-stroke models (LP600), both in Saloon and Estate form. I once visited the tiny assembly plant where these early Lloyds were put together.

Lloyds seemed to disappear for a while, then Mr. P.P. Reilly, a Dublin garage owner, formed a company called Merlin Motors to assemble the Lloyd Alexander Saloon. I would estimate that he sold something in the region of 250 vehicles between 1959 and 1963.

Comparative production figures, which I have at my disposal from the Society of Irish Motor Traders, make interesting reading :

	1955	1956	1957	1958	1959	1960	1961	1962	Total
Borgward	-	12	14	37	84	96	83	8	334
Lloyd	-	-	-	-	33	70	125	16	244
Goliath	Estimation (I saw one)								3
Mercedes-Benz	57	90	75	197	191	191	219	230	
Norris	4958	2559	2641	3805	3791	4593	4700	5209	
Jaguar	23	28	37	52	67	63	93	97	
Goggomobil	-	-	51	19	11	-	-	-	

Note : I would add about 20 cars to the Borgward total for the periods 1953 - 1955 and maybe 1963, giving 354 cars built in Ireland between 1953 and 1963. I would add about 36 cars to the Lloyd total, giving about 280. The statistics do not give manufacturers figures if the number of cars sold in a year was less than 8.

I doubt if very many Arabellas came to Ireland, but if they did they would have been in CKD form. *

* Secretary's note :

During 1960 Hansa Motors Ltd. made plans to open an assembly plant in Grangemouth, Scotland. Events overtook them however, when Borgward collapsed, but according to a report in Autocar (10th March 1961), a site had been chosen, finance arranged, and production was due to start before the end of the year, with 3,000 employees. Does anyone know anymore ?

Borgwards in Ireland Today

Isabella	c. 8
Isabella Coupé	c. 6
Isabella Combi	c. 3
Lloyd Alexander	5
Lloyd Alexander TS	4
Lloyd Arabella	1

These figures have been worked out from various letters written to the Club in the past few years, and are approximate only.



David Sykes' Lloyd Alexander TS

THE PRESIDENTIAL COMBI IN FRANCE 1984

Due to the uncertainty of the 1984 German rally, we decided to take 222 CBM to France for a holiday, so made last minute booking with Brittany Ferries 'Go as you please holiday'.

Vera and George Crowder, Joan and myself left home very early on Thursday 13th September for Portsmouth to board the 8.00am. Ferry 'Ar morique'.

It was a very interesting trip out of Portsmouth Harbour, as quite a number of the ships that took part in the Falkland Islands Campaign were at anchor, including "H.M.S. Hermes". Once clear of the Isle of Wight, things got a bit dull, there not being very much to do during the trip.

We arrived in the harbour of St. Malo about 7.00pm. It was a lovely sight the lights just coming on in the town. We disembarked and made our way to our first hotel, at St. Meloir des Ondes, about 13kms from St. Malo. At the Hotel Tivel we had an excellent meal and a comfortable bed. Next morning we took the N 137 to Rennes, then to the N 157 to our next Hotel A.R. Milor at Chateaubourg, about 85kms.

Next morning we set out for Tours via Laval on the N 157 and then on the D 306 stopped at a small bar for a drink and snack in La Fleche, run by an Englishman and his French wife, then pushed on to Tours, about 135kms.

We stayed at the Hotel Central for three nights as this was quite central for visiting the Chateaux of the Loire.

Day one, crossed the Loire at Tours, turned west along the north bank, via the town of Longeais to Montsoreau, over the river and south on the N 147 to the Abbey of Fontevraud, where are the tombs of Henry II and Richard I of England, Eleanor of Aquitaine and Isabelle d'Angouleme, and their Queens. Both Kings died at the Castle of Chinon, this was our next stop, the chateau is being reconstructed on its original foundations, the view from the battlements looking down on the town and the River Vienne is terrific.

Joan of Arc has great links with this place and the gate house is given over to a museum to her memory. In the part of the main wall is a tower called the Dog Tower built in the XII Century and used as kennels for the royal hounds.

Our second day-trip was to the Chateau Langlais, which is everything a medieval castle should be, with the gatehouse looking down on the main street of the town. The walk around the covered battlements with the town 100ft. below is well worth seeing.

Our next visit was to the Chateau of Villandry, the house was disappointing but the gardens were laid out in three levels, fruit trees, vegetables and flowers and in complicated patterns. There was also a huge moat and lake complete with swans and trout. Then we were off to Loches, this is south east of Tours and overlooks

the River Indre. The Chateau here is surrounded by fortifications over a mile long with a walk round them if you so desire. Within these walls are a royal palace, a church, prisons complete with torture chambers, a museum and lots of old stone houses. In the palace is the tomb of the mistress of Henry VII of France.

On our last day in Tours we visited the Cathedral and the Chateau Royal; where some of the history of Touraine is shown in a wax-work museum. Our next hotel was the Hotel les Ondines at Chateaufort sur Sarthe, a distance of about 120kms from Tours, and 15kms north of Angers. We set out to explore Angers, the beautiful gardens laid out in the old moat, under the towering walls of the chateau, then to the new building inside the chateau walls where the Tapestry of the Apocalypse is now on display - a very impressive sight. Then to keep the ladies quiet, a walk around the shopping area.

Nest day a visit to the Chateau of Plessis-Bourne north-east of Angers. This was a fairyland place set in a lake with a long causeway connecting it to the entrance courtyards, the inside of the Chateau was superb.

Next morning was very dull so we walked up into the town, got caught in a storm and later set forth for Mayonne, 85kms north; stayed at the Grand Hotel, wandered around the town and went up to the chateau ruins and had a good view of the town, church and river Mayonne.

Set out for Caen next morning about 120kms, made good time so decided to go to Bayeux, had good lunch and bottle of apple wine and visited the Tapestries. We would have liked more time here as there is a lot to see, visited the Cathedral, then on the Caen. We stayed at the Hotel le Dauphin which was a bit difficult to find but well worth it. We had an excellent meal and finished up with some fine twelve-year old Calvados.

Next day was bright but windy and some showers so had a walk round the Chateau and the Abbey and then down to the Yacht Marina and George saw some of the places he remembered from the war.

We are now nearly on our way home, Vire next stop, the Hotel de Cheval Blanc, the noisiest place of the lot, right at the main crossroads in the middle of the town and at the top of the hill.

Tuesday morning we set forth for our last hotel, the Hotel Tirel at St. Melour des Ondes, we had a very stormy drive until after lunch, then the sun came out. We had time to go the Mount St. Michael, which becomes an island when the tide comes in.

We boarded the ferry at 11.00am. and arrived at Portsmouth about 9.00pm. after a bad trip for the first two hours (ask Joan). I have not mentioned 222 CBM because being a Borgward there was no need. She behaved perfectly the whole trip of about 1,000 miles and returned 34 m.p.g.

FRED HOVELL

Most people concerned with the restoration or care of classic cars have, at some time or other had components blast cleaned using one of several available methods. The particular method used on any one component is critical. On the one hand the part could be ruined and on the other, you would be paying for a far better finish than you actually need. In this article, I hope that sufficient information has been given for you to be able to select the most suitable process for your requirements.

All blast cleaning processes remove metal. Dry grit blasting using a coarse grit will remove a lot of metal; Vapour Bead blasting will remove very little. Metal removal means 'damage'. A classic case of wrong process choice often occurs with motorcycle mudguards, or indeed any thin metal panel. How often have you seen such items come back from the blast cleaners looking like lacework? It is inevitable that some holes will appear where the metal has rusted through but in most cases these panels are blasted using a coarse grit at too high a pressure. Result.- Even where there is good metal underneath the rust, that too is blasted away. Remember that it is much easier afterwards to restore a panel which is thin in places than one which has had good metal blasted away leaving a hole. I have listed below, the various processes in order of aggression.

1. Dry shot blasting
2. Dry grit blasting (with pressurised grit supply)
3. Dry grit blasting (with suction grit supply)
4. Dry bead blasting
5. Vapour bead blasting

1. DRY SHOT BLASTING. - Although most people regard any blast cleaning process as shot blasting, technically 'shot' blasting refers to blasting with round steel balls. This is a very aggressive process and because of this it is totally unsuitable for the car restorer.

2. DRY GRIT BLASTING (with a pressurised supply). With this method, the container of grit is actually pressurised and like shot blasting is very aggressive, but it does have its uses. It will remove heavy rust and thick paint deposits from steel both quickly and cheaply. On large areas, therefore, such as car chassis it is probably the best process to use. Remember though, that it is really only suitable on thick steel parts. The reason for this is that a firm which carries out this type of blasting would normally use a coarse grit operating at a high pressure. If this were the case then it would be all too easy to blast through a thin section such as a car wing or even to distort it because of the 'peening' effect of the grit. Moral; go to a firm who are experts in the field of blast cleaning. If you are having a chassis cleaned, remove all components which may be damaged in the process. This means such items as brake calipers, brake pipes, or wiring. Any items which cannot be removed and which may become damaged must be masked off. One layer of masking tape is NOT adequate. It requires several layers of, for example, PVC insulation tape. Finally the chassis must be completely free of grease or the rubbery type of underseal. This is because they absorb the grit and in the time it takes to blast off a blob of grease or underseal, the surrounding area will have been well and truly 'over blasted' or even blasted straight through. After any component has been grit blasted, paint it as soon as possible with a good quality anti-corrosion primer. Its surprising how quickly rust will form on clean oil-free metal.

3. DRY GRIT BLASTING (with a suction grit supply). Instead of being forced to the gun, it is sucked and because of this the concentration of grit at the gun is much lower. This form of grit blasting is therefore less aggressive than that described in (2) above. It can be used for removing rust and paint from most metal items without too much damage being done to the metal underneath. Again, remove any parts which may become damaged - oil seals must be either removed or well masked off. This is probably the best process for such things as suspension springs, links or any other relatively small item which is to be repainted.

4. DRY BEAD BLASTING. This is more of a cosmetic finish and uses glass beads instead of grit. Because the beads are spherical, they do not have a cutting action. They will therefore remove Contamination and finish surfaces without destroying critical tolerances of the parts being treated. Bead blasting is a much slower process than grit blasting and is therefore more costly. Use it on parts where the surface would otherwise be damaged. As a true decorative surface, I consider that it is over-rated. Although a freshly bead-blasted surface is beautifully clean and has a slight sheen, it does tend to be a 'spikey' surface and because of this, it becomes dirty quickly and is difficult to clean - as you will know if you have had any components dry bead blasted.

5. VAPOUR BEAD BLASTING. The least aggressive form of all the cleaning techniques previously described. Absolutely ideal where you do not want to damage the component. Vapour blasting uses glass beads and compressed air, but in addition it also uses water under high pressure, the glass beads being suspended in this high pressure water/air jet. Because of this high pressure water jet, each small glass bead is cushioned by the water when it hits the surface being cleaned. The result is that the vapour blasting process actually smooths and polishes the surface, unlike the dry blast process which tends to roughen a surface the more it is processed. Vapour blasting is the only process I know of which will reproduce the original bright, shiny finish as seen on new aluminium castings such as cylinder heads, blocks or gearbox casings. The surface literally shines just as it did when first manufactured. Unlike dry blasting, the surface will not mark easily and when it does become dirty it can be cleaned easily because of the 'closed' texture of the surface. This 'closed' surface texture also means that the component will be far less susceptible to corrosion. For this reason it has been found that alloy wheels, when vapour blasted and lacquered will resist corrosion far better than the original polished/lacquered surface.

If you take components to be vapour blasted, it does not matter, within reason, if they are oily and greasy because de-greasing and cleaning is carried out in one operation. In addition, rust inhibitors are added to the water so that steel items will not subsequently rust. This is not a permanent rust proofing process, but will give protection for one to two weeks. -long enough at least to prime the parts. Vapour blasting is the most expensive of the five processes described because it is the most time consuming to perform and because the equipment costs around six times more than for other blast cleaning processes. Roughly, if an item were to cost say, £5.00 to have it dry bead blasted, then to have it vapour blasted instead would cost around £7.00.

Description of the five different types of blasting is, of necessity, generalised. As an example type (2). A very fine finish indeed can be obtained with this method if a fine grade of grit is used at low pressure. Indeed, car wings can be processed like this without distortion and with minimal surface damage.

Blast cleaning plays a very important part for anyone restoring an old car or indeed any piece of equipment. Indeed, clean, rust free metal should form the basis for any good restoration project. Chemical rust proofing agents are now extremely reliable and play an important part in neutralising rust. I would certainly advocate their use in difficult areas where it is impossible or impracticable to blast clean. My own opinion, however, is that their use should be limited only to these areas. Other items which can be removed should be blast cleaned. There is nothing quite painting a freshly blasted, rust-free component for renewing lost enamel in a restoration project when the car is just one big box of bits.

Generally a specialist blast cleaning firm will be able to advise you on the most suitable process for your requirements, but make sure that they are in fact able to offer the various different types of process; - obviously if they only have one type of process then they may well give a biased opinion. A firm, however, which has several processes to offer will be able to give good unbiased advice - some of your components may require fine grit blasting, some coarse grit blasting, and some vapour blasting. I have seen a set of early Rolls Royce wheels which were blasted using a very coarse grit. - They were fit only for the scrap yard. "They only cost £2.00 a wheel to have blasted..."

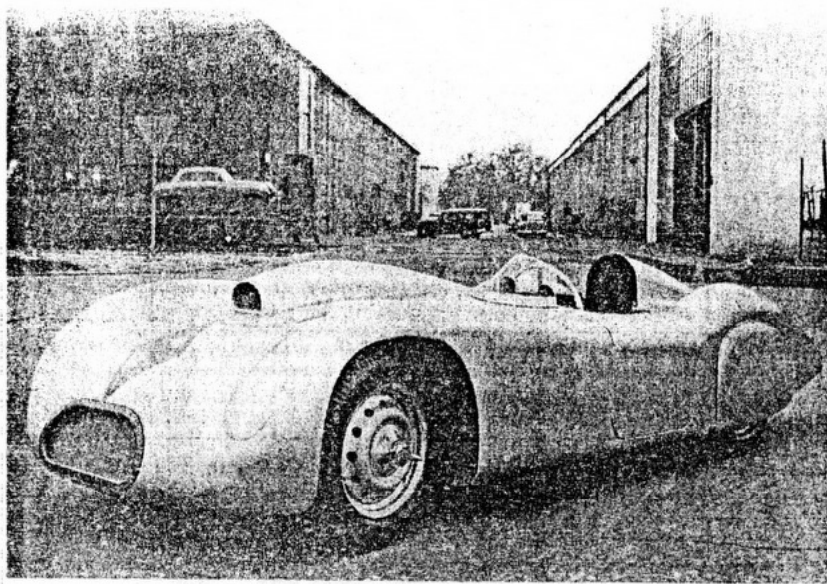
Written for general guidance by R.F. Mann of LANGTHORPE BLASTING SERVICES.
The Old Stables, Brewery Yard
Langthorpe
Boroughbridge
YORK
North Yorkshire

Tel. Boroughbridge (09012) 3154

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THE 1½-LITRE BORGWARD

Developed from the Production "1,500 Sports", this New German Sports-Racing Two-seater is capable of over 130 m.p.h., and Holds Several International Class Records



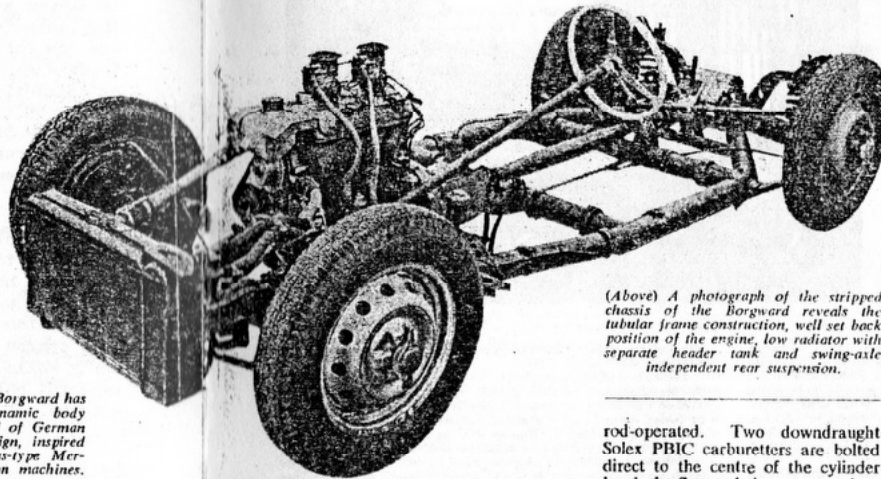
OF the recently-introduced Continental high-performance cars, the 1½-litre sports-racing Borgward is of outstanding interest. This is the car which, driven by pre-war Mercedes-Benz reserve G.P. driver Hans Hugo Hartmann, won the 1,500 c.c. sports-car race at Grenzlandring this year at 195.6 k.p.h. (121.54 m.p.h.), and lapped at 208.1 k.p.h. (129.31 m.p.h.). He also won at Avus at 168.7 k.p.h. (104.83 m.p.h.), putting up a class record lap of 174.8 k.p.h. (108.62 m.p.h.). The same machine also established five International Class F records at Montlhéry, from 50 kilometres at 214.37 k.p.h. (133.21 m.p.h.) to 500

kilometres at 193.41 k.p.h. (120.18 m.p.h.).

The Borgward is built at Bremen in the Carl F. W. Borgward works, the concern also producing Hansa, Goliath and Lloyd vehicles. The 1½-litre sports-racing two-seater supplements a full range of passenger cars, on 1½-litre and 2.4-litre chassis.

Power-unit of the sports-racing car has been developed from that of the "1,500 Sport". It is a four-cylinder of 72 mm. x 92 mm. (1,498 c.c.), and develops 100 b.h.p. on 80-85 octane fuel, at 5,500 r.p.m.—the "Sport" gives 60 b.h.p. at 4,000 r.p.m. The inclined valves are push-

(Above) The 1½-litre Borgward has the type of aerodynamic body which is now typical of German sports-car racing design, inspired by the pre-war Avus-type Mercedes and Auto-Union machines.



(Above) A photograph of the stripped chassis of the Borgward reveals the tubular frame construction, well set back position of the engine, low radiator with separate header tank and swing-axle independent rear suspension.

rod-operated. Two downdraught Solex PBIC carburettors are bolted direct to the centre of the cylinder head, the flanges being supported on the valve cover. Separate pipes form a "bunch of bananas" exhaust system.

Tubular Chassis

The chassis frame is tubular, and tapers fore and aft, with tubular cross-members. A large radiator is carried low down in front, but the

actual header tank is bolted to the engine. Independent springing to all wheels is featured. At the front, double wishbones are controlled by slightly-inclined helical springs through the centres of which are mounted hydraulic, telescopic dampers. At the rear, swing-axes are employed, controlled by vertical helical springs.

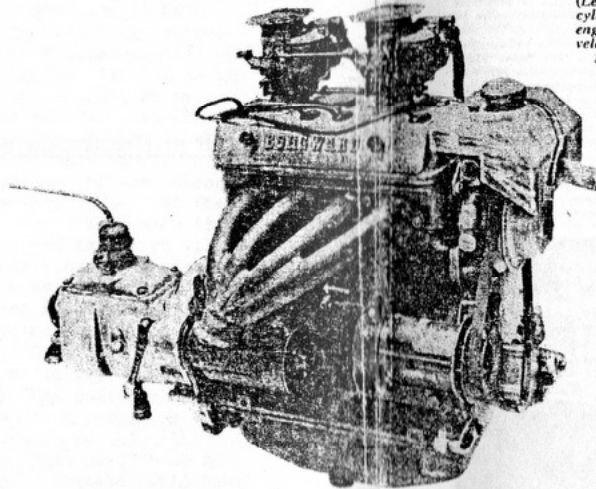
Transmission is via a close-ratio, four-speed gearbox, whilst the hypoid bevel rear axle incorporates a ZF differential. The 12-in. brake drums are hydraulically-operated, and knock-off, dowel-located disc wheels are employed and carry 5.25 x 16 ins. tyres.

Fully Aerodynamic

The fully aerodynamic bodywork is constructed from light alloy, and the shell is carried on a light-alloy superstructure. A fashionable bonnet scoop supplies air to the twin carburettors. When not required, the headlamps are concealed by readily-detachable metal discs. For racing on very fast circuits, spats are supplied for both front and rear wheels, but even so, the Borgward is constructed to conform to F.I.A. sports-car regulations. An 18-gallon fuel tank is located in the tail.

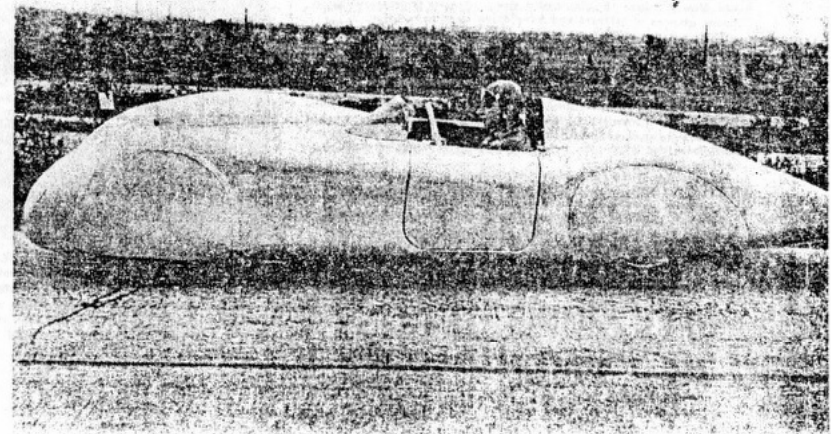
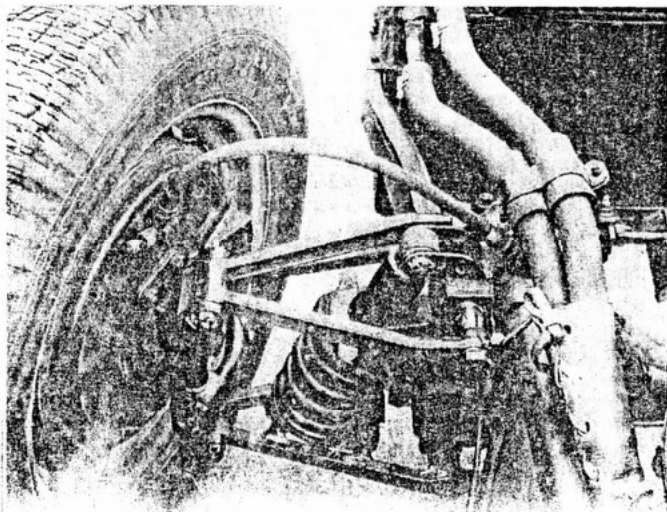
Maximum speed of this very fast 1½-litre machine is stated to exceed 130 m.p.h., but whether this is achieved in fully streamlined form and running on "dope" is not announced. Nevertheless, the Borgward must be regarded as a potential threat to its rivals in the 1½-litre sports class.

(Left) The compact, four-cylinder, o.h.v. Borgward engine has been developed from the "1,500 Sports" power-unit.



(Left) Independent front suspension by helical springs with integral telescopic dampers, double wishbones and 12 ins. hydraulic brakes are features of the sports-racing Borgward.

(Right) Hans Hugo Hartmann in the car as it appeared at Grenzlandring with "spats" fitted both to front and rear wheels. It is believed to have run on alcohol fuel in this race.



LUXURY AND HIGH-PERFORMANCE FROM 1½-LITRES

The Remarkable Borgward Isabella Coupé

DECIDEDLY ATTRACTIVE LINES
characterise the 1½-litre Borgward Isabella
Coupé.



THERE is a growing demand for a car which, although luxuriously appointed and pleasing to look upon, has an engine in keeping with the requirements of those owners who do not enjoy paying big bills for fuel which an unimaginative government taxes, in this country, at 2s. 6d. per gallon. When such requirements are met in an economical 1½-litre car which, in addition, can reach nearly 100 m.p.h. and set up excellent average speeds, the result is a quite outstanding automobile, the name of which is Borgward!

MOTOR SPORT has been aware of the excellence and unique qualities of the car from Bremen for some considerable time. In October, 1955, we published our impressions of the Borgward Isabella saloon and followed this up with a road-test report on the TS (Touring Sports) saloon in the issue of June, 1956.

Last month, as fog closed about this damp little island, we were able to sample the handsome Borgward Isabella coupé over a distance, so far as the writer is concerned, of 270 miles.

This coupé has the 75 h.p. four-cylinder engine, which is the TS high-efficiency push-rod o.h.v. unit of 75 by 84.5 mm. (1,493 c.c.), using a light-alloy cylinder head. Solex dual choke down-draught carburettor with one throttle operating in advance of the other, and a compression ratio of 8.2 to 1. From this engine a maximum speed of just short of 100 m.p.h. is available, together with the acceleration figures shown in the accompanying data table, which represents a truly creditable performance from a roomy, by no means small, 1½-litre motor car.

The pleasure of owning this distinctive and distinguished-looking Borgward coupé does not end with being able to outpace many cars of two litres and greater capacity. The Isabella coupé is very pleasant to drive and is equipped and finished in a style which befits its English purchase price of almost £2,000.

The lines of this red coupé which we drove away from Metcalf and Mundy's into the November dusk were so Continental as to arouse glances of interest and admiration from bystanders.

The radiator grille incorporates the Borgward diamond badge, the lines of the coupé top are superb, but to some eyes the luggage boot is rather too long and wide to blend with the rest of the car, although the test example did not have the tail fins which became available this year. Incidentally, it is incorrect to refer to this coupé as the TS, because, unlike the convertible coupé, it is available only with the TS engine, which gives 15 h.p. more than the normal 1½-litre Borgward engine. The interior arrangements differ somewhat from the TS saloon, notably in respect of minor controls and ignition lock.

The interior of the car is beautifully upholstered in typical German fashion, the floor has a "pile carpet", and the car abounds in ingenious items which provide a pleasing touch of individuality.

The two seats are separate, easily adjustable over a wide range, and have Porsche-style adjustable squabs which let down to form a pair of beds. These squabs are deep and high, but we found the seat cushions rather too hard, and their flat formation does not help to hold the driver in place when cornering speed is high. In general, however, these seats are of generous width and depth,

although the rather prominent piping might prove tiresome to a girl wearing a thin summer frock.

The wide trailing doors provide easy entry and egress and behind the seats, reached by folding their squabs forward, is a wide if shallow upholstered occasional bench seat, the back of which can be folded down to form a useful, carpeted luggage shelf, with a deep wide well behind it. Storage of maps and small objects is well provided for in this Borgward coupé, because there are useful spring-loaded, cord-mesh map or magazine clips on the inside of the scuttle for driver and passenger, as well as generous, elastic-topped pockets in each door, and a very useful lipped shelf below the big rear window. There is also a lined, lidded cubby-hole before the passenger. Another pleasing item is the provision of arm-rests constituting "pulls" for the doors, which would otherwise be difficult to close. There are no quarter-windows, nor do the rear side windows open; the door windows need four-and-a-half turns of the handles, which work lightly, to open or close them fully. These windows have exposed tops and, in a body otherwise notably free from wind noise, a whistle came from the near-side window when the other window was fully up. Body rattle is almost entirely absent. The screen filters are not unduly thick and forward visibility is good, the near-side wing just visible to an average-height driver. The wide bonnet, with central chrome strip, remains free from dither on bad roads. There is an outside rear-view mirror, apt to cause dazzle at night.

Although the Borgward has a steering-column gear lever it is not really possible to accommodate three grown-ups comfortably in front, because a very wide transmission tunnel restricts leg room



THIS THREE-QUARTER BACK VIEW of the Borgward Isabella Coupé emphasises the wide doors, the handsome lines of the Coupé top and the length of the luggage boot.

and, in the r.h.d. model, makes it necessary to stow the left foot under the clutch pedal.

The steering wheel, which carries a full horn ring sounding an unexpectedly deep and sober horn, is set well clear of the facia. The throttle pedal is set a trifle too far to the left and, as it isn't rubber-covered, the foot tends to slip from it.

On this coupé version of the Borgward Isabella the minor controls are in the form of a row of "organ stops" along the centre of the facia. Frankly, we do not like this arrangement. Although the function of each press-button is obvious from a small diagram above it, if the facia lighting is extinguished it isn't at all easy to find a control wanted in a hurry. For left to right these big white press-buttons control the following items, the far left hand one being a spare:—dash lighting (which is good and subdued), headlamps, side lamps, fog-lamps (in fact, on the test car, replaced by two separate knobs on a little panel at the right-hand end of the facia for the twin yellow-bulb Johnson spot-lamps), wipers (which button, fully depressed, brings in a constant flow of screen-washer fluid), heater fan (for use when parked and noisy), and parking lamps. The very powerful Bosch headlamps are dimmed by a slightly awkward foot-button—and when dimmed are still effective. On the left of these mixed controls is a button which cuts off the heating water cock but has seized up on the test car. A button on the opposite side of the facia operates the choke, and in the centre is a cigarette lighter into the socket of which can be plugged a miniature inspection lamp—an excellent Borgward feature.

This metal two-colour, rather "Americanised" facia incorporates two drawer-type ashtrays and there is an electric clock on the cubby-hole lid, u/s on the car we tested. The heater has two sensible control panels, one for the passenger, one for the driver, from each of which a small lever protrudes. Set to "1," there is no heat or defrosting; set to "2," the defroster comes in; set to "3" the heat and defrosting come on; set to "4" there is heat only. Had the cut-out control been functioning air-conditioning would have been available instead of heating; as it was the interior of the car soon became uncomfortably hot. The screen wipers function quietly and, with the washers, deserve full marks for efficiency.

The instruments are set in a flat panel before the driver and include a VDO 120-m.p.h. speedometer with commendably steady needle, but calibrated only every 20 m.p.h., and incorporating a mileage recorder sans decimals, and with no trip recorder. The sensible flashers indicator-lights are set in the base of the speedometer dial and four other indicator-lights flank it, for "oil motor" (low oil pressure), high beam, gearbox oil pressure (inoperative on normal gearbox cars) and cooling temperature warning. The last-named seems a slightly unnecessary item, inasmuch as just to the right of the speedometer is a big temperature gauge. This never exceeded 174 deg. F. during the tests, even when taking performance figures. To the left of the speedometer is a matching fuel gauge, seemingly very accurate and steady-reading, calibrated "Empty, half, full." The steering wheel has two spring-type spokes and useful finger-grips beneath its rim. The direction-flashers are set in the tops of the front wings where they are visible to the driver; they are operated by a little lever protruding from the right of the steering column, which is 100 per cent. convenient to use. The big swivelling rear-view mirror is of smoked glass to obviate dazzle and effective, if slightly cut-off by the line of the roof. Twin sponge-rubber anti-dazzle visors are fitted, which swivel sideways.

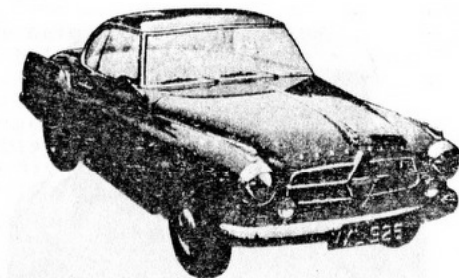
The gear-lever is a slender lever protruding from the left of the steering column; it is faintly spring-loaded to the upper-gear positions, which are below first and second gear locations and it is pulled out and pushed beyond the first gear position to engage reverse. The hand brake lever is well located under the centre of the facia and has a twist-to-release action.

There is crash-padding above the facia. The ignition key is inserted into a rather inaccessible lock under the steering column, which it locks. The tiny starter-button is beside the key. Unless the ignition is "on" horns and wipers are inoperative. A sensibly bright interior lamp on the outside centre door pillar has its own finger-switch but comes on as the doors are opened.

An extremely effective item of the Borgward's repertoire is a headlamp flasher in the centre of the steering wheel. This flashes these powerful lamps as warning of overtaking even when the lamps are not switched on and, moreover, if held down, provides an automatic flashing action—a splendidly useful safety feature for use on German and next year's British motor roads.

Incidentally, the car comes with a good instruction book in a neat zip-fastener folder delightfully labelled "Wagen-Papier."

The interior of the Borgward coupé is upholstered in pleated



NO MISTAKING THE MAKE.—The Borgward badge and name are displayed proudly on the front of this outstanding coupé.

leather and the windows have pleasingly deep sills. Some of the exterior plating showed signs of rust.

To continue with this static description of the car before recording driving impressions and performance figures, the luggage boot is deep and not so shallow as it looks. Its lid is released by pulling a toggle on the near-side of the body behind the front seat but this is not easy to operate from inside the car. The boot lid is held open automatically by twin torsion-bars. The boot has a flat carpet-lined floor but the spare wheel is under this, so that a puncture, which was experienced during the test, necessitates unloading all the luggage. A T-handle wheel-brace is clipped on the near-side inside the boot, its handle extremities incorporating useful 7 mm. and 9 mm. sockets; the jack is clamped on the opposite side of the boot. The petrol filler cap is beneath a spring-loaded flap in the off-side rear wing. The cap is not secured.

The bonnet is released by a hanging handle under the facia and after the usual safety-catch has been released, it pops automatically. The compact 1½-litre engine has the dual-choke two-stage carburettor above it, topped by a clip-on drum-style air cleaner drawing warm air from a spout directed towards the radiator. The oil filler is accessible, the bent-wire dip-stick close to the exhaust manifold on the off-side but reasonably easy to use. Small-bore heater pipes run to heater boxes each side of the engine compartment and the plugs are on the near-side, while the Exide battery is on the shelf behind the engine. Seeing the size of this power unit makes the performance figures obtained seem all the more creditable!

As fog persisted at the beginning of the test we repaired to a measured quarter-mile, to check the Borgward's speedometer and record some acceleration times. The speedometer was found to be unduly optimistic, being 9 m.p.h. fast at 20 m.p.h., 1.7 m.p.h. at 40 m.p.h., and 3.4 m.p.h. fast at 60 m.p.h. Thus, although indicated speeds of 29 m.p.h. in first gear, 53 m.p.h. in second gear and 74 m.p.h. in third gear were seen, the genuine maxima have to be adjusted somewhat drastically (see panel). The makers claim respectively, 25, 45, 70 and 95 m.p.h. Normally, changes-over were made at 40 m.p.h. in second gear and 60 m.p.h. (indicated) in third gear.

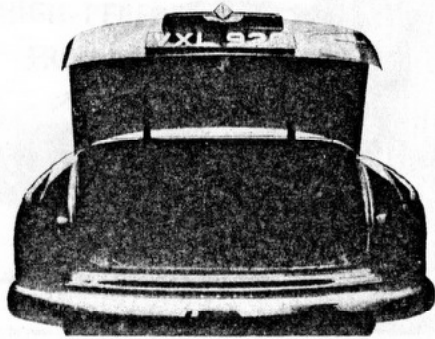
Having corrected the speedometer we recorded the following acceleration figures:—

0-60 m.p.h., mean of two-way runs:—	17.8 sec., best:—	17.7 sec.
s.s. ½-mile, " " " " " "	20.8 sec., best:—	20.7 sec.

These figures were recorded after reasonable practise, two-up, with about three-quarters of a tankful of petrol. The Borgward performs best if high r.p.m. are attained in each gear, the engine peaking at 5,200 r.p.m., as would be expected of a 1½-litre engine in a comparatively large, heavy car. A time of 23.3 seconds was required to accelerate from rest to 60 m.p.h. (true) and then brake to a standstill and this could no doubt have been improved on a dry road.

Although hampered on the day of the test by fog, which precluded checking maximum-speed, the Borgward Isabella coupé was taken to Dorset and back. During this main road run we formed a high opinion of the comfort of the suspension, which is sufficiently flexible to kill road shocks (it is coil spring swing-axle i.e.s., coil spring and wishbone i.f.s.) which does not cause roll when cornering fast and is well damped.

The steering is extremely pleasant, with no kick-back, a light, smooth action, even for parking, and mild castor-action. The



PLENTY OF ROOM is found in the Borgward's boot, after the lid has been released by a control inside the car and is held up by twin torsion bars. But, alas, the spare wheel is beneath the floor, necessitating lifting out the luggage in the event of a puncture.

wheel transmits some vibration and requires three-and-a-half turns, lock-to-lock, with a commendably small turning circle. This is accurate, "quick" steering, with no lost-motion. The control characteristics are neutral, neither over- nor under-steer predominating, while there is no noticeable swing-axle instability unless very sudden swerves are made, but ambitious drivers can use the power of the engine to assist the tail round corners, rear-end breakaway being fairly easy to promote. The Pirelli tyres do not protest.

The gear change is one of the best steering-column changes we have tried. The lever moves lightly, if with rather a long travel, and very rapid changes can be made without more than mildly beating the synchromesh, which is provided on all four forward gears. We prefer a floor lever, especially when, with a small engine, much changing has to be done, but this Borgward steering-column control is outstanding of its kind.

The clutch engages slightly jerkily unless care is used, and there is mild gear noise in the indirect ratios. The brakes on the test car were fitted with experimental linings and tended to squeal. They need rather too much pedal pressure for the action to be unconsciously progressive but they are otherwise reasonably powerful, if not entirely convincing.

The engine is noisy when working hard, but starts easily without much choke, warms up at once, and does not pink or run-on. It

THE BORGWARD ISABELLA COUPE

Engine: Four cylinders, 75 by 84.5 mm. (1,493 c.c.). Push-rod overhead valves. 8.2 to 1 compression-ratio. 75 h.p. at 5,200 r.p.m.

Gear ratios: First, 16.3 to 1; second, 9.04 to 1; third, 5.7 to 1; top, 3.9 to 1.

Tyres: 5.90 by 13 Pirelli Extraflex tyres on bolt-on steel disc wheels.

Weight: 1 ton 1 cwt. 2 qr. (without occupants, but ready for the road, with approximately half-a-gallon of petrol).

Steering ratio: 3½ turns, lock-to-lock.

Fuel capacity: 10.6 gallons (Range approximately 284 miles).

Wheelbase: 8 ft. 6½ in.

Track: Front, 4 ft. 4½ in.

Dimensions: 14 ft. 7 in. by 5 ft. 8½ in. by 4 ft. 6 in. (high).

Price: £1,330 (£1,996 7s. inclusive of purchase tax and import duty).

Makers: Carl F. Borgward, GmbH, Automobilwerke, Bremen 11, Germany.

Concessionaires: Metcalfe and Mundy Ltd., 280, Old Brompton Road, London, S.W.5.

Performance Data

Speeds in gears (after speedometer error correction):

First	27 m.p.h.
Second... ..	50 m.p.h.
Third	70 m.p.h.

Acceleration:—

0-60 m.p.h., two-way runs ... 17.8 sec.

0-60 m.p.h. best run... .. 17.7 sec.

Standing-start ¼-mile (wet road):—

Average—two-way runs ... 20.8 sec.

Best run 20.7 sec.

needed no replenishment of oil or water. No opportunity was available for making accurate fuel consumption checks but a tankful of fuel gave a range of over 270 miles, performance tests included, which represents approximately 27 m.p.g.; although the makers recommend carrying a tin of petrol, the tank can only be replenished from a specially shaped can.

This 1½-litre Borgward Isabella coupé thus combines an attractive appearance, comfort, luxury, high-performance embracing 95-98 m.p.h. and good acceleration, with commendable economy. It seems a decidedly worthwhile proposition at a price, in this country of £1,330 (£1,996 7s. inclusive of purchase-tax and import duty). Indeed, in many ways this handsome coupé, and the spacious Isabella saloons, are in a class of their own and worth close study by those who seek a car which covers the miles untiringly, incorporates many interesting features, and is indecently fast and roomy by 1½-litre standards.—W. B.

FROM JOHN WALLIS (COURTESY OF MOTOR SPORT)

This Autumn there was a meeting of the German Club in Cologne which just didn't correspond with our holiday, at first it was too early so Herr Loges, who must have asked David Stride when I would be in Cologne for the International Photokina, (The Photographic Equipment Fair) changed the date, but still failed to get it right! Being done out of this treat my wife, Sheelagh, who, as some of you know, pretends to dislike Borgwards, so arranged our trip that we were able to take in two Auto Museums in Southern Germany.

We have made friends with two families in Freiburg so this part of the Black Forest area is becoming familiar to us, particularly as one of the friends is a Banker, who, his daughter says, is a frustrated travel agent and armed us in advance, with an itinerary that included many places of interest on our way down from Strasburg to visit them.

One very memorable visit was to a Clock Museum in the heart of the "Kuckkuck" (Cuckoo) clock land, in Triburg. We very much enjoyed a performance by an electric piano synchronised with a group of figures playing a piano accordion, drum and tambourine in a glass case rendering a selection of 1920's Ragtime. The main exhibit was an enormous mechanical organ with numerous instrumental sounds all, it seemed, operating from the giant cylinder reminiscent of a musical box movement. The merry, tinkling music had Sheelagh's foot tapping and coming back for an encore.

The many clocks had to be heard and seen to be believed, many with bells and of course, Kuch-kuchs! Nick Driscoll would have enjoyed the collection of 1930's radios and gramophones.

Much encouraged by this Museum we visited a "Trachten" Museum to see a wonderful display of Black Forest costumes including the most extraordinary hats about 18" high and decorated with coloured glass balls, Germanic Carmen Mirandas?

After seeing our friends in Freiburg, not forgetting to visit a particularly well stocked model shop, where I was again recommended to The Model Shop in Aachen for Borgward models (who no longer have any of the copies of the Marklin which they sold until recently... thinks, would they be influenced to organize a new run if we, as a Club ordered a quantity?)

Then came the trip to Schloss Wolfegg to the largest and best private Auto Museum in Germany, or so the Owner says and who am I to dispute it - after all it does exhibit a beautiful 1963 Arabella just inside the door in a position of honour and in addition to a Lloyd Alexander T.S. and a Goliath three-wheeler van that had covered 600,000 kms in 50 years continuous use from 1933-1982, they were showing a 2400 Limousine, and Isabella saloon, a 1958 Coupe and all in gleaming ivory and finally a Hansa 1100 to round off the set. There were a number of other quite attractive cars, 1897 Panhard-Levassor, B.M.W. Dixi, Mercedes Coupe, E-type Jaguar, B.S.A. 3 wheeler, 1961 Corvette, Maserati 3500 GTI, Citroen 2cv... Eh? well it is a very representative exhibition and includes mini-cars,

tractors and motor-cycles.

The Schloss had spawned a Village around it with a most attractive Gift-shop, Sheelagh loved it, we both liked the splendid Coffee-shop, which also doubled as a Grocery store, you'll find the like of this in every little corner of Germany.

The previous night we had intended to camp in the vicinity of Wolfegg, but were unable to find a site so we gave in and booked in to the "Pfeffer Muhle" in a nearby town. The Pepper Mill was a good choice, the food was excellent. very agreeable people and comfortable so we enjoyed our extravagance in using an Hotel for once. However, the following day, having been to the Museum and after having driven 30 miles, Sheelagh looked in the wardrobe for her new raincoat to find it missing! You have guessed it, she put it in the wardrobe in the bedroom in the Pepper Mill. We thought we would ring up and ask them to find it and keep it for us, but a kind lady in an Iron-mongery shop who rang Directory enquiries could not obtain a number (Moral, always ask for and keep bills) so there was nothing for it but to go back. When we arrived we asked a little girl in the Restaurant if they had found it, she ran up to our room and re-appeared in a trice with a huge smile and the coat. We had expected no less in light of our experience of holidays in Germany. We decided to celebrate with a snack in the bar, we usually picnic at mid-day, so asked if we could just have some soup. Yes, of course, a tureen of piping hot soup arrived together with delicious bread, a good meal for about 5 dms, such elegance and such good value..... and Sheelagh had her new coat back.

We spent a few days in Bavaria during which we spotted Lloyd in a Super-Market car park used, I think, by one of the stall-holders in the Antique Market which was being held there, well, it figures doesn't it?

By this time we felt it was time to make a move towards Koln, but on the way took in another lesser Auto Museum at Langendorf. This one nearly defeated our planning, by having the extra-ordinary opening hours of 8.30-11.30 in the morning followed by a 2 hour lunch break. We got there at 10.45, a civilised hour to start when on holiday, having and breakfast and travelled some way to find Langendorf. I did notice th fury on the face of a visitor at 11.31, who found the door firmly shut. Apart from the poor lighting and coolness of the building, the exhibits were well presented, many of which Sheelagh said, must have been bought cheap in the 1960's in England, when we didn't realise their value for they were right hand drive, both British and Continental cars! The sole Bremen-born car was a Lloyd amongst the mini cars, perhaps Herr Schramm had swept this area clean.

The Photokina Exhibition in Koln was undistinguished, a non-vintage year in my opinion. The main talking points were, I think, Agfa with no amateur camera equipment to sell, having decided, after years of un-economic struggle that selling hard-ware without profit is pointless, so they are concentrating their guns on the soft-ware, films, papers, chemicals and magnetic coatings of all sorts and sizes for recorders. Expect to see Agfa as market leaders, I believe their new films are second to none. The emergence of Video as a

replacement for Home Movies is noticeable as is the use of electronics in equipment. The battery-powered "Black-box" is now common-place, with cameras, even cheap ones, able to measure and expose automatically for the light and the distance of the subject to astonishingly close limits, they load the film for you, just drop the cassette in the right way up (it won't go any other way!) The film speed is now recorded on a flash on the cassette and 'read' by the camera when inserted (Fuji, Agfa and Kodak are already agreed on this system). Many cameras have motors to wind the film right through the camera to the empty spool and then wind back one frame at a time as you take the pictures in reverse order, thus protecting the exposed frames by putting them back in the light-tight cassette after exposure. Who has no trepidation after taking priceless pictures when opening the camera, that you might be faced by 36 latent images of stupendous excellence and un-rivalled beauty, absolutely irreplaceable and lost for ever because you forgot to re-wind them?

Are these new cameras, at last, fool-proof? I don't believe it, but they get closer to being perfect recording instruments, which even now in the state of the art, do not make Pictures by themselves. Only the seeing eye, perceptive brain and a bit of luck occasionally do the trick. You should see some of the shots taken by my colleague, Phillip, who joined me at Koln for the Fair. Talking of whom leads me to the last day, when Sheelagh navigated us on a round trip from Koln down river through the wine country ending up at a place called Neuwied! It happened to be the 2nd Sunday in the month and that is the time that Herr Schramm's Borgward Museum should be open. Phillip and I left Sheelagh, who having been there before, wanted to finish a book she was reading, and found the front entrance. Donner und Blitzen! and other teutonic curses, it was shut tighter than Spandau prison. Nothing daunted, as I had been there before, and made very welcome, I rang the bell, Frau Schramm called Herr Schramm who was in a workshop and who asked after my wife and daughter saying that he remembered me from two years before. There's good P.R. for you. Herr Schramm opened up for us and switched the lights on and left us to it. I was pleased that my limited German had enabled me to have some, albeit stilted, conversation with him during which he gave me his opinion, with which Nick Driscoll would concur I think, that the vintage year was 1955 and the 1960 cars were a load of rubbish or did I translate incorrectly?

Phillip, a stranger to the Borgward products, was impressed by the range of different models made by them and as impressed as I was by the range displayed at Neuwied. I couldn't resist one of the books on sale and thanking Herr Schramm for his courtesy, left him cleaning a curious piece of iron in his workshop which turned out to be a door from his wife's cooker! Ah, even the mighty have, sometimes, to turn from their cars to the mundane chores.

Regretfully we turned for home, pausing, en route, at 'Auchan', the huge Super-Market between Dunkirk and Calais to stock up with beer and Le Creuset cook-pots at bargain prices. Our big Bedford performed beautifully the whole trip doing around 20 m.p.g. and very comfortably, often cruising hour after hour at 60-70 m.p.h. a little faster when Sheelagh was driving! I wonder what a Blydenstein conversion would do for it?

Now I must turn from memories of historic and concours Museum pieces to organising the resurrection of a rather nasty disembowelled Isabella TS 'YXH 3' residing at New Weld at Chertsey and try to produce a smart useable saloon for my daily transport and regular enjoyment which I hope to show at meetings in 1985.

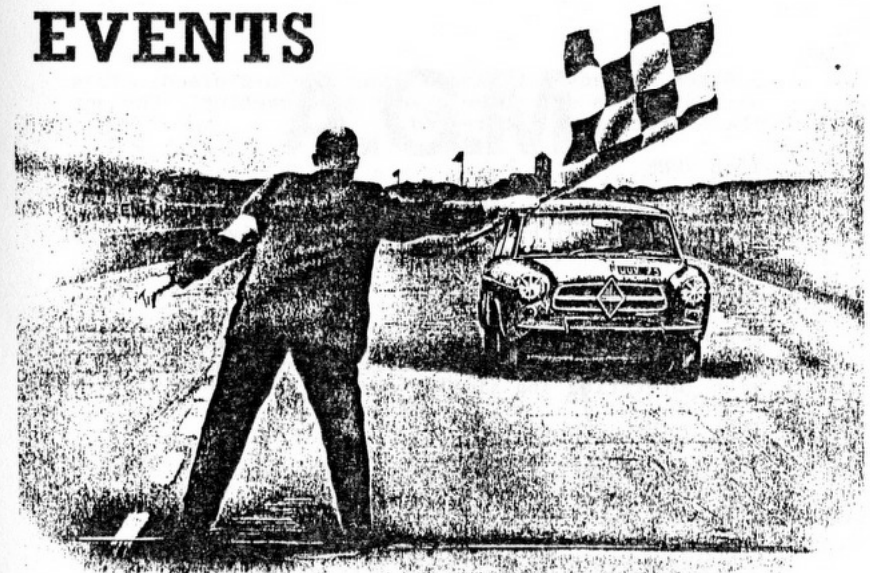
P.S. George Sinclair has put me in touch with the owner of another TS saloon for canabolising so I may be mobile a bit sooner, but that is another story.

P.P.S. In the process of the above, George took Sheelagh and me to a Big Band blast at a pub in Ilford, suffering saxophones, what a crescendo of cornets it was, the great English Pub at it's best, a magic morning, Sheelagh and I thank you , George. A fringe benefit of this super club of ours.

P.P.P.S. Recent problems have elicited several very kind offers of help and concern over me and my car which were most thoughtful and generous. Thank you G.S., N.D., J & B.W., and the late owner of the other TS, Mr Larman who had to give up his well cared-for car and was most helpful when I was in need of such.

IAN CAVE.

EVENTS



Original photo courtesy of Bill Blydenstein

BORGWARD DRIVERS' CLUB EVENTS 1985.

If any member has any ideas for a venue, please let me know:

Martin Carter,
"The Hutch" 25, Beaumont Grove,
Aldershot, Hants. (Ald. 333708)

(i) 14th APRIL

ANNUAL GENERAL MEETING (CHOBHAM) - As in previous years, the A.G.M. will be held at Chobham Village Hall at 2.15 p.m. For those members travelling a great distance, we will be meeting before hand, for lunch at the "Chequers" public house Sunningdale.

(ii) 4th, 5th, 6th MAY

"NATIONAL CLASSIC CAR SHOW" AT THE N.E.C. BIRMINGHAM - Again we will have a Club stand at the biggest, and perhaps best indoor show of the year.

(iii) 25th, 26th, 27th MAY

"MOTOR 100" SILVERSTONE - The Club has been asked to take part in this vast outdoor show to celebrate a century of motoring.

(iv) 8th & 9th JUNE

INTERNATIONAL BORWARD RALLY, TRABEN-TRARBACH, GERMANY

- Dates already set, and a programme organised. This already looks set to be a very good meeting. Contact the Secretary if interested.

(v) 15th JUNE

TEST DAY AT CASTLE COMBE CIRCUIT - This has become a popular event with the more sporting drivers among us, although I find it just as much fun watching.

(vi) 16th JUNE

BEAULIEU MOTOR MUSEUM - A joint meeting with the "Karmann Ghia" Owners Club with a chance to meet some new faces with interesting and similar cars.

(vii) 15th & 16th JUNE

SVENSKA BORGWARD KLUBBEN RALLY - Sweden.

(viii) 23rd JUNE

LONDON TO WORTHING RUN - 3rd Annual Classic Car run.

(ix) JULY

A WEEKEND MEETING TO BE ARRANGED - Date and venue to be decided.

(x) 3rd & 4th AUGUST

DANSK BORGWARD KLUB RALLY - Denmark.

(xi) 10th & 11th AUGUST

YEOVIL FESTIVAL OF TRANSPORT - Barwick Park Yeovil. Somerset. The Yeovil Festival of Transport is now in it's fourteenth year and has gained the reputation of being one of the finest events of it's kind in this country and in Europe.

(xii) 28th & 29th SEPTEMBER

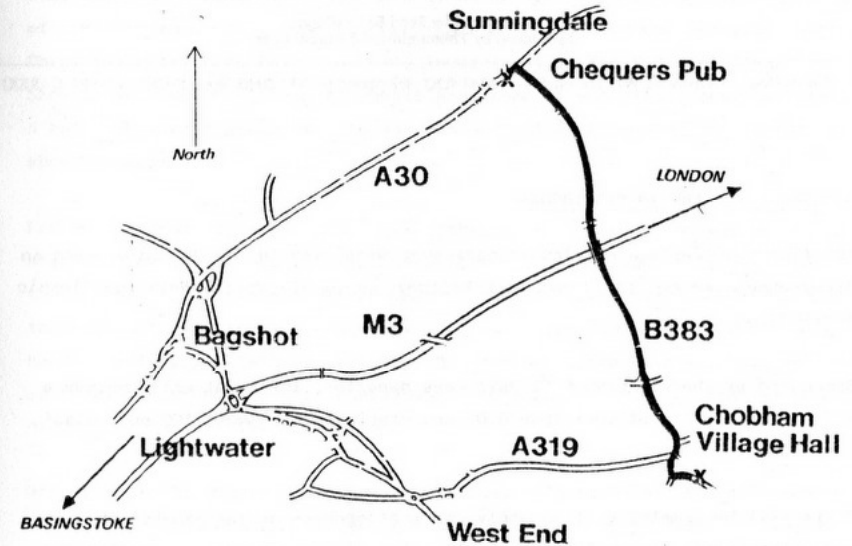
NORTHERN CLASSIC CAR SHOW - Manchester.

(xiii) 1st, 2nd, 3rd NOVEMBER

BRIGHTON CLASSIC CAR SHOW - Brighton.

MATT CARTER.

A.G.M.



The National Classic Motor Show

Organised by Reed Exhibitions
Sponsored by Thoroughbred & Classic Cars

Surrey House, 1 Throwley Way, Sutton, Surrey SM14QQ Telephone: 01-643 8040 Telex: 892084 BISPRS G (REX)

A CLASSIC WEEKEND IN BIRMINGHAM

The finest collection of classic cars ever displayed in the UK can be seen in Birmingham over the first May bank holiday during the second National Classic Motor Show.

Sponsored by Thoroughbred & Classic Cars magazine, the event will include a glittering line-up of more than 600 cars displayed by almost 100 enthusiast car clubs.

There will be something of an anniversary atmosphere at the exhibition with the Aston Martin Owners Club celebrating its golden jubilee with a stunning display, including the third scale replica of James Bond's DB5, which was presented by the manufacturers to Her Majesty the Queen in 1966 for the young Prince Andrew. This will be the second time only that this unique car has been on public display.

The TR Register is celebrating its 15th anniversary year with a special showing of Triumph cars, while the Rover Sports Register will exhibit a range of vehicles reflecting '100 Years of Rover'.

Still on anniversaries, the Patrick Collection will include a selection of the Austin marque, exemplifying 80 years of Longbridge production; and a central feature by the Museum of British Road Transport celebrating the British contribution to 100 years of motoring, will provide the Show's spectacular central display.

Cont'd ...

**Classic
Cars**

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BBDO

Page 2 Cont'd ...

The museum's substantial contribution to the exhibition is a major feature of Coventry's celebration of 100 years of motoring. Regarded by many as the home of the British motor industry, Coventry's motoring festival was launched before Christmas by its Lord Mayor, and the involvement in the National Classic Motor Show is one aspect of a comprehensive programme of motoring events in that city. A half price admission offer to the museum will be published in the exhibition show catalogue.

For the serious collector of classic cars, Coys of Kensington will again be staging the largest auction of historic vehicles outside of London, during the second day of the exhibition (Sunday, May 5). Last year's Coys Auction at the National Classic Motor Show saw more than £300,000 worth of machinery change hands, including a 1935 Bugatti Type 57 Ventoux, which sold for £44,000. For those just 'window shopping' this spectacular line-up of exclusive vehicles will be on display throughout the exhibition.

More than 35,000 people visited the National Classic Motor Show at the NEC last year. The organisers, Reed Exhibitions, expect this figure to reach 40,000 in May. The event is open from Saturday, May 4 to Monday, May 6, from 10.00am - 6.00pm. Admission for groups of 20 or more club members is £2.00 for adults and £1.00 for children by prior arrangement. Normal admission prices are £4.00 and £1.50 respectively.

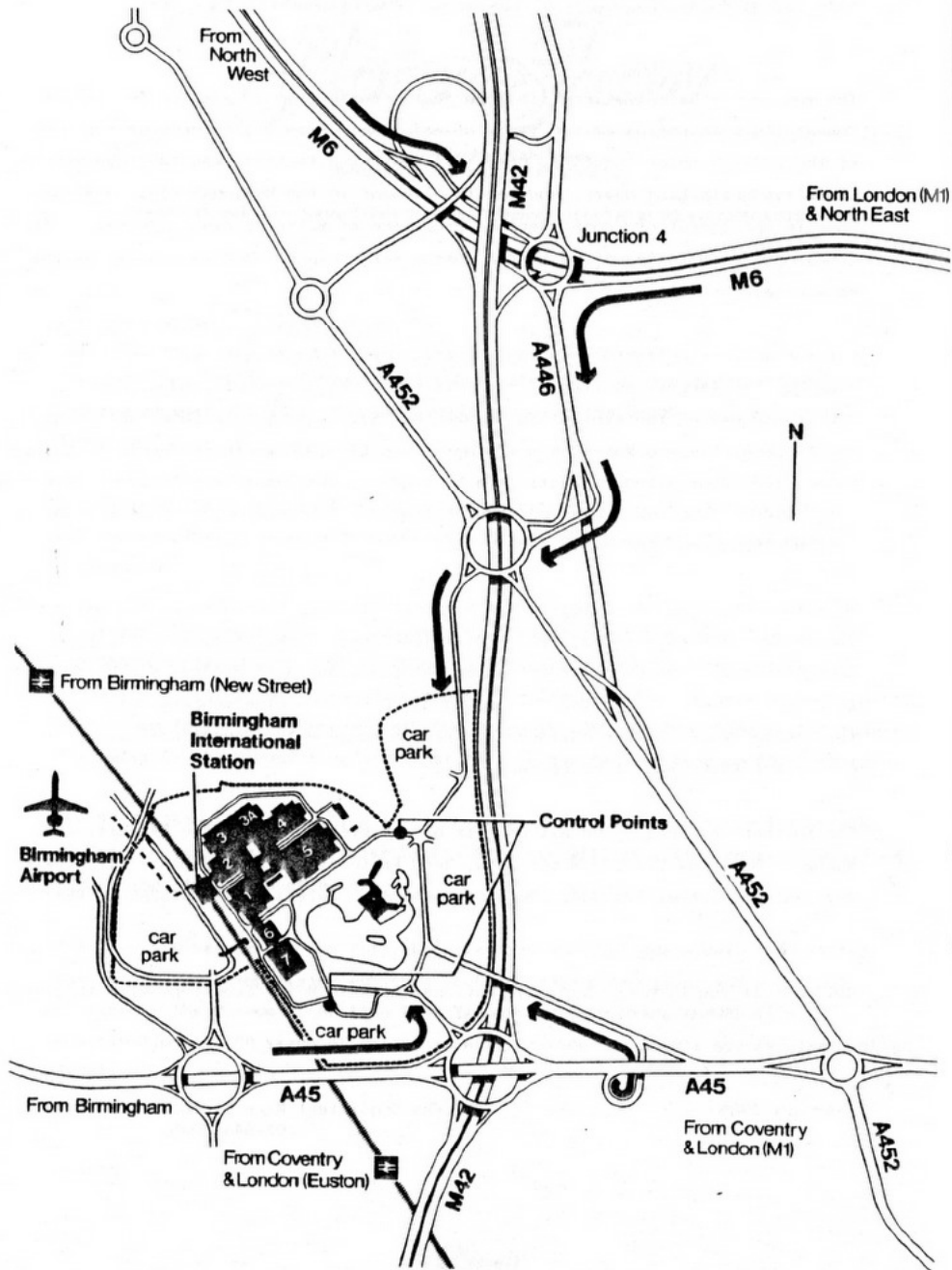
For further information on all aspects of the event, contact the Exhibition Manager, National Classic Motor Show, Reed Exhibitions, Surrey House, 1 Throwley Way, Sutton, Surrey SM1 4QQ. Tel: 01-643 8040. Telex: 892084 BISPRS G (REX).

EDITORS: If you wish to carry the National Classic Motor Show logo with this article, a PMT is available on request.

February 1985

Press Enquiries: Mike Birch/Chrissy Cottle
01-643 8040

ROAD ACCESS MAP



LONDON TO WORTHING CLASSIC CAR RUN

(For Pre-1959 Cars)

LTW851

Sunday June 23, 1985

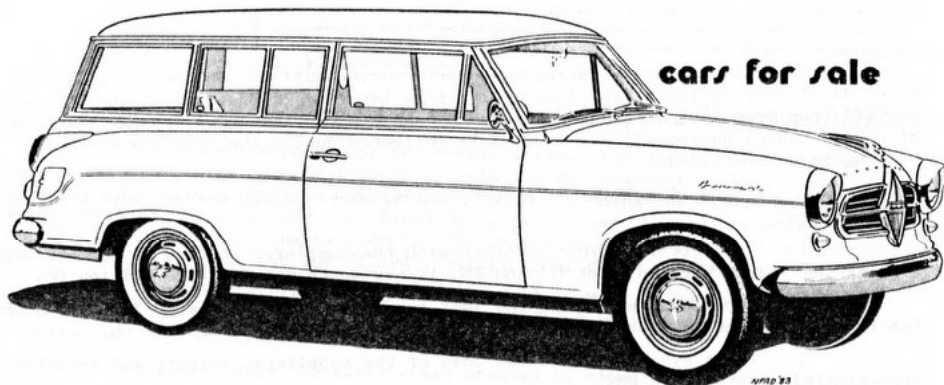
The third annual London to Worthing Classic Car Run, for pre-1959 cars and car derived commercials, (including carry-over models introduced before the end of 1958), takes place on Sunday June 23, 1985 and this year promises to be bigger than ever.

Organised, as in previous years, jointly by the Mercedes Benz Club and the Armstrong Siddeley Club, the run attracted over 70 participants last year in vehicles dating back to 1926. This year it is expected that more than 100 vehicles will take part in this fun run to the seaside.

Entry formalities are purposely kept to the minimum and the run is open to vehicles of all makes. Last year the run was attended by vehicles from many one make clubs.

The organisers also seek the services of anybody interested in marshalling at either the London or Worthing ends of the run. For further details contact Colin Peck, 40 Clarendon Road, London E17 9AZ Tel: 01-521 0893.





cars for sale

- (i) 1961 T.S. Bronze & Black with beige & cream interior. Hasn't been driven for 10 yrs.
- (ii) 1959 Combi Originally Aero Blue but is now Polychromatic Blue with red & cream interior.
- Colin Howe is willing to donate either or both cars to an enthusiastic club member completely free of charge.
- Contact Colin Howe on Crawley 542460. 118 London Rd., Crawley, Sussex.
- (iii) 1959 T.S. Grey with cream trim. Poor condition but 75 Saloon with many spares. £50.
- Contact Neil Wilson of Millom (0675) 3957. (off M6 n.r Kendal in Cumbria).
- (iv) 1961 Dark Grey, £3,500.
Big Six
- Contact Derrick Dryburgh on 07372-41569.
- (v) 1959 T.S. Graphite Grey with red trim. MOT'd and Isabella taxed, 2 owners from new. £500.
- Contact Mr. Udy, Wadebridge, Cornwall. on (020 881) 3264.
- (vi) 1959 Saloon Grey with grey & white trim. Engine Isabella reconditioned and not run since. Needs brakes, clutch and body work repairs. Some spares available. Free on condition it will not be scrapped.
- Contact Phil Difford, Merthyr Tydfil (0685) 79949.

- (vii) 1959 T.S. Red with black trim. Above average condition, Isabella gear linkage needs repair. Includes spares. 2 owners from new. (First was Ted Dexter).
- Offers to Reginald Bass, High Wycombe. 20024.
- (viii) 1959 Saloon White with red trim. Average condition. Isabella Engine seized, last used 1974. Garage stored.
- Offers to Mr. G.Tripp, Chippenham (0249) 657960.
- (ix) 1957 Coupe Red with red trim. Excellent condition, MOT'd Isabella and taxed, extensively rebuilt over last two years.
- Offers over £1500 to Mr. J.R.Barrett, Crosshills, Yorks. (0535) 32246.
- (x) 1957 Saloon Bodysshell. Stripped and largely rust-free. Isabella Open to offers.
- Contact David Stride on 01-444-5881.
- (xi) 1959 Coupe Aero Blue, under 60,000 miles, original log Isabella book, superb original condition. £3,500 o.n.o.
- Contact Ian Read, Oxted (08833) 6111. Day time.
- (xii) 1960 Coupe Jade Green with tan trim. Good original Isabella condition. Full known history, 2 owners from new. £1800 to good home.
- Contact Nick Reid on Horsham (0403) 60905.
- (xiii) Saloon with complete new 16 swg floor pan. Red. Also spare engine.
- Contact Arnold Lawrence on Slough 32441/2
- (xiv) 1960 Coupe White with beige trim. Mechanically sound Isabella with good tyres and new battery. Body in need of repair. Plus spares. £300.
- Contact Monty Foster. Weston-super-Mare. (0934) 516215.
- (xv) 1960 Combi Red with tan trim. Absolutely solid, but in Isabella need of exhaust, brakes, respray and panel-beating. Offers around £400.
- 1959 T.S. Completely rotten but with sound engine, £50.
- Contact Mr. Henderson, Lincoln (0522) 751076.
- (xvi) Isabella Saloon with engine fault. Combi needing bodywork repairs. A lot of new spare parts.
- Contact Herbert Stibbe. 30 Mains Lane, Singleton, Nr. Blackpool.

As promised here follows the first delivery of our serial which is a translated version of an article that appeared in the German magazine "Stern", shortly after the liquidation process began to take its toll.

ISABELLA MUST DIE [The Borgward Affair]

Far above the rooves of the Bremen Railway can one see the rotating Borgward Worldglobe, with the red illuminated slogan "Weltbewahrt -- Weltbegehrt" (i.e., Proven Worldwide -- Desired Worldwide). The three companies of Carl F. W. Borgward (the Carl Borgward GmbH, the Lloyd Motorenwerke and the Goliath-Werke GmbH) have not survived the "Wirtschaftswunder". The Companies "Borgward GmbH" and "Goliath" are in liquidation, and for "Lloyd", liquidation is now underway.

The total debts are more than 200 Million Mark. The machinery, which produced, during the last 12 years, approximately 700 000 vehicles, was sold for throw-away prices or sold as scrap.

At a time when the West-German economy is blooming and more than 500-000 Greeks, Turks, Italians and Spaniards are working in Germany, the fifth-ranked vehicle made in Germany, with a record turn-over of 650 Million Mark last year, had a tragic downfall. In this land, where the vehicle sales have increased by 17% during the first half of 1961, there is no more room for Borgward. About 30 000 workers, nearly 20% of the total workforce in Bremen, must look for other work.

In addition, the 650 000 inhabitants of Bremen have lost 60 Million Mark in income taxes, which the Bremen Senate had put into the Borgward-pool before liquidation. Therefore, every citizen in Bremen lost about 100 Mark. Without doubt the Borgward liquidation is not only the biggest downfall after WW 2, but is also the most unfortunate company downfall in recent years. If the province of Bremen had invested as little as 5 Million Mark, the works could still give work to 5 000 workers.

The Borgward tragedy did not originate from a general slump in the motor industry nor as a result of a drop in sales of Borgward vehicles. In fact, the vehicles of the Bremen vehicle-manufacturing pioneer have gained a very good name over the whole world. Borgward vehicles have been exported to more than 200 lands.

Even with the stalling of the production, the "Isabella", "Borgward 2.3" and "Arabella" were still high in demand. Between 30 and 40 vehicles daily were sold last week in Bremen alone. No liquidation has taken place under such "help" from the state as the "Borgward" liquidation. On the 4th of February this year, Carl Borgward was forced by the Bremen government to forfeit a wealth of 150 Million Mark. Under government control, the well known company was to have been placed on a profitable course again.

The opposite took place! Under state patronage --

- the debts rose to three times the loss of last year.
- subsidiaries, which had shown a profit under Borgward, made a loss.
- clients, suppliers and agencies have been misled.

Therefore, the Borgward bankruptcy is nothing more than inefficiency of the senate of Bremen, who could not manage this difficult task, yet they still blamed the founder, Borgward, for the complete bankruptcy in September.

Ironically, a year ago, the Bremen State President, Wilhelm Kaiser, made the following statement: "Carl Borgward is a man who always is thinking of improvements and is doing experiments to incorporate the latest scientific and technical developments. Fifteen years ago, when the complete factory was destroyed -- burnt, bombed, etc.-- we were sitting together! What are we going to do now? I asked. I will start again" he answered. He succeeded in building up his factory where today 24 000 people are working to earn their living.

Carl Borgward was liquidated on the 11th of September. Many people are blaming the senate of Bremen for this and putting claims against the state.

The factory, itself, has come to a standstill. On the assembly lines, hundreds of half-finished Isabellas are waiting for completion, some of them are waiting only for headlamps or windshields. Components are lying about under a thick layer of dust. Modern equipment, which was only delivered during the last few weeks, is waiting to be installed.

In the Sebaldsbruck factory halls, where 12 000 workers were kept busy, all is silent.

The factory, which together with the completed stocks, had at the beginning of the year a worth of 400 Million DM, is now worth not even 100 Million DM.

For instance, during the last few days, Hanomag offered 30 Million DM for the main factory in Sebaldsbruck. This is one-sixth of the true worth.

It is estimated that the loss of the suppliers, clients and agencies is approximately one Million DM.

Many suppliers only worked for Borgward, and so far, as they have not been remunerated with cars or plots, and will not receive anything against their claims, they will also become insolvent.

The 1 500 agencies of Borgward, Goliath and Lloyd are sitting with new workshops, showrooms and high debts which they took on in confidence that production would continue. The Senate of Bremen already promised in newspaper advertisements that "Borgward will continue with its production." "Borgward needs confidence." The agencies are calculating a loss of about 300 Million DM.

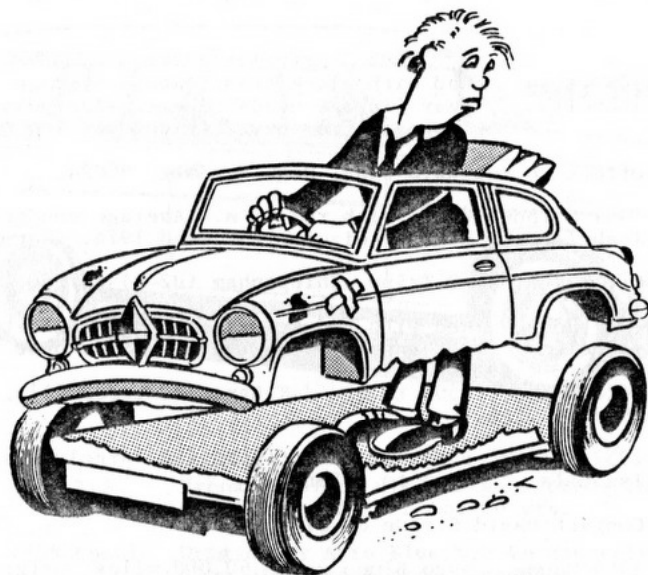
No car manufacturer in Europe had so many loyal agencies. When the Senate asked for increased sales in May, many Borgward agencies took large loans for improving the storerooms and workshops.

The 450 000 Borgward-car owners are also losing. The average value of the car has dropped the last two months by 2 000 DM. Nevertheless, many letters are arriving daily from clients who want to show their loyalty for this dying factory, and expressing their praise for the excellent service received.

Although the factory can not offer warranty and after-sales service anymore, sales are still taking place. One Hamburg Borgward salesman reported "I have clients who are driving a one-year old Isabella and who are now buying a second one to have in reserve for the future."

Only 100 cars of the "Borgward 2.3" model are still available in Bremen. This model, which has to compete in the market against Mercedes and Opel, will be sold out before Christmas. Loss of sales could there fore not be the reason of the bankruptcy.

FROM GEORGE SINCLAIR



SPARES

- (i) Complete set of flat glass for both sides of Combi. Free.
- (ii) 1956 Bonnet for 1954-58 T.S. Saloon or Combi. £5.00.
- (iii) 1956 Bonnet emblem (different to '57-'59 and '60 "B'S"). Good condition. £5.00.

Contact Nick Driscoll on (09905) 8809 After 9 o'clock.

WANTED.....

- (i) Hobbs automatic gearbox (Mechamatic) as fitted to Borgwards as Hansamatic.
Contact Roland Servais, Rue A. Dumont 46,4601 Vaux, S/Chevremont, Belgium.
- (ii) Grill panel for 1960 Isabella Coupe, and chrome strip for sill.
Contact David Stride, 01-444-5881.
- (iii) Left hand rear wing for 1960 Isabella Saloon in good condition.
Contact Robert Richmond-Jones, Poole (0202) 698211.

- (iv) Both rear wings for 1960 Isabella Saloon.
Contact Martin Carter on Aldershot 333708.
- (v) 1957 Coupe rear light lens. (Red/orange). Will pay high price!
Contact Nick Driscoll on (09905) 8809.

GARAGE WORK.....

Any welding, accident damage and restoration work can be carried out to a very high standard by:

NEW WELD ENGINEERING,
Unit 2A, Bridge Wharf,
Chertsey.
Telephone Chertsey 67371.



Herbert Stibbe

30 Mains Lane
Singleton nr. Blackpool
FY6 7LG

5.9.84

To
Mr. Nicholas Driscoll,
Lavender Cott.,
Hookstone Gr.,
West End,
Woking
Surrey

Dear Mr. Driscoll.

It's already some time ago that I had your kind letter referring to our Borgward Cars. Although late, I thank you very much for it.

My wife and I are Old Age Pensioners and our pensions are only low. So we have to be very careful with our money, and we have to avoid any not absolutely necessary expenses. We thought it over and over again about the kindly offered membership in your Borgward-Club and put it back again and again.

Now, a short while ago our two so loyal Borgwards have let us down. The saloon one got an engine-fault and the estate's body needs repairs. I asked here in the garage, and they would be able to do the work, but we can't afford it. In former times I did all these things myself, but now, being 76 years of age I am not healthy and strong enough anymore to do it; this especially because not having a ramp.

Before I shall be forced to give those wonderful old comrades to a scrapyards I am asking you whether you or some of your friends would be interested to take them over. We have also a lot of new spare-parts for this Isabellas, for instance Gaskets, 1 compl. Gear-box, 1 compl. Differential, a lot of Brakeparts, 1 waterpump, Track-rods, Ball-joints, 1 compl. right door, 1 frontscreen, new Headlamps, Generators etc. etc.

I am looking forward to receiving your reply.
Kind regards

Yours Sincerely

Herbert Stibbe

Clarkson Puckle West Midlands Limited

MRC/MLM

Nicholas Driscoll, Esq.,
Lavender Cottage
Hookstone Green
West End,
Woking
Surrey

P.O. Box 27
Falcon House,
The Minories
Dudley DY2 8PF

Telephone 0384 211011 (15 lines)
Telex 335651



A division of
Clarkson Puckle Limited
Lloyd's Brokers

16th May 1984

Dear Mr. Driscoll,

BORGWARD DRIVERS CLUB

With reference to our meeting at the Birmingham Classic Car Show I have pleasure in enclosing, as promised, 100 copies of our information sheet relating to the Agreed Value Classic Car Insurance Schemes which we offer to club members. These are underwritten by Royal Insurance.

I would be grateful if these could be distributed to your members with the club newsletter and I should like to thank you very much indeed for your interest.

Yours sincerely,
CLARKSON PUCKLE WEST MIDLANDS LIMITED

M.R. COOKE
DIRECTOR

Enc.

Nicholas Driscoll

27/1/84

Mr T.G. Burville
R.T.F. Services
42, Waun Road
St. Dials
Cwmbran
Gwent
NP44 7JW

Telephone: Cwmbran 63735

Dear Sirs,

I believe this letter could be of some interest to you. I am a fully qualified Sheet Metal Worker and served my apprenticeship at the Morgan Motor Company of Malvern. For the past 18 months I have been making panels and sections for the older car. I have made a bonnet for a £28,000 car which was hand built in Cwmbran, I have also been doing a considerable amount of work for a club based in Chepstow. They were so pleased with the work done that they asked if they could present them at the Classic Car Show in Brighton. I of course agreed and the response has been excellent, which has prompted me to look further afield and find out if any other clubs, such as yourselves, require any metal panels or repair sections to be made. Here is a brief programme of my work:

I will make any panel or part panel from Mild Steel, Stainless Steel, Aluminium, Copper or Brass. I have no tooling or presses, all panels are completely hand made, i.e. shaped, formed, welded and hand beaten. With this in mind you will understand that the smaller parts are cheap to make but the larger panels such as bonnets and wings etc. with compound curves are more intricate and would therefore be rather expensive. Because of this a few of my customers ask for small repair sections which they can fit themselves, this has proved to be very successful.

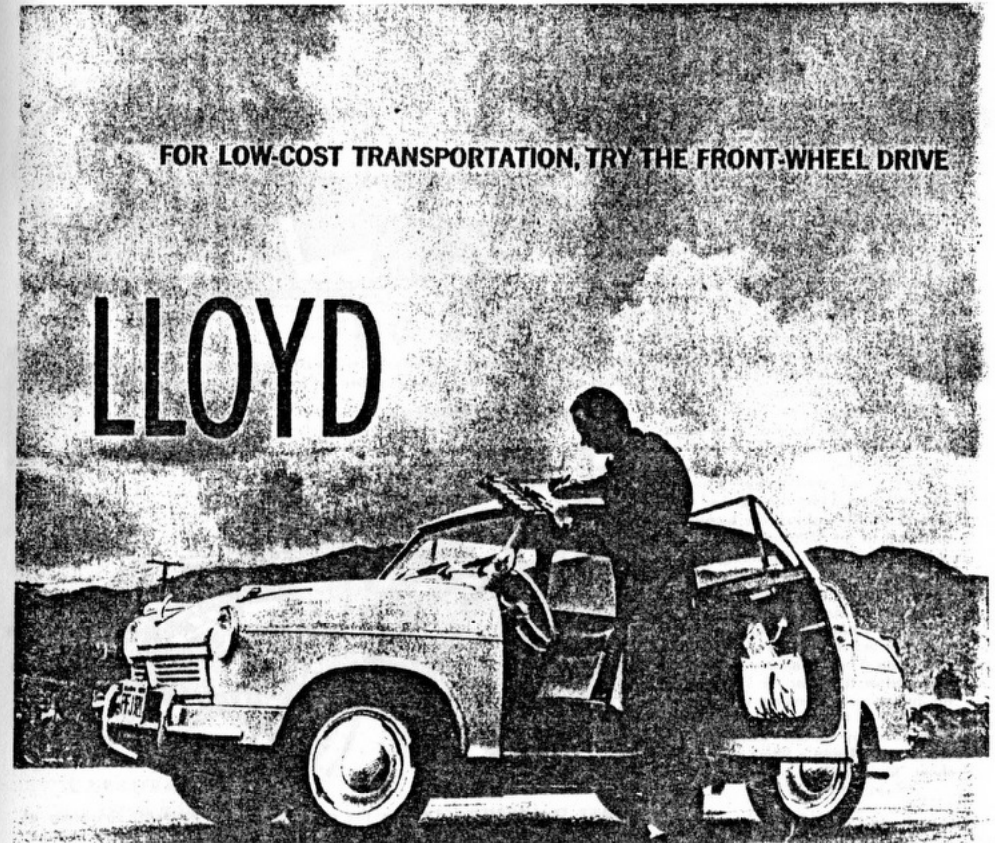
I realise that parts are easily obtainable in fibre glass but I think that the majority of collectors would want metal parts, and I would point out that my work is as near to the original as possible, considering that each panel (whether it is one off or one hundred off) is individually made. All parts would be primed and if the customer wanted a finished coat I would spray it provided the colour and shade number of the required paint were supplied.

If you are interested please send me a drawing, a good sketch or better still a photograph of the part required and I will send you an approximate estimate by return of post. If you agree with the estimate the next step is to send me a replica of the part required, which will be returned to you as soon as I have developed the pattern. There will be good discounts for batches of 10 or more. I think that my prices are the lowest in South Wales but it is hard to give you any guide lines having not seen the work you would require. To give you some idea here are some costs for my panels for the Ford Capri:

- Bottom half of rear wing (double curve) £18
- Twin headlights, set back, with bayonet slots for fixing bezel £22
- Bottom section of Front Wing (double curve) £14
- Tapering Indicator Tunnel £10

I hope that I can be of some help to you in the near future.

Yours faithfully,



A MOTOR TREND RESEARCH REPORT by Bob Rolofson

OF THE 2.3 MILLION registered automobiles in Germany, a pee-wee called the Lloyd ranks third in total sales. The name is relatively new in the United States, but its pedigree goes back to 1906 when the "Norddeutsche Automobil und Motoren A-G" (whew!) bolted the first Lloyd together. A succession of mergers incorporating Hansa and Goliath wound up with an inter-company called "Lloyd Motoren Werke GMBH." Organized in 1950 under the direction of Dr. Borgward, this organization set out to manufacture the first postwar Lloyd. Today the factory punches out one Lloyd every three minutes, and has dealerships in 72 countries!

At first meeting, the little machine looks like another minicar. It appears high and short in this world of low, long vehicles. The first surprise is in the finish and bodywork. The weather-seal is so good that unless a window is open, it is

necessary to slam the doors shut. In these days of bolt-on-and-go manufacturing, it is great to motor through a driving downpour with nary a leak.

The second surprise is the amount of usable space inside the car. The two bucket seats in the front can be adjusted for leg reach, and the angle of their backrests changed with thumb-screws while on the road. Behind the buckets is a comfortable bench seat which will accommodate two adults in relative comfort.

Previously it was possible to order the Lloyd with a two-stroke engine as a cheaper alternative, but road experience proved it to be less economical. Last year the factory dropped the smaller unit and is now concentrating on an improved 600cc unit mated to a four-speed synchromesh transmission. With this relatively new short-stroke mill, the front-wheel-drive Lloyd is able to com-

pete on level terms with the monsters of the road. I found that by keeping engine revs high and using all four gears liberally, the car could actually be threaded through city traffic like a motorcycle.

The column-mounted gearshift is in a narrow "H" pattern, with reverse up and toward the driver. The "H" on this wobble stick is about as narrow as they come, and although reverse is spring loaded, the average first-time driver usually makes a number of reverse "starts" at the traffic light. There is a fairly high noise level at speed, but no objectionable vibration. Visibility is very good, with narrow pillars fore and aft, plus a side mirror supplementing a standard rear view mirror. The Lloyd dash is uncluttered and safe, with the speedometer readable through the two-spoked steering wheel at all times.

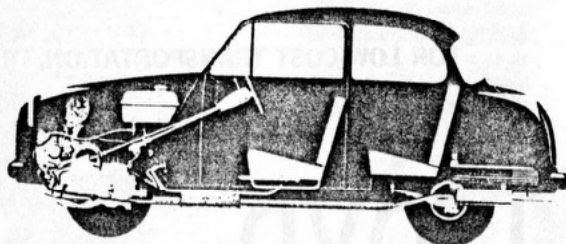
The four-stroke parallel twin engine

is air-cooled by a radial fan. Its 36.4-cubic-inch capacity puts out 24 (gross) horsepower at 4500 rpm, on a compression ratio of 6.6 to 1. The crank runs in large roller-and-ball bearings, and drives the camshaft by roller chain. The factory claims that the mill is practically indestructible, and after some wild over-revs during acceleration runs, I'll buy their claim. Later, during a five-mile run on the freeway, the speedometer held an indicated 65 mph with no apparent strain on the engine. Based on the earlier readings, the factory claim of a top 63 mph seems more than fair.

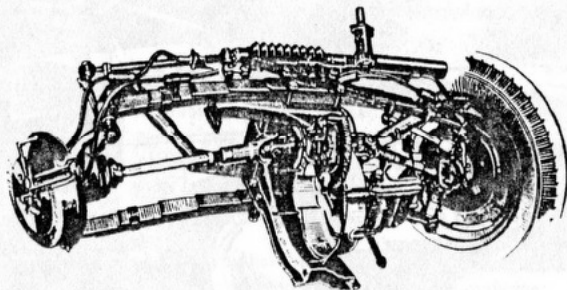
The brakes are oversized in relation to the car's weight. After 12 tire-ripping panic stops from 50 mph, there was absolutely no sign of brake fade. The car did weave a bit, but that is to be expected in all cars of this size, and was easily controlled.

Factory fuel consumption claims are 35 to 40 mpg in city driving, and up to 50 mpg (at 50 mph) on the highway. I managed to get 36.8 mpg in 214 miles of hard city driving — including the performance runs!

Dr. Borgward's car certainly fulfills all expectations. Sure, in this age of 300 hp-plus, the Lloyd is low powered, and that's one reason why it's so inexpensive to operate. The manufacturers peg it as a second or third car for shopping, or for Junior as his "coming of age" gift. As such it is a safe, strong, quality car with economy as the "kicker." It's a kick to wheel into a filling station and shout "fill 'er up" . . . all six gallons! *rw*



WITH ONLY one-fourth of Lloyd's length devoted to engine components, passenger compartment has enough space for four adults; rear legroom is crowded.



LOWER TRANSVERSE SPRING is the main suspension element, consisting of 10 thin leaves with rubber buttons at the ends to reduce inter-leaf friction. Upper spring provides progressive-rate springing — with three thin full-length blades under four thicker blades — which increases resistance as it is needed.

ACCELERATION

From Standing Start
0-45 mph 20.1 0-50 28.8
Quarter-mile 27.0

FUEL CONSUMPTION

Step-and-Go Driving
36.8 mpg for 214 miles (including test runs)
Highway Average
45 - 50 mpg (est.) at 50 mph

SPECIFICATIONS

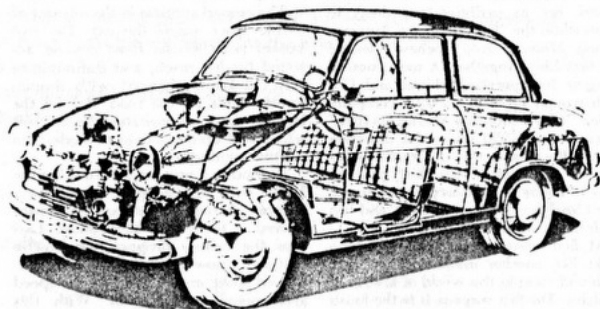
ENGINE: 4-stroke parallel twin. Bore 3.03 in. Stroke 2.52 in. Stroke/bore ratio .83:1. Compression ratio 8.8:1. Displacement 36.4 cu. in. Advertised bhp 24 (gross) @ 4500 rpm.

TRANSMISSION: Front-wheel drive. Dry single-plate clutch. 4-speed all synchromesh gearbox.

CHASSIS: Central backbone with box section sills and integral floor. Independent suspension. Front — transverse semi-elliptic springs with rubber inserts for lower and auxiliary leaf for upper. Rear — longitudinal semi-elliptics and swing-axle. Telescopic shocks. Hydraulic brakes. Rack and pinion steering, with 2.5 turns lock-to-lock.

DIMENSIONS: Wheelbase 78.3 in., overall length 132.0, overall height 55.8, overall width 56.4, minimum clearance 5.0, front tread 41.5, rear tread 43.3, weight (dry) 1190 lbs.

PRICE (part of entry): \$1425.



FULL HORSEPOWER of engine, driving front wheels, constantly pulls car through sharp corners or around long curves. Quick-change engine mounts provide low-cost overhauls. Accessibility of engine components is one of best of foreign cars.

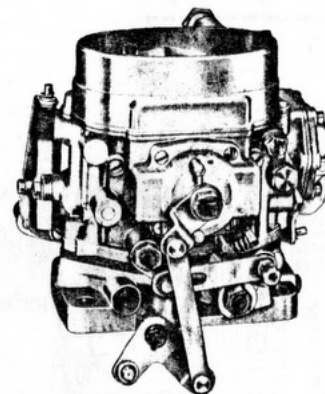


Januar 1960
Janvier 1960
January 1960

Ersatzteile und Beschreibung
Liste des pièces détachées et notice descriptive
Spare parts list and descriptive Leaflet
E 14592

K
Nr. 108/60

Type 32 PAITA



CARBURATEUR
INVERSÉ
COMPOUND

STUFEN-
FALLSTROMVERGASER

COMPOUND
CARBURETTOR
DOWNDRAUGHT

for

Borgward Isabella TS · 4 Zyl. 75 x 84,5 = 1,493 ltr. 75 PS

ab September 1959

Normaleinstellung	Réglage normal	Current setting	I	II
Lufttrichter	Buse d'air	Choke tube	K = 22	25
Hauptdüse	Gicleur d'alimentation	Main jet	Gg = 0127,5	140
Luftkorrekturdüse	Ajutage d'automatichité	Air correction jet	a = 220	110C
Leerlaufdüse	Gicleur de ralenti	Pilot jet	g = 45	—
Leerlaufblühdüse	Calibreur d'air de ralenti	Pilot air bleed	u = 2,0	—
Starterkraftstoffdüse	Gicleur de starter	Starter fuel jet	Gs =	150
Pumpendüse	Gicleur de pompe	Pump jet	Gp = 50	—
Mischrohr	Tube d'émulsion	Emulsion tube	s = 44	—
Schwimmernadelventil	Pointeau	Needle valve		2
Schwimmer	Flotteur	Float		7,3 g
Beschleunigungspumpe	Pompe de reprise	Accelerator pump		Nr. 821

Deutsche Vergaser-Gesellschaft m.b.H.

Neuß/Rhein · Budericher Straße 15

Telefon: 44 56 · Tel.-Adresse: Solexvergaser Neuß



Deutsche Vergaser-Gesellschaft

Berlin NW 40 · Heidestraße 52

Telefon: 3503 56 · Tel.-Adresse: Solexvergaser Berlin

The SOLEX uses 32 PANTA compound carburettor is a downdraught instrument of 32 mm. bore, for use on engines with a wide speed range, either as single or twin throttle.

It comprises the Float Chamber Cover (D), Main Body (C) and Throttle Body (B). The float chamber cover (D) is hinged to the main body (C) and is equipped with 4 fixing screws (1) which may be removed to afford ready access to the interior of the carburettor. An insulating washer (2) is interposed between the float chamber and the throttle body. Both parts are bolted together, and there is normally no need for them to be separated.

At a twin downdraught carburettor, the compound instrument has two throttle bodies. The float chamber cover (D) is hinged to the main body (C) and is equipped with 4 fixing screws (1) which may be removed to afford ready access to the interior of the carburettor. An insulating washer (2) is interposed between the float chamber and the throttle body. Both parts are bolted together, and there is normally no need for them to be separated.

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drawn in is reduced by virtue of the fact that it can only pass through a narrower orifice into the float chamber. The flow of air continues unchanged, through the calibrated orifice (1) in the tapered die valve and the chamber from the mixing chamber of the primary barrel.

The starting system is fully progressive in its action, i.e., each position of the dashboard control corresponds to a specific engine speed and to a specific enrichment of the starting mixture.

As the engine has attained the correct working temperature, the dashboard control may be pushed fully home in order to start the engine. This step must not be forgotten, as otherwise excessive consumption will result.

The starting device allows the vehicle to be driven away immediately. This is possible because the starting system assists the transfer to the main jet system by enriching the mixture. The depression is drawn from the normal starter outlet channel, but some starting mixture is drawn into the mixing chamber of the primary barrel, because the depression in the mixing chamber in the starter die valve, through which, hitherto, air has passed to the quantity of mixture rich in fuel is drawn from the starting system, as a result of the fall in the mixture pressure, which causes the starter air valve to close (S3).

When the engine is started, the rich starting mixture is formed which ensures the supply to the idling engine of sufficient mixture to allow the vehicle to be driven away.

IDLING

The idling system of the carburettor is operated from the primary barrel. The fuel for idling is drawn from the main jet system and metered by the pilot jet (G). The air for idling is supplied in two ways: firstly, through the pilot air tube (K1), leading through a drilling (U1) in the specially shaped choke tube (K1), connecting the idling system with the carburettor mixing chamber.

On leaving the pilot jet through which it is drawn, the fuel is mixed with the idling air and the mixture is drawn into the throttle body. The fuel is drawn into the throttle body through a drilling (U1) in the specially shaped choke tube (K1), connecting the idling system with the carburettor mixing chamber.

When the throttle is opened, the fuel is drawn into the throttle body through the pilot jet (G). The fuel is drawn into the throttle body through a drilling (U1) in the specially shaped choke tube (K1), connecting the idling system with the carburettor mixing chamber.

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NORMAL RUNNING

The proved SOLEX principle is maintained unaltered in the main carburettion system, the primary and secondary barrels differing only in the method of metering fuel.

In the primary barrel the fuel flows through the main jet carrier (V) and its main jet (Gg) into the emulsion tube well (G), which is centrally located in the choke tube (K1). The emulsion jet (G) dips into the emulsion tube well, and is held in position by the air correction jet (H), which is screwed down on top of it.

In the secondary barrel, the fuel flows through the main jet (G2) into a vertical channel, which is closed by an air correction jet with pressed-in emulsion tube (G1). From this channel fuel flows as spraying tube (X), which opens into the choke tube (K2).

When the primary butterfly (V1) is opened, the fuel is drawn through the efflux holes in the emulsion tube well by the depression prevailing in the throttle tube, and mixed with the air correction jet (H), which is centrally located in the choke tube (K1). The emulsion jet (G) dips into the emulsion tube well, and is held in position by the air correction jet (H), which is screwed down on top of it.

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ACCELERATION

A mechanically operated diaphragm pump (B) is used as an accelerating pump, and is connected to the throttle spindle in the primary barrel (V1) by the pump rod (T) and an intermediate lever. The pump system is filled with fuel from the float chamber.

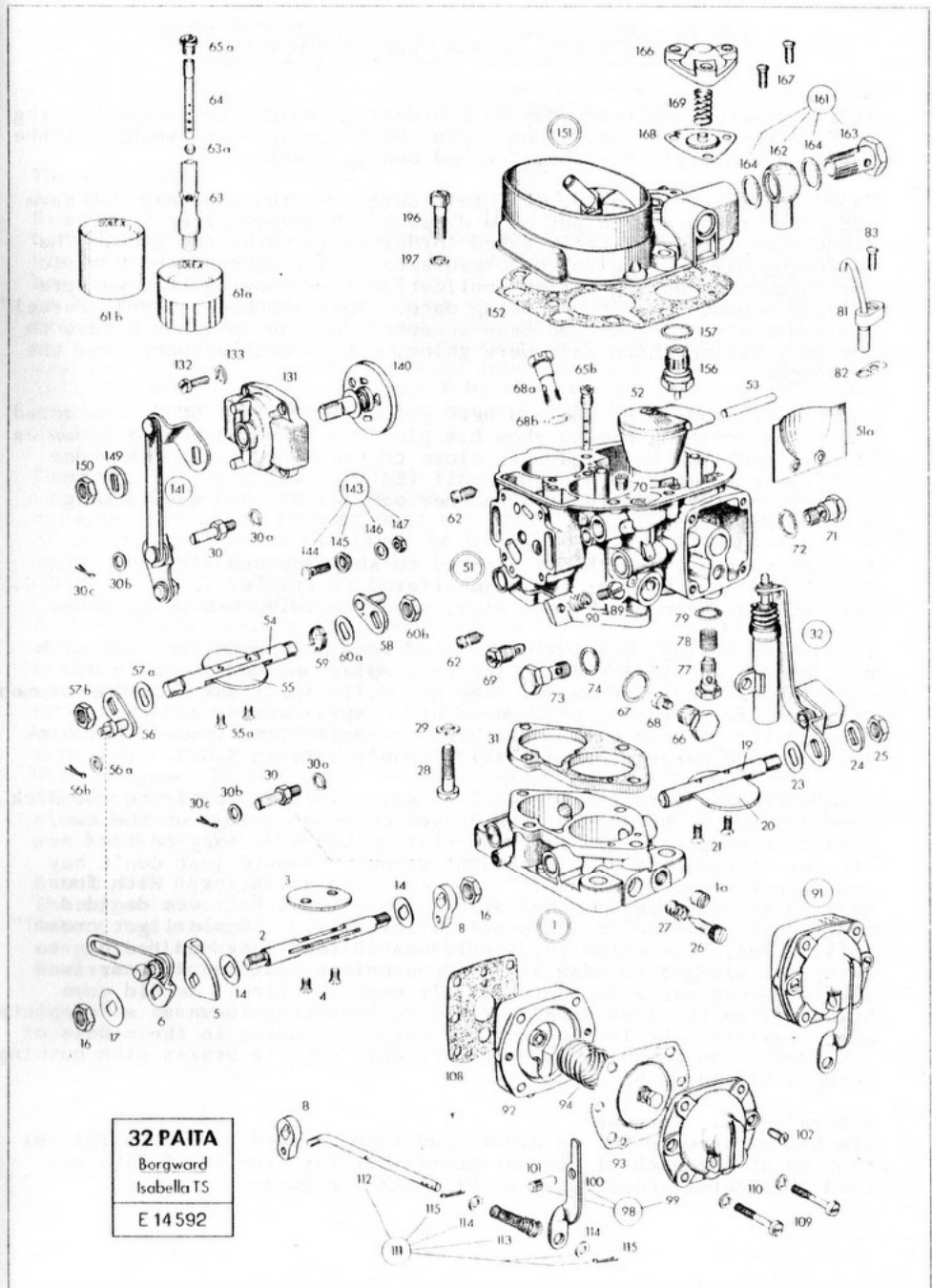
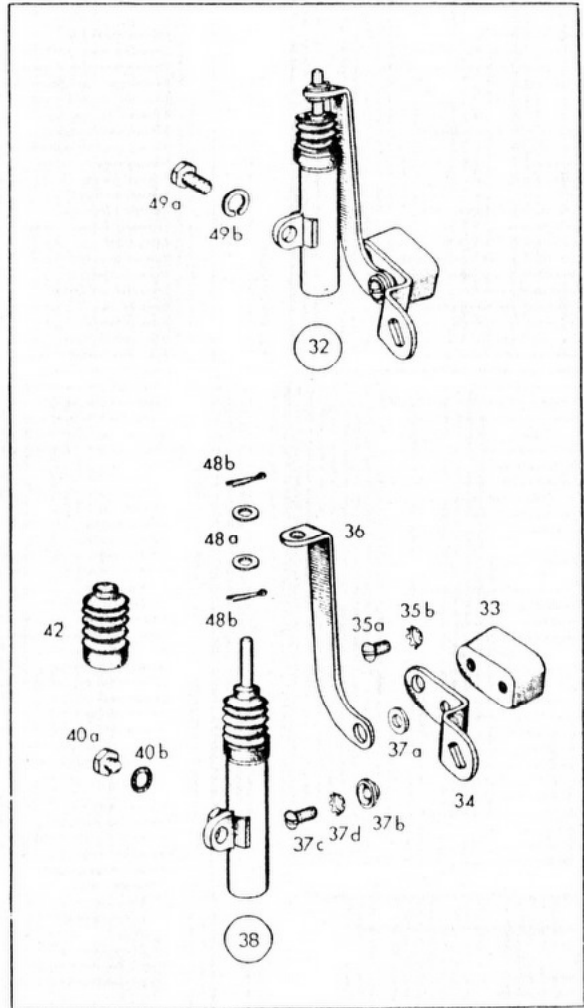
At rest, the pump diaphragm (M) is forced outwards by the diaphragm spring (N). As the primary butterfly (V1) is opened, the movement is transmitted by the pump control rod (T) to the pump lever (L3), which forces the pump diaphragm inwards, and fuel is drawn into the pump chamber (O). The fuel is then forced through the pump jet (Gp) and the calibrated return tube (U). The return tube (U) is connected to the throttle body, and the pressure of the diaphragm spring brings about the suction stroke of the pump, which is refilled with fuel.

A ball valve (H) in the fuel feed to the accelerating pump ensures that fuel does not return to the float chamber during the pressure stroke of the pump, whilst another ball valve at the base of the injector tube (I) prevents admission into the pump system of air from the mixing chamber during the suction stroke of the pump.

The quantity of additional fuel injected on acceleration is dependent upon the stroke of the pump; the pump jet (Gp) controls only the duration of the injection, as the calibration of this jet establishes the flow of fuel per unit of time.

The accelerating pump is not fitted with a valve, so that when the manifold depression at full load is sufficiently high, a small additional quantity of fuel is drawn into the mixing chamber from the pump circuit. The volume of this mixture is determined by the calibration of the injector tube and of the pump jet (Gp).

No. de fabrication Bestell-Nr. Part No.	Description	Nombre de pièces Stück No. off.	Description	Nombre de pièces Stück No. off.
ZK 3589	Throttle body complete with: a) Primary butterfly and throttle spindle b) Depression operated valve and valve spindle with fixing screws	1	Primary choke tube	1
ZK 3582	Throttle body	1	Secondary choke tube	1
K 208	Screw plug (for suction advance drilling)	1	Choke tube retaining screw	2
K 15823	Primary throttle spindle	1	Emulsion tube well Reserve 5.5	1
K 10012	Primary butterfly (B')	1	Ball (for emulsion tube well)	1
K 10908	Primary butterfly fixing screw	2	Emulsion tube No. 44	1
K 15376	Abutment plate	1	Air correction jet (a)	1
ZK 3572	Throttle lever with intermediate linkage	1	Air correction jet with emulsion tube (type C)	1
K 10919	Pump intermediate lever	1	Primary main jet carrier	1
K 10987	Washer (for primary throttle spindle 1. between throttle body and abutment plate 2. between throttle body and intermediate lever)	2	Primary main jet carrier washer	1
K 724	Primary throttle spindle end nut	2	Primary main jet (Gg)	1
K 10635	Tab washer (between end nut and throttle lever)	1	Secondary main jet	1
ZK 3631	Depression operated valve spindle	1	Secondary main jet washer	1
K 15809	Depression operated valve (17')	1	Pilot jet (g)	1
K 16018	Depression operated valve fixing screw	2	Pilot air bleed (u)	1
K 10987	Washer (for depression operated valve spindle between throttle body and counterweight lever)	1	Starter fuel jet (Gs)	1
K 101	Washer (for depression operated valve spindle)	1	Starter fuel jet washer	1
K 724	Depression operated valve spindle end nut	1	Pump jet (Gp)	1
K 2396	Volume control screw	1	Pump jet washer	1
K 15862	Volume control screw spring	1	Non-return ball valve	1
K 15586	Throttle body fixing screw	4	Non-return valve filter gauze	1
K 10825/1	Spring washer (for fixing screw)	4	Non-return valve washer	1
K 15824	Fulcrum pin (for starter linkage)	1	"High" injector complete	1
K 1769	Spring washer (for fulcrum pin)	1	Gasket (for injector tube)	1
K 2949	Fulcrum pin washer	1	Fixing screw (for injector)	1
K 10094	Split pin	1	Slow running adjustment screw	1
K 15563	Insulating gasket	1	Slow running adjustment screw spring	1
ZK 3816	Damper with counterweight complete	1	Accelerator pump No. 821	1
K 16000	Counterweight 25 gr	1	Pump body	1
K 15554/1	Counterweight lever	1	Pump diaphragm complete	1
K 10914	Counterweight fixing screw	1	Pump diaphragm spring	1
K 16333	Shakeproof washer (for fixing screw)	1	Pump cover complete (for accelerator pump)	1
K 16198	Intermediate lever	1	Pump cover	1
K 1318/1,5	Washer (for intermediate lever)	1	Pump lever	1
K 1008	Bush (for intermediate lever)	1	Pump lever spindle	1
K 15516	Fixing screw (for intermediate lever)	1	Pump cover fixing screw	2
K 16333	Shakeproof washer (for fixing screw)	1	Gasket (for accelerator pump)	1
ZK 3795	Damper complete	1	Pump fixing screw	4
K 16166	Hexagonal screw (for cylinder)	1	Spring washer (for pump fixing screw)	4
K 10098	Washer (for hexagonal screw)	1	Pump control rod complete (between pump lever and inter- mediate lever)	1
K 16268	Gasket (for damper rod)	1	Pump control rod	1
K 1318	Washer (for damper and intermediate lever)	2	Pump control rod spring	1
K 10094	Split pin (for washer)	2	Pump control rod washer	1
K 15996	Fixing screw (for damper)	1	Pump control rod spring	2
K 1769	Spring washer (for fixing screw)	1	Split pin (for pump control rod)	2
ZK 4415	Float chamber complete with pressed-in emulsion tube well and weir	1	Starter body	1
ZK 4396	Float chamber with pressed-in emulsion tube well	1	Starter body fixing screw	4
ZK 4414	Weir	1	Spring washer (for fixing screw)	4
ZK 3557	Float 7.3 gr	1	Starter disc valve	1
K 15589	Float arm fulcrum pin	1	Starter linkage complete	1
K 15871	Secondary throttle spindle	1	Stranger cable clamp	1
K 15810	Secondary butterfly (17')	1	Clamp screw	1
K 10908	Secondary butterfly fixing screw	2	Clamping ring	1
ZK 3570	Intermediate lever (on secondary throttle spindle for interme- diate linkage)	1	Washer	1
K 2949	Washer (for intermediate lever)	1	Cable clamp nut	1
K 17	Split pin (for intermediate lever)	1	Washer (for starter spindle)	1
K 10987	Washer (for secondary throttle spindle, between body and intermediate lever)	1	Starter spindle end nut	1
K 724				



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THE BUILDUP TO THE BIRMINGHAM CLASSIC CAR SHOW
AT THE N.E.C. ON 5th, 6th, 7th MAY 1984.

It all started one rainy day in February, during a Committee meeting at Fred Hovell's house. "Don't you think we ought to exhibit at the Birmingham Classic Car Show?" asked George Sinclair.

"No!" was my first reply, as I felt sure that the Club did not have sufficient resources to put on a display. However, after lengthy discussions, I was finally asked (ordered) to enter the Club. The following day I wrote to the organisers, "Thoroughbred and Classic Car magazine", asking for an application form knowing that we were already a month past the closing date. That weekend a "Panic Parcel" arrived saying that we had been accepted, but we only had 2 days to not only decide which cars were going, but to send an entry for the catalogue.

Robert Richmond-Jones who had been asked to display "NPJ", contacted Jim Flynn inviting him to show his pink Lloyd (which became known as "Pink Floyd") as he lived very close to the N.E.C. A quick phone call was also made to Nick Driscoll (Editor) which sorted out the catalogue entry and produced another car, as OKY 999 was looking fairly respectable.

A month went by, and things started to shape up and although "Pink Floyd" had no M.O.T. or tax, Jim offered to trailer it to the N.E.C. Roberts' car seemed O.K. but Nick, unfortunately, had no carpets.

I had been trying, meanwhile, to find some accommodation, but with no luck and we still had nothing to display beside the cars or anything to display them on. The A.G.M. in April saw some improvements with Ian Cave offering to lend us his display stands and the opportunity to have either pictures or small items framed, but Nick still had no carpets and Jim still didn't have an M.O.T.

Time ticked by and with one week to go, I decided to try to get Nick some carpets as he was up to his eyes on other things or the car, like door capping?! I did think that it would be easy to find an off cut of red, but... I thought wrong! "People just don't buy red carpet these days, mate!" said one shop assistant. With four days to go and after another discussion with Nick it was decided that cream would be an acceptable alternative. "Could I get cream?" Well...Yes,...eventually, but it was 13 feet long and too big to carry. I managed to drag it to a convenient spot and Nick arrived in his second car a decrepit 1967 Triumph Spitfire! He did come however with the hood down, but due to something known as a "complete brake failure", he left me and the carpet standing in the middle of the road. That evening was spent re-building his brakes with nothing being achieved on his coupe.

3 Days to go. Tuesday:
 Jim had managed to get an M.O.T. and also offered to let us put our tent up at the back of his warehouse (not far from the N.E.C. and said that Robert could stay at his Mother's house.

2 Days to go. Wednesday:
 Nick had still not fitted his carpet as he had far more important things to finish on his car. One of the jobs that was still outstanding, was the purchase of white-wall tyre rings, so I decided to get them as I passed the garage regularly. How was I to know they'd given me 14" ones by accident?

The day before. Thursday:
 Ian Cave had completed framing our exhibits superbly, but George Sinclair was unable to pick up his display stands, luckily however, he volunteered a friend to come down instead. Jim hadn't received his exhibition passes, which I had posted days ago. Nick still hadn't fitted his carpets but had changed his whitewall tyre rings to 13" ones. He needed two front tyres as they were of different tread patterns to the rears and each other! He spent all afternoon trying to find a pair to match the rears but found that everywhere was out of stock. Eventually Nick found a place that had one tyre left and they were so taken aback by his car that they scoured the area for another one from other dealers and also fitted his white-wall tyre rings.

Thursday night:
 George's friend arrived at Nicks, so we drove over to find Nick spraying his black lacquer door cappings! As Nick was the only one of us who knew where Ian lived he had to drop his spray gun and lead us to the display stands.

Even later that night:
 Back at Nicks, whilst faced with the prospect of hunting around an attic for the tent, Virginia and I got conned into varnishing display board and mounting the glass..... which shattered! Outside it was pitch black, cold and about 2a.m. and Nick was having disasters, breaking drills, when trying to attach his wood cappings. Finally... we got the tent down and after having arrived at 9.30p.m., got back from Ian's at 11.00p.m., we left Nick, at 2.30a.m., packing his car. With us gone, Nick's father helped him glue his last display frame together and Nick finally go to bed at 3.a.m. to get two hours sleep before getting up to leave for Birmingham in the fog (with a big end knocking, but that's another story).

Birmingham day. Friday:
 The organisers had asked us to arrive at 10a.m., but only Nick and Robert had managed it. When Virginia and I arrived at 8p.m. Robert was polishing his car, Jim was standing by his car looking happy and Nick was frantically glueing in his last bit of carpet.

By 10a.m. we had managed to put up a very good display,..... considering!

MARTIN CARTER.

MEM No.	NAME	YEAR TYPE	REG No.	COUNTY	ADDRESS
021	S EL Araby	1961C	6797CD	London	49, Hall Lane, N W 7 (01-986-3486)
077	Bob Ashdown	1958C	551FFP	Surrey	20, Peartree Hill, Salfords, Redhill, RH1 5BB (02934-5247)
081	N J Ashdown	-	-	Surrey	2, Lomburg Cott., Reigate Rd, Hookwood, RH8 0AS (02934-71823)
084	D Atkinson	1957C	VCR99B	Avon	10, Upper Stone Cl., Frampton Cotterell, Nr Bristol (0454-77217)
062	T Baker	1968C	-	Essex	43, Wellesley Rd., Clacton-on-sea, 015 3PL (0255-27886)
082	Raymond Barrett	1957C	LHL04	W Yorks	Kenmore, 70, Colne Rd., Crosshills, Nr Keighley, 0820 8PJ
01H	M Blydenstein	-	-	Herts	MR Racing Ltd., Station Wks., Shepreth, Royston (0763-68851)
068	E Boyes	1968C	372FLV	Lancs	Markland Lodge, Victoria Rd., Hughton, L36 5SA (051-489-3065)
033	R Brown	1957T	257FKC	Surrey	27, Park Ave. West, Stoneleigh Ewell (01-393-2630)
063	C Burghard	1958C	VXE 3	Surrey	14, St. Johns, Redhill, RH1 60F (0737-62366)
047	Matt Carter	1961S	RLR959D	Hants	The Hutch, 25, Beaumont Grove, Aldershot (0252-333788)
098	Ian Cave	1968T	YXK3	Surrey	Waterley Hse., Ridgway, Farnham, Woking (09323-42341)
101	Peter W Clark	1959T	NCS39T	Ayrshire	9, Western Place, Prestwick, KA9 2ED
005	J P Collieran	1961T	3675ML	Middx	12, Eastcote Ave., South Harrow, HA2 9AL (01-422-8753)
091	J Collings	1959C	-	I. O. W.	Old Vicarage, Shalfleet (0983-78241)
036	Dorothy Connolly	1957C	633EAG	Ireland	Errisbeg Roundstone, Connemara, Co. Galway
039	R Cotton	E	-	Leics	38, Ashfield Rd., Stonegate, LE2 9LA (0533-709413)
026	George Crowder	1960H	5341K	Berks	8, Seisdon Ave., Woodley, Nr Reading (0734-691170)
075	Bob Dicker	E	-	Dorset	22, Warburton Rd., Canford Heath, Poole (0202-681366)
086	Nick Driscoll	1957C	OKY999	Surrey	Lavender Cott., Hookstone Green, W. End Woking (09985-8889)
019	D Drburgh	1961B	028DLB	Surrey	Rallywood, S. Beech Rd., Reigate, RM2 9LS (07372-41569)
016	A Duckering	E	-	London	7, Donovan Ave., Musswell Hill, N18 2JO (01-444-5881)
082	John Ellis	1960T	628CLC	Surrey	20, Hamilton Way, Wallington (01-242-7766)
074	H Fisher	-	-	Berks	Hellina, Theale Rd., Burghfield, Reading (073529-2714)
087	J Flynn	1958L	JG6413D	Midlands	15, Eastcote Lane, Hampton-in-Arden, Solihull
034	J Forster	1959C	0884N	Lancs	Home Farm, Haigh, Wigan (0942-481858)
011	H Forward	1959C	XLN15B	Norfolk	12, Mill Hill Rd., Norwich, NR2 3DP (0603-22592)
080	'Monty' Foster	1961C	444JHY	Avon	38, Gannet Rd., Mead Vale, Worle, Weston-S-Mare (0934-516215)
089	W Goldsborough	1960L	0447KC	Glouc	0, Ruatt Goose Ln., Swindon Village, Cheltenham (0242-21883)
010	Pete Grove	1959C	WXH966	Essex	30, Mowbrays Rd., Collier Row, Romford (0788-25377)
?	Belinda Hall	-	-	-	-
077	Graham Halsey	1959C	VED666	Camb	West Cottages, Langwood Hill Drive, Chatteris (03543-3273)
078	W Harris	1957C	WIF818	Dublin	Hillside Cott., Ardbrugh Rd., Dalkey (Cork-022472)
073	E Hill	-	-	London	22, South End Row, Kensington, WD
020	Ted Holmes	-	-	London	22, Courtnell St., W 2 (01-727-4574)
022	Fred R Howell	1960H	222CBM	Berks	Oak End, Bath Rd., Padworth, Nr Reading (0735-212185)
022	June Howard	1961C	7430D	Devon	Home Waters, Riverside, Shaldon
046	B Hindmarsh	1960C	620VJ	S Wales	Rydal, 43, Cradoc Rd., Brecon, Powys (0874-2076)
032	J Houghton	1960C	3707FX	Lancs	1, Freshfield Rd., Foraby, Liverpool, L37 3TA (07840-72929)
095	Mr. Jacks	1959T	50H15B	Worcs	Fear Tree Cott., Kimmersley, Severn Stoke, WR8 9JR (0905-67328)
076	Tom Kennedy	-	-	Ireland	'St. Martha', Killegar Rd., Enniskerry, Co. Wicklow
087	G M Legg	1960H	199DYY	Essex	Heards Farm, Shenfield (0277-211883)
102	Mr M A Linder	1960C	-	Australia	6, Alcheringa Drive, Rostrevor 5073, South Australia
078	David Lloyd	1959T	37KBM	Leics	Belchers Cott., Horninghold, Mkt. Harborough (085889-332)
064	Kob Miller	1960T	385DLDA	London	84, Sterndale Rd., West Kensington, W14 8HX (01-683-4028)
040	A Milne	1957C	725KFB	Norfolk	Chapel Cott., Hornage, Holt, NR25 3AD
031	G McKee	1957C	-	London	0, Rosslyn Hill, N W 3
035	B K McSinnity	1959S	57EYF	Lancs	44, Stoneby Dr., Wallacey Mirral, Merseyside
100	Patrick Mollard	1960B	-	Belgium	Kleine Baan, 41, 2940 Zeast (015 61-5283)
054	J O'Byrne	1959C	5536TR	Lancs	15, Westnorland Rd., Southport (0704-41417)
094	Michael F Oliver	1960C	3003FL	Hants	8, Burnt Wood Cott., Basingstoke, Martynworthy (0942-881468)
089	D J Phillipson	1959S	762DYU	Rucks	Cedar Breaks, Fulmer Rd., Gerrards Cross (0753-897882)
065	Linden Reid	1960T	086LBN	London	44, Nine Acres Ct., Manor Park, E12 6AU
041	Nick Reid	1957C	UX867B	Sussex	8, Doonaday Gdns., Horeham (0403-68985)
049	Peter Reilly	1958T	0N1171	Eire	J Reilly & Son, c/o Ballibrattas Portlaoise
081	Bob Richmond-Jones	1960T	765WJ3	Dorset	Windy Heights, 47, Tollerford Rd., Canford Hth., Poole (0202-698211)
079	Andrew De La Riviere	E	-	London	216, Brownlow Meas, Guildford St., WC1N 2GA
012	E Rivis	1960T	53C0R	Hants	52, Long Dr., Rowner Gosport (0705-236520)
013	Dave Roast	1960C	FRD43	Dorset	7, Pound Lane, Bakdale, Poole (0202-673288)
025	Stan Stott	1960C	326CEM	Avon	Vayre Hse., Hatters Ln., Chipping Sodbury (0454-318995)
014	George H Sinclair	1959C	DJJ9B7C	Essex	3, Coniston Close, Barking (01-591-1770)
085	I J Sims	1960C	6336N	Worcs	76, Barkers Ln., Inkford, Wythall (0564-823688)
027	W H Stears	1959H	0N9255	N Hants	10, High St., Faulderspury, Fawceter (032733-694)
015	David Stride	1960C	772ELC	Coventry	01, Stanway Rd., Coventry (0203-74820)
059	Ioby Stride	1960C	14FLM	S Wales	18, PENTYGERN ST., Usk, Gwent (02913-2075)
086	David H Sykes	1961L	P2C507	Eire	20, Newliff Rd., Rathgar, Dublin 6
018	I Thompson	1960C	UJH456	Essex	295, London Rd., Hadleigh, Nr Benfleet (0702-557889)
083	J Ronald Tilsley	1960C	NR8111	Worcs	Mullions, 123, Alcester Rd., Hollywood, B47 5HE (0564 823429)
070	Beverly Wallis	1959C	517FD	Surrey	202, Woodham Ln., Newham, Weybridge (09323-45889)
084	S E Warren	19 T	554FFP	Kent	11, Ashgrove Rd., Bromley, BR1 4JN (01-464-1315)
097	David Whitehead	1959T	MHL785	W Yorks	21, Dean Park Ave., Drighlington, Bradford, BD11 1AR (0532-852320)
030	A N Williams	1960C	20893H	B'ham	150, Willow Ave., Edgbaston, B17 0HE (021-429-7169)
080	A N Wilson	E	-	Hants	26, Greenfields, Liss, GU33 7EH (073882-3226)
103	Nick Wilson	1959T	70 PKE	London	80 Britanyr Fbnr, Ethelred Estate, Eckenington, SE11 6UH
104	Mike Linc	1959C	VYN443	Berks	143 Upton Rd, Slough, SL12AE, (Slough 23101)
05	Benny Bly	059C	50ALJ	S. Yorks	White Gables, 113 Dovecote Rd., Herringthorpe, Rothwell, S65 3AW
106	Luc Butzen	ASAT	-	Belgium	Kontichsesteenweg 43, 2630 Aartselaar.

