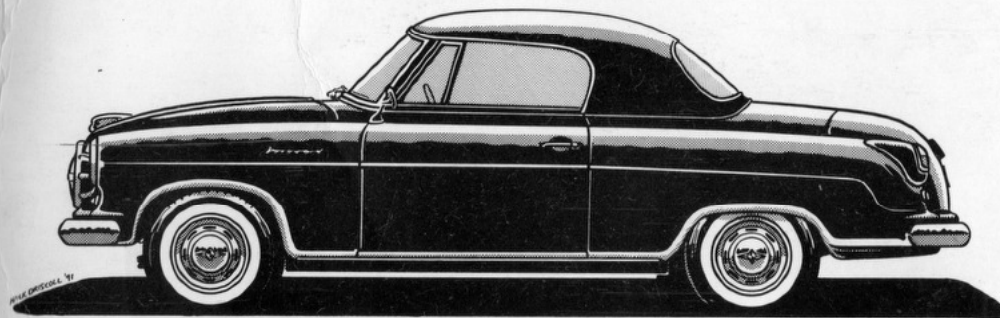


10 YEARS



from 1980  
to 1990

# BORGWARD DRIVERS' CLUB



JOURNAL N° 7



**THE BORGWARD DRIVERS' CLUB COMMITTEE 1981**

PRESIDENT - FRED HOVELL

CHAIRMAN - JOHN ELLIS

THE SECRETARY - R. RICHMOND JONES

ASST. SECRETARY - DAVID STRIDE

TREASURER - STEPHEN NESSLING

EDITOR - NICHOLAS DRISCOLL

ASST. EDITOR - NICHOLAS REID

# EDITORIAL

Dear Members:-

As you may have guessed from the front cover of this magazine, the "Borgward Drivers' Club" was formed 10 years ago in 1980. November of that year saw the first A G M which was held at the Halfway Garages in Padworth thanks to our President at that time, Fred Hovell.

Not all of you will know however, that the Club was in fact the brainchild of Robert Richmond-Jones, our current President. I am probably right in saying that without Robert, there would never have been a Club and about 80% of the cars in existence today would have been scrapped. Oh yes ... you may say, someone else would have formed a club sooner or later. Indeed, back in the 1970's John Wallis and I had discussed forming a club, but as is always the case, talking is not doing, rather like the Journal here ... oops! Robert went ahead and did it. He obtained a list of addresses from Adrian William's wife in Hayling Island and wrote to us all, hence the result; here we are today 10 years on.

For those of you who may be green in the art of Borgwards, up to the end of the 70's, Adrian Williams was the person to see concerning spares. He was originally based in Stamford Brook under the "Arches" in London latterly moving to Hayling Island. Buying spares was not as easy then as it is now. Lots of parts were simply not available. The situation is infinitely more comprehensive today, all due of course to the person who took over the operation ... Yes you've guessed, Mr George Sinclair of Barking.

At the end of the 70's I remember getting a 'phone call from George to announce that he had, in fact, purchased all Adrian's stock. At the time this all sounded very worrying. The rest is history and George has done an absolutely excellent job by transforming the situation and being extremely tolerant of the occasional eccentric that Borgwards seem to attract.

Fred Hovell, who was our President until recently, has been a guiding light steering the Club through its formative years. He was of course helped by his late wife, Joan, who would assist the decision making ability of everyone at Committee meetings with her variety of very potent home made wines! Fred and the late Commander Allison were appointed the first Borgward agents at the Halfway Garages, Padworth in 1951. This, of course, made it the ideal venue for the first 2 Annual General Meetings. The first 2 trips abroad were massive convoys led by Fred and Joan which sowed the seed for all future trips. All our test day bashes (or thrashes) around various race tracks were timed and watched over by Fred, although he always seemed to find the noise of a Borgward engine revving freely at 80 mph in third gear ever so slightly distressing!

These people were of course the very keystone of the Club helped at the time by John Ellis, David Stride, Stephen Nessling, Nick Reid, myself and all those Club members who supported the first meetings. For those of you have been members since the beginning, you can all wake up now!

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# JOURNAL

The "Journal", unlike the "Newsletter" comes out after the event rather than before/during and this particular issue actually spans 10 years. I have not, however, simply reprinted articles from all the past "Journals". This would be rather boring for some of the long serving members.

The list of Club objectives was a must for reprinting, not just for the relatively new members who had never seen these before but also as a reminder for those who haven't seen them in 10 years! They do make very interesting reading though. Also included are:- Robert's article on the first A G M, Kathy Atkinson's summary of the first Club trip abroad in August 1981, David Stride's excellent water pump re-build mini-manual and one of Nick Reid's amusing letters from that same year. Other articles are slightly more recent!... and have not been printed before.

Unfortunately I did not take my camera to the First A G M so as a consequence I have no historic photos. If anyone has any pictures of this event, please could you forward them to me. I did take my camera to the Second meeting which was at the same venue, so I have included those instead.

Hopefully we can all look forward to the Club going from strength to strength throughout the next 10 years.

NICK DRISCOLL

## THE RULES AND OBJECTIVES OF THE BORGWARD DRIVERS' CLUB

*When the club was first formed in 1980, certain rules and objectives were laid out. These were first published in 1981. For the benefit of all the members here are those rules and objectives again.*

### OBJECTIVES OF THE "BORGWARD DRIVERS' CLUB"

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

### RULES OF THE "BORGWARD DRIVERS' CLUB"

1. **NAME:**  
This club shall be known as the "Borgward Drivers' Club"
2. **ADDRESS:**  
The address of the Club shall be that of the current Secretary, At present that is - Ian Cave, Nateley House, Ridgway, Pyrford, Woking, Surrey. GU22 8PW
3. **AIM OF THE CLUB:**
  - a. To encourage mutual friendly relationship between all Borgward owners or Borgward product owners and to arrange indoor as well as outdoor gatherings and functions to include families and friends as well as members.
  - b. To promote the search and discovery of new and secondhand spares.
  - c. To encourage the exchange of technical information and knowhow in respect of the marque.
4. **MEMBERSHIP:**  
Membership will be open to any person of good character in possession of a Borgward or Borgward product. Any other person in possession of any other make of car, or person without a motor vehicle will be considered by the Committee. Acceptance or rejection of Membership rests with the Committee. The Committee may also award Honorary membership where necessary.

**5. MANAGEMENT:**

The club will be managed by a Committee Consisting of :-

- President.
- Chairman.
- Secretary.
- Treasurer.

And any additional member(s) that the Committee may decide upon. The said Committee will be elected at the Annual General Meeting or Extraordinary Meeting. Any vacancies will be filled at these meetings. The Committee will meet at dates to be decided upon in each year. Only owners of Borgward products may serve as Committee Members.

**6. MEETINGS:**

A statement of all accounts will be submitted to and a report of all proceedings will be kept by the Secretary. The Chairman will at all times have the decisive vote at Meetings.

**7. ANNUAL GENERAL MEETING:**

This meeting will be held in April of each year, and the following will take place in the course of the Meeting:-

1. Reading and conformation of minutes of previous year.
2. Complete annual report by the Committee.
3. Election of Committee Members.
4. The review of subscriptions.
5. Discussion of any nature concerning the Club.
6. Any other business.

**8. EXTRAORDINARY MEETING:**

This meeting can be called at any time, as circumstances compel by the Committee.

Urgent matters will also be discussed on written request of not less than five fully subscribed members.

**9. VOTING:**

Only fully subscribed members in possession of a Borgward product may cast votes at any meeting.

**10. MEMBERSHIP FEES:**

Joining fees and membership fees shall be set by the committee, subject to approval at the Annual General Meeting.

The financial year is from the 1st day of April until the last day in March. Membership will be forfeited if the fees are One Month or more in arrears.

**11. RESIGNATION AND SUSPENSION:**

The Committee has the right to suspend any member who, according to its opinion wilfully acts in ways which are not in accordance with the clubs wishes. Any member wishing to resign is to do so in writing, handing the resignation and fees which may be in arrears, personally to the Secretary.

Such persons wishing to rejoin the club, are to follow the same procedures as new members (rule 4).

**12. FINANCE:**

A Bank Account will be opened and finances will be controlled by the Treasurer. The authorised signatories will be the Treasurer, Secretary and Chairman, of which any two shall sign any negotiable instrument in relation to the Club.

**13. AUDITORS:**

An auditor who is not necessarily a member of the Club will be elected, as is necessary, at the Annual General Meeting, to audit the Club's books. A Committee member cannot be elected as auditor.

**14. DAMAGE TO CLUB PROPERTY:**

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

**15. ON THE ROAD:**

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

**16. RULES:**

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



# BORGWARD

## Lackstift

mit Versenkpinsel-Automatik

*zum  
Selbstansbessern  
kleiner  
Lackschäden!*



Nach kräftigem Schütteln  
in Längsrichtung - Stift  
nach oben halten -  
Kappe abschrauben!



Abwärtsskippen - Pinsel gleitet  
streichfertig heraus!



Lack mit weichem Strich aus-  
streichen!



Nachfließen weiterer Lackmengen durch  
senkrechten Druck gegen den Pinsel  
regulieren!



Nach Gebrauch Pinselführung gut säubern -  
Kappe wieder fest anziehen! - Nicht unter  
15° C verarbeiten!

ORIGINAL

# Tipon

In- und Auslands-Patente

PHOTOGRAPHS OF 1981 A.G.M.

### A LOOK BACK AT THE FIRST BORGWARD DRIVERS CLUB ANNUAL GENERAL MEETING

The very first A.G.M. was held in November 1980, at the Half Way Garage Padworth, near Reading. The Half Way Garage was in it time an agent for Borgward, and I believe sold many cars. The following article appeared in the first "Borgward Drivers Club" journal, which came out in June 1981. As you will read it was well attended, with some names I have not heard for a long time. Some of the cars also seem to have vanished, where are they all now? Sadly the Halfway Garage has also gone.

HATT CARTER

#### The AGM 1980

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

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

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

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

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

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

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

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

The Arcade was a fascinating place full of interesting items of considerable age from Bric a Brac to useful and indeed still usable items of household furniture and utensils.

There was tea available, upstairs, of the tea and bun variety which was "hoovered up" with alacarity and the talk of things Borgward- it was quite fun to watch someone, whilst eating a sticky bun, demonstrate the intricacies of adjusting Borgward tappets hot, with the engine running!

## 10 YEARS OF THE BORGWARD DRIVERS' CLUB

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

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

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

Robert Richmond-Jones.

The following is a list of people and cars actually at the meet.

C=Coupe Ci=Combi S=Saloon G=Goliath B=big Six L=Lloyd

\*=Cars actually at meet.

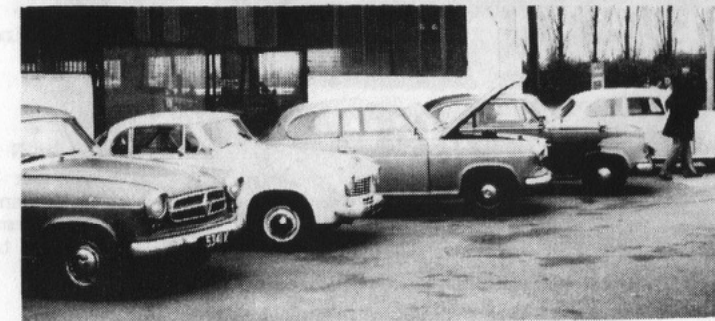
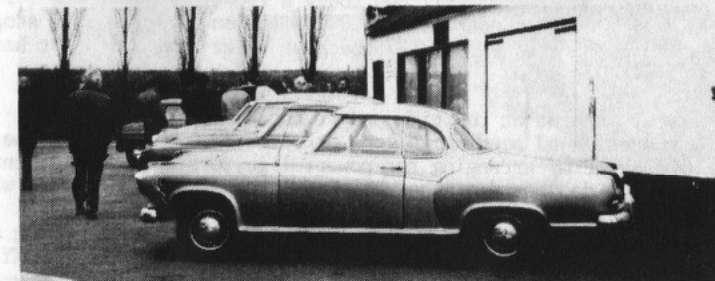
Steve Nessling -C  
 Nick Driscoll -C\*  
 Dave Stride -C\*  
 R. Bass -S  
 S. Alleyne -S  
 J.P. Colleran -S  
 C. Rix -S\*  
 Jim Flynn -L  
 Dave Roast -C  
 Fred Hovell -Ci\*  
 John Ellis -S  
 D. Atkinson -C\*

G. Crowder -S\*  
 Cdr Allison -Mercedes  
 G. Sinclair -C  
 Stan Stott -C\*  
 W. Goldsborough -L  
 Ted Holmes -C\*  
 RR-J -S\*  
 Pete Grove -B  
 Nick Reid -S\*  
 Monty Foster -C\*  
 Mrs F. Jones -G

Plus wives families friends etc. Totalling approx 40 people in all. vanished, where are they all now? Sadly the Halfway Garage has also gone.

MATT CARTER

PHOTOGRAPHS OF 1981 A.G.M.



### A TASTE OF "POTASSIUM CYANIDE"

Since this is very much a celebratory issue I thought I would include this unusual newspaper clipping from 1978.

Alastair Adamson is a friend of mine who at the time bought a 1960 T S Saloon in West Ham football club colours with a non-matching n/s front wing, from John Wallis for £1-50. John had sold the car to Alastair shortly after he'd gone up the back of a Vauxhall causing untold damage to its rear chassis yet only buckling the Borgward's n/s wing, hence the replacement. Alastair obtained a bent M O T for "Potassium Cyanide" which she was affectionately known as due of course to the registration number of KCN 815. Any of you who has done 'O' level chemistry will appreciate this title. The car was very rusty and Alastair who was very much a motor bike rider drove the car as though it were a bike and as though he were possessed!

After a few uneventful months disaster struck in the form of "Potassium Cyanide" removing both fibreglass front wings and grille from a Morris Minor whilst overtaking some other car at about 70 mph. I vividly remember Alastair graphically going through the details and how he didn't even feel the impact! The Saloon of course suffered the indignity of having its o/s front wing stoved in fouling the tyre

Alistair ceased all driving activities whilst he scoured the countryside for a new wing. It was at this point that I became interested.

In 1975 I had bought and still own today a 1957 Isabella Coupé ... OKY 999, which has now got over 300,000 miles on the clock. I stopped driving the car at the end of 1976 because water leaks and rust had forced me off the road.

I was a poor student at the time and trying to impress girls by braking suddenly and sending gallons of water from the back of the car to the front or arranging for powerful geysers to erupt violently from under the dashboard or their seat, whenever I hit a puddle, was in fact more impressive than even I had thought possible. It did however terminate several budding romances that I'd had going at the time which probably would have ended up disasters anyway. OKY was left in my Father's lean-to whilst I acquired the money and expertise to deal with it. A Morris Minor was bought which gave me the expertise alright, 3 engines, 2 gearboxes and 5 brake master cylinders etc later.

Back to "Potassium Cyanide".

At this particular moment in history I was driving a 2 cylinder N S U Prinz which did nothing for my image or lungs: The heat exchanger had gone, thus pumping exhaust fumes straight into the car rather than out the back. Believe you me driving with the windows down in temperatures below zero whilst being gassed has to be felt and smelt to be experienced!

## Owner of rare car in court

A STUDENT who used a car exposing broken, jagged glass was unable to get spare parts because the vehicle was particularly rare, Farnham magistrates heard on Monday.

The student was Alistair Hamish Adamson, of Watermill House, Shalford, who pleaded guilty to using a car with accessories in a condition likely to cause danger to other people.

Prosecuting, Sgt Tony Randall said Mr. Adamson was stopped while driving in Park Road, Farnham, on September 30th last year.

Police noticed the perspex glass on the right hand indicator of his car was broken, leaving

two sharp jagged edges exposed.

Mr. Adamson told the court the indicator was only broken for two days.

He said his car, a Borgward Isabella, was one of only 30 in the country and that the only supplier of spare parts lived in Hayling Island.

Mr. Adamson said he was forced to use his car because he had a damaged leg and could not walk far. He said he had since sold the car because of the lack of parts.

Mr. Adamson was fined £10 and his licence was endorsed.

### SPORTING A NEW BONNET AND GRILLE



I was therefore suffering from an acute Borgward withdrawal symptom especially when the clutch went on the N S U. Alastair and I decided to swap cars and yes ... I do still feel guilty about doing him! Poor Alastair was shocked to find that after John and I had beaten out the wing with a club hammer, "Potassium Cyanide" was eminently drivable. He was left of course with a particularly nasty clutch change. Insult was very swiftly added to injury, not by me but by the Police. Yes you've guessed it Alastair had actually been done for speeding just to add to his endorsement for the Borgward indicator lens. This is quite an achievement in a 2 cylinder N S U Prinz. He went back to bikes after this and I hammered around in this very battered Saloon. The condition of the bulkhead area on "Potassium Cyanide" was so bad that at about 90 mph the windscreen area would actually lift above the dashboard giving a new meaning to full flow ventilation. 100 mph was just possible provided you wore safety goggles in case the windscreen wrapped itself around your face!

Strangely enough the old Saloon did impress the girls except when the passenger seat lock broke. It is truly amazing how fast you can accelerate someone towards a windscreen on a Borgward seat that is unlocked when one has to apply the brake pedal hard. Try it some time.

"Potassium Cyanide" always provided me with tremendous fun, cornered brilliantly and was utterly reliable. I think it cornered well because it had a fully independent body/chassis combination, sometimes known as rust.

Because of all the the holes and because Borgward heaters end up useless due to scale, I found that like the N S U, I was freezing in Winter. Something had to be done. I installed a Morris Minor heater inside the car, by-passed the original heaters and closed the flaps. Two holes were drilled in the bulkhead, copper tubes were inserted and attached to them were 2 heater hoses connected to the heater. I thought plastic was better than rubber as it was less likely to rot. This was of course my big mistake.

I was returning from Kent one day along a particular stretch of motorway at a nice comfortable cruising speed of 80 mph, the engine was purring away and the heater was pumping out the warmth when a 2 Litre Capri that was next to me in the middle lane put his foot down. This of course caused me to floor "KCN" to enable me to get past whereupon we ended up going neck and neck up the motorway. "Potassium Cyanide" was actually starting to pull away from the Capri when disaster struck. Plastic becomes very flexible when hot. At about 95 mph one of the hoses shot off the copper tubing under the dashboard.

Now I can't really expect you to understand what it's like to have your face showered in boiling hot Antifreeze in the outside lane of a motorway at about 95 mph except that I'd wished that on that particular day I'd got into the car wearing one of those old brass helmets that

divers used to use connected to an air pump! I was totally blinded and as luck would have it, finding myself near the breakdown lane, sporting a new hairdo, a rather chic turquoise-green shirt collar and a rather interesting way of stopping the rear window from misting up! There I was! No water. No A A. In the middle of the motorway. Miles from home. I did have however one measly can of beer. Well you are all wrong, I did not tip the beer into the radiator, I decided to drink it instead. This seemed to improve my eyesight and gave me an idea ... No it wasn't Heineken! I urinated into the radiator, via the hubcap, of course, and that got me to the nearest station.

Some months later when I'd had too much to drink at some student rave up in some awful nightclub in Camberley, Alastair decided that he didn't mind driving home even though he was more inebriated than I. The car was full of passengers and off we went into an horrendous downpour. Alastair had spent most of the journey demonstrating to the other passengers how well a Borgward handled in the wet when we approached a particularly treacherous corner near Farnham Railway Station, on a hill high above the by-pass. We hit this right hander and Alastair overcorrected this particular slide which sent us off down the roughly terraced hill towards the by-pass. We took down a 6 foot high reinforced concrete post the whole wire fence and then plummeted down the general direction of the dual carriageway 30 feet below.

As luck would have it "Potassium Cyanide" ground to an abrupt halt just before a sheer drop on its n/s wishbone and I was flung against the windscreen with enough force to really sober me up!

Yes ... we did get the car back up the rocky hillside onto the road and I did drive it home. The handling was some what peculiar as the anti-roll bar had been severed during this incident. The bonnet and grille were bent as "Potassium Cyanide" didn't actually have the front bumper at this particular moment in time for some reason or other.

The following weekend was spent fitting a large diamond bonnet, grille and headlamp rims from a 1956 car. These had been kindly donated to me by Ian Cave back in 1975.

So the Saloon which was 1960 at the back and 1956 at the front now looked rather splendid. I had even painted the bonnet with a roller and cellulose paint. The bulkhead was not so splendid though. The shock had knocked all the rust out of the A posts and I then spent the next few months grabbing hold of the doors every time I negotiated a bend. Rivetting up the A posts didn't seem to help and one day the door flew open in Farnham High Street ripping out all the rivets like shot out of a 12-bore. I then got stopped by the Police in Sunningdale and had the devil of a job holding on to the hinges as I got out of the car in case the door fell into the road!

One day I was sitting in Aldershot at the traffic lights when another boy-racer got beside me revving up his engine. I said other because yours truly was the remaining boy-racer. I was turning left at the time onto a dual carriageway and was in the left hand lane with the opposition on the right. Due to this



marvellous example of engine revving and body language psychology I thought he was turning left as well. Luckily he wasn't and I'm sure he had probably thought I was going straight on.

The lights changed and amid the usual cacophony of "burning rubber" off we went as though we were doing a "bleach out" at Santa Pod drag strip. In those days I didn't have safety belts and I was to find that they actually do more than stop you going through the windscreen. When the tyres gripped I turned left at some ridiculous speed because the Saloon had always been fast on acceleration, probably due to its complete lack of structural mass, well mass in the form of steel anyway. All of a sudden the drivers' door opened and I went out. I vividly remember the sight and sound of tarmac about 6 inches from my face and the Saloon steering wheel and dashboard rapidly diminishing in size when I instinctively shot out my left hand and in an amazing burst of energy grabbed the bottom of the right hand side of the steering wheel. It took the whole width of the dual carriageway to haul myself back in and of course the last thing to have actually started to exit the car was my right foot. This had remained bonded to the accelerator like glue, and so the car was still powering off right in front of, believe it or not, Aldershot Police Station. Peculiarly, not a single Policeman had seen this incident.

Talking about the "boys in blue" or should I say boys and girls in blue", I always found that the force were generally very keen on examining this car, to the tune of once a month! During a particular sunny afternoon, 5 policemen in one car stopped me and M O T'd "Potassium Cyanide" on the spot. One Policeman actually donned his overalls and slid underneath the car carrying out an important investigation as to why my hand brake was unable to hold the car on the flat. I did try to explain that John Wallis had in fact torn out all my handbrake linkages only the day before in a wonderful demonstration of how rusty my floor was! Luckily a distraction was caused by my fully restored green and red 4 ton screw jack sitting on the back floor and they only found the useless hand brake and no water in the washer bottle. Rust didn't seem to matter in the 1970's. I received a warning.

I do miss the Saloon, it was a great car and I had lots of fun in it. Upon arriving at John's house one day Nick Reid, who had only seen the back, seemed impressed but when he saw the front with it's hand beaten wings and headlamps held in by rivets and wire .... Ask him yourself at the next A G M. A trip down the road to demonstrate to Nick the full flow ventilation gave him a taste of all the fun he was going to have with his Combi!

"Potassium Cyanide" motored on faultlessly until her bent M O T expired and I was forced to totally dismantle her. To this day I regret having broken her up, but I'd temporarily bought "PO" from John to tide me over until "OKY" was running and my Mother felt that 3 Borgwards outside the house, 2 in pieces, wasn't actually improving the view on increasing the value of the property. All I can say is some people have no taste!

I do hope that these little anecdotes haven't bored you senseless, but finding that newspaper clipping brought back floods of memories many of which have had to be left out.

The strange thing is that I have gone full circle. I'm back in my old Coupé and things haven't changed at all. I still have gallons of water flying from one end of the car to the other, I've just changed my girlfriend instead, to one that wears Wellington boots!

NICK DRISCOLL

JUST LOOK AT THOSE FLARES!



# HOW TO REPAIR YOUR WATER PUMP

By David Stride .

Over the years the club has published many technical articles on a variety of subjects. Below is very useful piece by David Stride.

Before deciding to repair your water pump it is sensible to determine that it is actually the water pump which is malfunctioning. A failure of the pump seal is usually first made apparent by having the battery and bonnet sprayed with water. If this dampness persists it is quite likely that you will find water dripping from the water pump drain hole. This is right underneath the pump where you can't see it. So stick your finger under there. If it's wet (your finger) you have probably a failed seal. Check the water pump bearing by grabbing hold of the fan and waggling it. Does it waggle? If it does and goes "clonk clonk" your water pump bearings are worn out.

Having decided your water pump needs mending you have to take it out. Arm yourself with a couple of 14mm spanners, a 10mm spanner and a screwdriver.

## REMOVING THE WATER PUMP

1. Drain the radiator and engine block by turning the brass taps.
2. Undo the hoses going into the pump at both ends and wiggle them loose. Remove the top one.
3. Slacken off the dynamo and remove the fan belt.
4. Take off the fan (4 nuts 10mm).
5. Remove the thermostat housing complete. Keep the little rubber rings on each end of the connecting pipe.
6. Undo the 4 14mm bolts holding the water pump in place. **WARNING:** Your patience may be lost on the bottom ones!
7. Having undone all the bolts the pump should fall off. If it doesn't hit it (with your hand or rubber mallet, not a hammer). Watch out for the radiator.

You will have a large lump of greasy wet alloy in your hands, so go and wash it. Use paraffin for the grease. Make a pattern from the paper gasket between the water pump and the block before cleaning up the back of the pump with a wire brush.

Once it's all nice and clean, arm yourself with the following tools to dismantle the thing.

- |   |  |
|---|--|
| A hub puller                                  | A hammer   |
| A big Screwdriver (possibly an impact driver) | Circlip pliers   |
| A couple of drifts (short pieces of iron rod) | Feeler gauge 0.5mm   |
|   | A piece of tube with an inside diameter of about 13mm (1/2") |

You will also need the following parts to rebuild it

- |   |  |
|---|--|
| 2 bearings 6302 RS (from local bearing stockist.)     | 1 impeller (or access to a lathe to reface the old)  |
| 1 seal (original Goetze from George or Hoover 627661) | New gaskets or a sheet of gasket paper to make them. |

#### DISMANTLING THE PUMP

- |   |   |
|---|---|
| 1. Pull off fan pulley (1)  | refaced if you don't have a new one. If you have a lathe, no problem. if you don't, try and find someone who has, (garage, engineering works, etc.) You want as smooth a surface as possible on the seal face.  |
| 2. Unscrew back of pump (12 and 11)   |   |
| 3. Remove circlip and dust shield from front (2 and 3)  |   |
| 4. Using a drift and supporting only the outer edge of the housing front face, hammer the shaft (5) forwards out of the impeller (10) taking with it the front bearing (4). |   |
| 5. Knock out the inner bearing (6) with a drift, in the same direction.   | 9. Remove the grease cup and its base and wash out the inside of the pump with paraffin. Make it spotless.  |
| 6. Knock out the old seal from the front.   | 10. Pull the old bearings off the shaft with the puller.  |
| 7. Remove the felt ring (if it's there) and it's housing (a steel ring).  | 11. Press the new ones on, with the seals facing outwards. the seal takes the place of the felt ring and helps keep the bearings clean. Use the piece of tube to push bearings down the shaft. Never ever hit the shaft or the bearings directly. Hit the tube, which should bear against the inner race of the bearing only. |
| 8. Examine the impeller. Is the front face smooth? it is very unlikely that it will be, and the impeller must be  |   |

- |   |   |
|---|---|
| 12. Press the bearings on the shaft into the pump body. Line things up carefully and don't use too much force. Drive the front bearing home using a large socket as a drift, bearing against the <u>outer</u> race.   | 16. Press on the refaced impeller, (rubber mallet or hammer and a lump of wood). The gap between the impeller fins and the pump body should be 0.5mm. THIS IS IMPORTANT.  |
| 13. Replace dust shield and circlip (2 and 3).  | 17. Check the impeller revolves. It should be stiff.  |
| 14. If you have any water pump grease put it into the space between the rear bearing and where the seal will go. This is not essential, it is only a fail safe precaution. I have never had a water pump with grease in, because I haven't got any water pump grease, in other words you don't need it.                 | 18. Press on the fan pulley. Don't forget to put the long bolts into the holes <u>Before</u> replacing the pulley, as you can't get them in afterwards. Check the impeller clearance again, as the hammering may have dislodged it.                               |
| 15. Press the new seal into its housing VERY CAREFULLY. Use a socket with its outer edge bound in tape for this. Be careful not to pinch the rubber as this can puncture it. The socket should bear against the outer edge of the seal only. The Hoover seal is tougher and can be poked into place with a screwdriver. | 19. Replace the back cover (not forgetting the new gasket) and tighten the three screws down hard.  |
|   | 20. Screw a grease gun (with its nozzle removed) into the grease cup socket and pump in some grease. Ordinary LHM Castrol grease is ideal. Do not overfill, or it will all spray out of the front and you will have a grease covered engine instead of a wet one. |
|   | 21. Replace grease cup, and there you are.  |

#### REFITTING THE WATER PUMP

- |  |  |
|--|--|
| 1. Replace the fan.  | 4. Refit the hoses and tighten up. Fill up with water and antifreeze (don't forget to turn off the taps first). Check for leaks. Refit the fan belt. Start the engine with the heater on. While running unscrew the two little bolts on the cross pipes until water bubbles out. This is called "bleeding the system". |
| 2. Bolt assembly on to the engine block (don't forget the gasket)  |  |
| 3. Replace the thermostat housing with its connecting pipe and ridiculous rubber rings. This is a pest and very awkward. Be prepared for leaks around here. Try new rings or instant gasket. |  |

There you are finished. The pump may leak a little at first until the seal and impeller have bedded in. If leakage persists from inside the pump, you probably damaged the seal in assembly and will have to start again.

All the problems mentioned I have encountered myself, so they do happen! If you have any queries or get stuck do not hesitate to contact me.

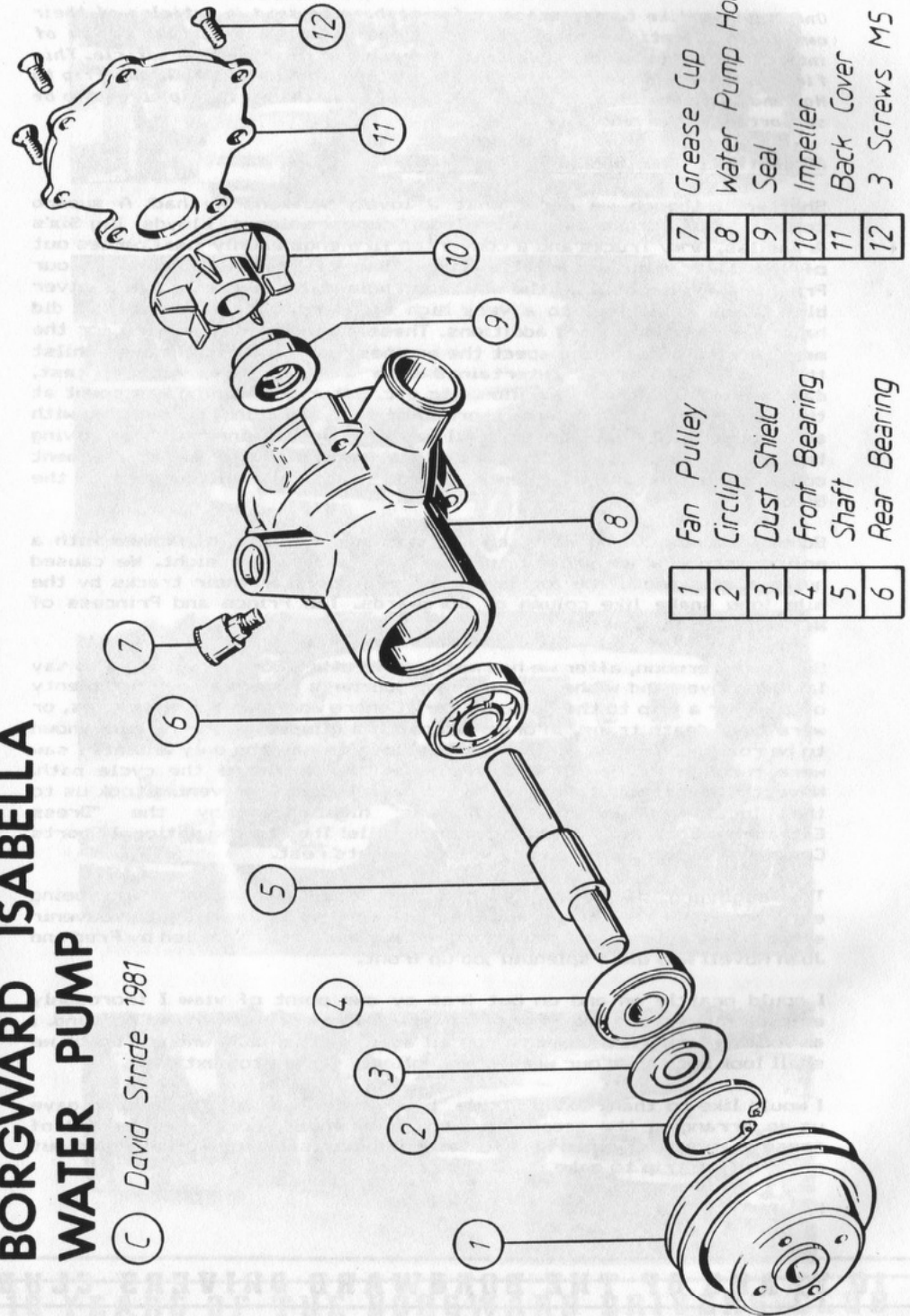
**MAINTAINING YOUR WATER PUMP.**

1. Do not over tighten the fan belt.
2. Make sure the three pulleys are in line. move them if they are not.
3. Every 1,000 miles turn the grease cup down a little bit.

DAVID STRIDE

**BORGWARD ISABELLA  
WATER PUMP**

© David Stride 1981



- |   |               |
|---|---------------|
| 1 | Fan Pulley    |
| 2 | Circlip       |
| 3 | Dust Shield   |
| 4 | Front Bearing |
| 5 | Shaft         |
| 6 | Rear Bearing  |

- |    |                    |
|----|--------------------|
| 7  | Grease Cup         |
| 8  | Water Pump Housing |
| 9  | Seal               |
| 10 | Impeller           |
| 11 | Back Cover         |
| 12 | 3 Screws M5        |

*One thing we like to encourage is for members to send in articles of their own for publication. These articles can be on any subject that may be of interest to other members. Below is a reprint of just such an article. This first appeared in Journal No 2 and is an account of Kathy Atkinson's trip to Holland, with the club, in August 1981. This was the first trip abroad to be supported by the club.*

#### ARNHEM HOLLAND - BORGWARD CONVENTION

Shattered though we were, what a lovely weekend we had! A superb collection of Borgwards ranging from Coupes, saloons, Lloyds, Big Six's Arabellas, Army Trucks and a converted fire engine. Only Two Combies out of the 137? vehicles in attendance, one of these belonging to our President Fred Hovell all the way from England. My favourite was a silver blue Coupe maintained to a very high standard, but I will admit it did have a few non-standard additions. These cars were all on view for the men to crawl under and inspect the engines, gasp and exclaim over whilst the ladies were kept entertained with a flower arranging contest, dancing- musical chairs version, etc etc. Saturday evening was spent at the bar-b-que with a splendid spread of food and drink, culminating with an announcement that Nick Driscoll was the overall winner of the driving test, with David Stride a very close second. Quite an achievement considering the amount of entries from practically all corners of the Globe.

Sunday morning found us in convoy through the town of Arnhem with a police escort which proved to be a very impressive sight. We caused quite a stir among the locals who were stopped in their tracks by the mile long snake like column of Borgwards. The Prince and Princess of Wales had nothing on us!!

Sunday afternoon, after we had met up with other Borgward owners to say last goodbyes and wishes of pleasant journeys home, we then had plenty of time for a trip to the National Park Centre where we hired bicycles, or were they death traps, in order to catch a glimpse of the animals known to be roaming through the forest! Needless to say the only animals I saw were through a view finder erected in the middle of the cycle path. Nevertheless it was a very enjoyable afternoon. The evening took us to the local Restaurant which was highlighted by the "Dress Extraordinaire". Ask David Stride for details! Then to the national Sports Centre at Papendal for a very welcome nights rest.

The beginning of Monday morning was spent at Arnhem Zoo being entertained by the Chimps, and then into Arnhem for last minute souvenir shopping and a meal before setting off for home in convoy led by Fred and Joan Hovell who did a splendid job up front.

I could prattle on and on but from my own point of view I thoroughly enjoyed my weekend and I know I can speak for my daughter and husband. I am looking forward to meeting you all again at the A.G.M. when no doubt we shall look back over our weekend in Holland. Here's to next year.

I would like to thank David Stride "interpreter" for all the help he gave us in arranging the accommodation at Papendal Sports Centre and of course thanks must go to RR.J for all the administration work carried out prior to the trip to make it all possible.

KATHY ATKINSON.

#### HOLLAND MEETING AUGUST 1981



BORGWARD DRIVERS' CLUB

Visit to the Great Western Society, Didcot Railway Centre,  
Didcot, Oxon - 21st June, 1987

What a lovely day it turned out to be, notwithstanding the rather unencouraging weather forecast. The day proved to be hot and sunny, the only rain I saw was a couple of heavy showers on the way home.

The event coincided with the Chiltern Gathering, at which there were a wide variety of vehicles, including vintage buses and an interesting variety of classic cars.

The Club was well represented with seven cars, four Coupés, a T S Saloon a Combi, and Pete Grove's splendid Big Six.

Including wives, girlfriends and families etc., there were thirty people in all who attended from the Club and this is a marvellous turnout indeed.

The car park was some way away from the station itself and there was a small mini-bus provided free to enable you to go to and from the car park as many times as you liked. My son and I took an early bus and had some lunch at the Restaurant, together with Matt Carter, Virginia Pocock and Miles Robinson. And then with John Wallis Beverly and baby Belinda, we all enjoyed a run on the passenger train which did a demonstration run of approximately two miles and most of us I think, were feeling very nostalgic by the end of it.

John Houghton then arrived and he I think, gets the accolade for having driven the furthest in that he had motored down from Thornby in Lancaster, alveit with a pit stop at Cheltenham. Kelvin Jones and his father had driven down from Walsall and Miles Robinson from Stoke-on Trent. - This is the sort of enthusiasm which makes a Club so successful. Well done to you all.

At the Railway, there was a very interesting Museum and it was notable for it's variety and was much admired by all those who visited it.

There was a mini-concourse, and this was won by the owners of a very finely restored Leyland Double Decker Bus, complete in its original livery. The bus that took my fancy was the Bedford 29 seater Duple Coach, which was identical to one that I used to travel in as a small boy on school outings in the Lake District.

The day wound down at approximately 5.00 pm and myself, young son Oliver, and 'NPJ' trundled on back to Poole and arrived just after 6.00 pm.

The organisers of the event have indicated that it will become an annual feature and one which I am sure that Club Members who live in the vicinity will wish to put in their Diaries so as to retain the Club 'presence'.

ROBERT RICHMOND-JONES

THE NATIONAL CLASSIC CAR SHOW AT N.E.C.

BIRMINGHAM- 2nd to 4th MAY, 1987

Once more the Club was represented, this time by four vehicles, a red Coupe belonging to Beverley Wallis, a jade green Coupe belonging to Kelvin Jones, a Big 6 belonging to Peter Grove, and an Isabella "60" Saloon belonging to Matt Carter.

All the cars looked splendid on the Stand and all credit must go to Kelvin Jones for the efforts that he made in making his Coupe so presentable, because apparently, according to our Secretary, David Stride, the vehicle two months ago looked in a far from happy state.

Your Events Secretary for once did not show his Isabella TS "NPJ" because of the number of volunteers that we had offering their cars for display. Instead he was responsible for transportation of much of the Club regalia and Stand equipment, including a 150 or so half-metre square carpet tiles.

The format of the Show was more or less the same as in past years (incidentally we have attended every one over the last four years) in that the Clubs and other outfits with Stands appear on the Friday to set up the Stands and the Show itself takes place over the following three days, opening at 10a.m. and closing at 6p.m.

The bulk of the credit for the success of our Stand must go to John and Beverley Wallis, who managed to acquire the carpet tiles referred to above, and sufficient by way of floodlighting to enable us to put on an excellent display, and indeed, judging from the number of people who took photographs of Beverley's splendid red Coupe, the members of the general public must have thought the same - well done!

We were visited by many Club Members, including David Stride and his wife Angie, Toby Stride, Howard Jacques, Mr. Williams from Birmingham, Miles Robinson and many others, whose support was obviously most welcome.

There were many familiar faces from other Clubs, but the general concensus was one of disappointment in so far as there were many Clubs who have been in past years, but who were not there this year, and there was a definite trend towards Trade Stands, of which there were a great many, in consequence of which the whole Show had more of a commercial atmosphere, rather than that of a gathering of Clubs, large and small.

The Events Secretary, together with a representative from another Club took this up with Classic Cars, and it appears that although they sponsor the Event, they do not hold the reins from the point of view of finance, and therefore, steps had to be taken to make certain that the Event as a whole was a paying proposition, hence the increase in the number of Trade Stands. It should be noted that whereas Clubs do not have to pay for their Stands, Trade Exhibitors do.

The above point having been noted, however, let it be said that we would not wish to miss the Event, because it gives the Club the opportunity of being seen, and assists in reminding people that the name of "Borgward" lives on.

At the time of the event, the Club was represented by a number of members, and it was noted that the event was very well attended, and that the Club was well represented.

The event was a success, and it was noted that the Club was well represented, and that the event was very well attended.

The event was a success, and it was noted that the Club was well represented, and that the event was very well attended.

The event was a success, and it was noted that the Club was well represented, and that the event was very well attended.

**THE MUSEUM OF ARMY FLYING, MIDDLE WALLOP 19th JULY 1987**

Regrettably, this particular Event was a "washout" - literally, in that the rain was so persistent that it contrived to meet itself on the way down whilst going back up!

Fred and Joan Hovell with Club Members Harold and Ethel Fisher, the RRJ family, Howard Jacks (in his Dyna Panhard) and Rob Miller and girlfriend, managed to make the event and found the Museum to be very interesting, as well as being well set out.

I received a call from Kelvin Jones's Father, to say that Kelvin had taken a prospective Club Member all the way to Sunderland to look at a T.S. which was tipped as being in first-class condition, but turned out to be below par, and on his way there, unfortunately broke down - hence his absence from the meeting.

I was sorry not to see more familiar faces, but can certainly sympathise if the weather was the reason for the non-attendance.

## IMPRESSIONS OF A NEW CONVERT

Eagerly I turned the key, the door swung open, there it was bright and shiny, the latest edition of Classic and Sportscar.

I scanned the ads, that sounds nice. I drove to Bury St. Edmunds. I wasn't disappointed, a gleaming 1949 Hillman Minx, resplendent in Black, one owner a full history and only 39.000 on the clock. This was one I certainly would think about.

A few weeks later driving to Birmingham I spotted her standing in a showroom, a Dark Green Wolseley 4/44 nice original condition, right price. I brought the wife to meet her, was told I could have as a mistress, told the salesman we would be back as I hadn't quite made up my mind.

Then I saw the ad. Borgward Isabella TS., view by appointment, Copredey, Nr. Banbury. I rang. I drove over - love at first sight, many pound notes changed hands, not even a haggle over the price. As she was taxed and had a full M.O.T. I was able to collect her later in the week. I drove her home followed by my Daughter in her Skoda 1200, 30 miles to go, just got use to her and we had arrived. Daughter remarked "What speed were you going? I had a job to keep up with you.". I spent most of the following week cleaning and polishing, then showed her to my admiring friends.

I thought to myself, better get her serviced, first problem, where to get parts, looked through the paper-work - found George Sinclair's telephone number. Rang him with some trepidation, found he seemed quite a nice man over the telephone, having met him on more than one occasion, found first impression justified.

Waited and waited for information from Owners' Club. Thought perhaps they didn't want to know me or something. Still decided to drive to A.G.M. anyway. I arrived at the pub just before 12am. expecting to see many many Borgwards. Well there was one in the car park, so I was in the right place. When the other members arrived I was thrilled at the reception I received. After a liquid lunch we all adjourned to Chobham. I was surprised to find that Borgwards were so few in the U.K.

I was also pleased to be accepted to show my car at the N.E.C. to be so new to the movement and to receive the supreme accolade of my first show being probably Britains premier event was great.

After various comments at the N.E.C. I thought that I ought to put A.B.D. back to something like factory colours, which I have now done. In conclusion I and my wife have enjoyed very much our first year. We have been to some nice shows, met some wonderful people and even picked up one award ( Long distance shield at South Wales Classic Car Show ). See you all again some time.

Derek Farr.

## KETTERING SHOW 1988 21st AUGUST 1988

August 21st 1988 a date to remember, for the first time in many years 4 Borgwards gathered in Northhamshire.

Promptly at 11am the show opened - the delighted people of Kettering gazed with awe on 3 Borgwards (Miles Robinson arrived late in his red Coupé and left early to make up for it).

I must admit to a sense of personal pride that so many cars turned up to a relatively small show. As usual Kelvin Jones was kept busy turning away offers for his Jade Green Coupé, including one from a lady who offered the keys of her BMW. If she had offered herself he may not have refused! Bill Skears came in his Silver Combi and brought his son, official photographer for the day. I had met Bill before and it was nice to get him out to a show. As my Green and Ivory TS was on the stand it was nice to have a selection of body styles to view. For the first time - thanks to my wife Pat we had a hospitality unit. (Patio table and chairs) she kept us well supplied with Kaliber lager and Welsh cakes throughout the day.

During the course of the day we had some enquiries for membership and at least 2 should bear fruit. We also met an old gentleman former director of Motors and Plant, Peterborough, who had been a Borgward dealer. He got very emotional at the sight of our stand and said that he had never expected to see so many Borgwards together ever again.

Before I close I must thank Nimlock Display Systems Ltd., for sponsoring us for the stand. It made us look very professional, we certainly had the best stand at the show.

In conclusion, it was decided amongst members present to a meeting, date and place to be announced, in the North (North of Watford that is) all welcome of course, to discuss participation in Midlands and North shows on a regional basis next year. We feel we ought to do Manchester at least as well as Birmingham of course.

Derek Farr.

### Car show

SURELY you could have chosen a better photograph to head the recent classic car show article than a picture of "Bloggs Motors" circa 1980.

Although I did not stray far from our own display, I saw a

lovely Jowett Jupiter (surely one of the best 1.5 litre cars ever produced in Britain) and also a mint condition Riley drophead coupe.

These and other fine cars would surely have shown to the public what they had missed — far better than cars which one can still see on county forecourts.

Indeed, the car shown second from the right is still obtainable new, so how could it be a proper classic?

On a more serious note, many thanks to the organisers for a great show. One of my fellow members enjoyed it more than any show he had been at this year.

Thanks also to the people of Kettering for turning up and for the interest they showed in our cars. It makes it worthwhile to come a long distance if people are interested.

I would also like to mention our own club sponsors, Nimlock Display Equipment, for the nice stand we had.

**D C FARR**  
Borgward Drivers' Club  
19 Highfield Road,  
Kettering.

## ET LETTERS Evening Telegraph, North

# Ace show—pity about the 'dig'!

REGARDING D C Farr's letter headed "Car Show" (August 27), the photograph shown to represent the classic car show was of the entire Vanden Plas club entry, consisting of a range of vehicles dating from the early 1950s through to current.

All the vehicles are superb examples of

the Vanden Plas treatment of standard road vehicles. At least three of the Vanden Plas shown in the photograph are in excess of 25 years old and exhibited in concours condition.

Graham Troop is secretary of the East Anglian Vanden Plas Club and would be pleased to discuss the merits of truly classic motors.

"Bloggs Motors circa 1980" is hardly fair but I can understand the envy of D C Farr who can only boast a Brutal Borgward! My goodness, it's not even British.

I suppose one can expect nothing but criticism from someone who runs a Borgward. At least we V.P. owners don't keep our vehicles in pristine condition.

Enough of this acrimony! I must say that the four Borgwards on show were both unusual and impressive and I am sure that had they been assembled on time then the intrepid ET cameraman could not have resisted a photograph.

Seriously though, it was a great show which we all thoroughly enjoyed from the hot dogs to the auto jumble.

Well done to the organisers and let's make next year's an even bigger event. Who knows, next year the feature picture could even be "Bloggs Borgwards" (Brutal but Beautiful).

**CHRIS KEELEY**

6 Farmfield Close,  
Barton Seagrave.

### Flattered

PERHAPS you would allow me to correct Chris Keeley's letter. I'm sorry if my own letter gave the impression we get private sponsorship for our cars. Nimlock Display only sponsor us for stand equipment.

I did not realise we had turned up late for the show. We were on site by 10.30am. Sorry we couldn't get there earlier, but as we only have 33 cars on the British club register currently with M.O.T and running, you can appreciate that apart

from my own car, the others had to cover a considerable distance to get to Kettering.

I feel flattered that a 1500cc car such as the Borgward could be considered brutal. Perhaps our over-95mph performance allied to 40mpg creates a false impression.

On a more serious note, I don't think many of us can claim to run real classics, just nice old motors. I certainly did not wish to knock the prime specimens of British badge engineering on display. I just felt that a modern car was out of place.

Still, perhaps next year we can bring our Skoda.

**D C FARR**  
Borgward  
Drivers' Club  
19 Highfield Road,  
Kettering.

### KETTERING, AUGUST 21st 1988



## DIDCOT RAILWAY 5th JUNE 1988

Sunday the 5th June was a fine but not necessarily bright day for the gathering at Didcot. Members will doubtless recall that we had a very good meeting there in 1987 with a healthy turn out of members and cars and therefore it was somewhat disappointing to see that the attendance had dropped dramatically in 1988 with only Mr and Mrs Legg and their black Combi and Robert Richmond-Jones (owing to shortness of time on his motorcycle rather than in his car) and Miles Robinson and a friend of his in his red coupe.

This year the old car section together with the vintage bus section were about a mile away from the station although we were given pleasurable rides on the old style double decker bus prevalent in the 50's and early 60's to and from the station.

Unlike last year, a lot more engines were "in steam" and in addition there were two diesel locomotives, one diesel electric and the other a diesel hydraulic and they were in use in the early 60's.

Otherwise, the station and its activities were much the same as last year but I found that the museum was an interesting as ever with many artefacts and material on display which I can remember as a lad in the early 50's.

It is interesting to note that the personnel at Didcot are voluntary even down to the staff who run the restaurant.

In the classic/vintage area there were a wide variety of vehicles not least of all a Morris 1,000,000 which was indeed a special edition of the Morris Minor which was introduced in 1961 to commemorate the 1,000,000 Morris Minor made of which in fact 350 examples were produced in a mauve body colour with a white interior with the badge "Minor 1,000,000" on the boot-lid. This particular vehicle was found in a field and because it was authenticated as being one of the original batch the owner re-built it from the ground up, other cars included an open Sunbeam Rapier, numerous Morris's and Austins but the Borgward is without doubt the rarest and I was given the opportunity of saying a few words over the public address system to the assembled company about the Borgward, its history and indeed the Club (this is something that I have never been able to do before and I was very grateful to the organisers for allowing me the privilege).

It was an enjoyable day but could have been more enjoyable had there been a greater turnout of Club members.

*Chris Legg*

## BORGWARD VALUES

I am often asked how much is a Borgward worth or what does one cost. The question is a difficult one to answer with any accuracy. A few of the popular remarks one hears regarding the subject is that the cars have been forgotten, or there are not enough cars around in circulation which are being bought, sold and changing hands frequently enough to create a buoyant market.

However, since the Club has been formed we have had some very good publicity in some of the popular magazines. We have also regularly attended several of the major National Classic Car Shows. At each show we have always had a good interest shown in the cars, both by UK residents and also some very surprised overseas visitors.

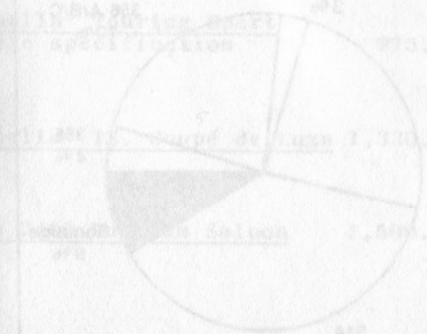
Over the last few years we are seeing some of the cars having some major restoration work done to them and when finished, will hold their own with any other classic car. More recently we are seeing some of the new members buying cars for modest sums and enjoying using them as classic cars in daily use.

I have enclosed on the following pages, articles from the German Classic Car Magazine of 8 August 1988 when the exchange rate for the DM was approximately 3.10 = £1. The first article shows the percentages of each model of Borgward Glas and Porsche currently registered in Germany. The second article shows a market price guideline for the 3 makes of cars in 5 different categories of condition.

Therefore, with these contributing factors, I hope in the future that we see the name Borgward in UK to continue gaining an even greater interest, value, and the recognition it deserves.

George Sinclair

SPARES SECRETARY.



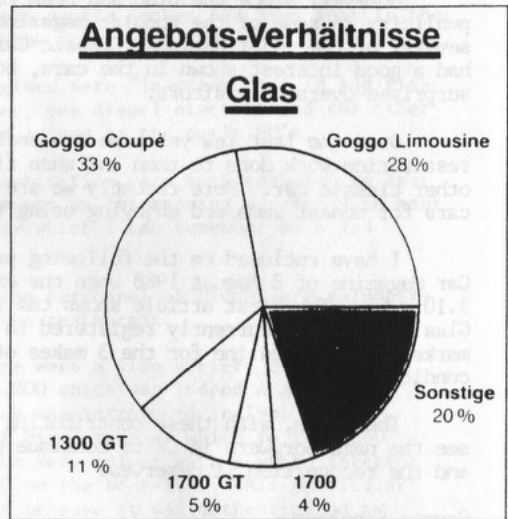
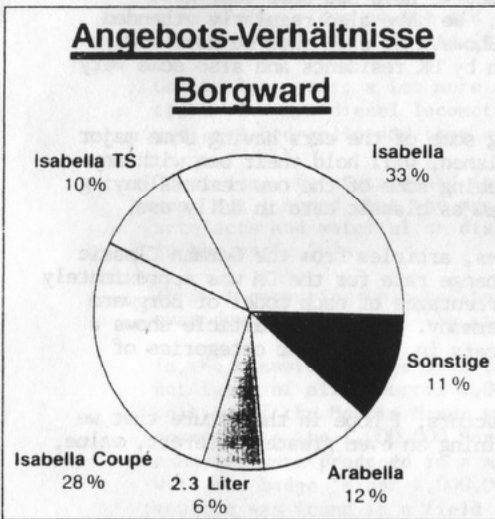
# Borgward, Glas, Porsche

Was unsere Autos wert sind

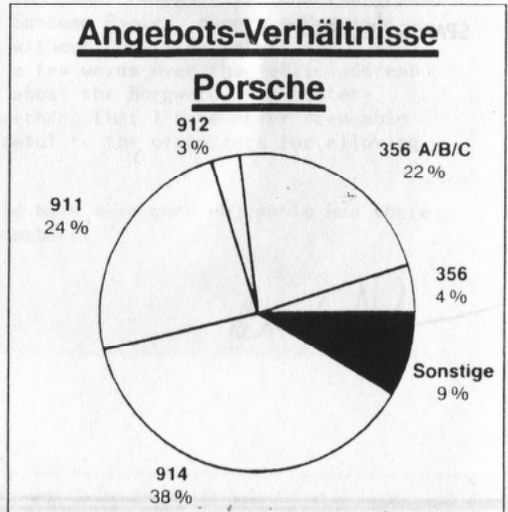
**Classic Data**  
 System Classic Data  
 Marktbeobachtungen  
 Notierungslisten  
 Bewertungen  
 Adressen-Dienst  
 Literatur-Archiv

**Karosserie-Abkürzungen**

2TL = Zweitürige Limousine	Plm = Pullmann	Tou = Tourer
4TL = Viertürige Limousine	Kom = Kombi-Wagen	Cab = Cabriolet
KIW = Kleinwagen	Cpe = Coupé	Rds = Roadster
	Trg = Targa	



- Die Zustandsnoten**
- Note 1: Makelloser Zustand. Keine Mängel an Technik, Optik und Historie (Originalität). Fahrzeug der absoluten Spitzenklasse. Wie neu (oder besser). Sehr selten!
  - Note 2: Guter Zustand. Original oder fachgerecht restauriert. Mängelfrei aber mit leichten Gebrauchsspuren. Keine fehlenden oder zusätzlich montierten Teile (Ausnahme: Wenn es die StVZO verlangt).
  - Note 3: Gebrauchter Zustand. Normale Spuren der Jahre. Kleinere Mängel, aber voll fahrbereit. Keine Durchrostungen. Keine sofortigen Arbeiten notwendig. Nicht schön, aber gebrauchsfähig.
  - Note 4: Verbrauchter Zustand. Teilrestauriert. Nur bedingt fahrbereit. Sofortige Arbeiten notwendig. Leichtere bis mittlere Durchrostungen. Einige kleinere Teile können fehlen oder defekt sein. Relativ leicht zu reparieren (bzw. restaurieren).
  - Note 5: Restaurationsbedürftiger Zustand. Nicht fahrbereit. Schlecht restauriert bzw. teil- oder komplett zerlegt. Größere Investitionen nötig, aber noch restaurierbar. Fehlende Teile.



## METCALFE & MUNDY

40 OLD BROMFIELD ROAD  
 LONDON S.W. 5  
 TELEPHONE: FRANKLIE 2000  
 1000 CONCESSIONAIRES



14th October, 1957.

**PRICE LIST**

**BORGWARD CARS**

	Basic Price			Purchase Tax			Retail Price		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Isabella" Standard door sedan with leatherette upholstery	812.	0.	0.	407.	7.	0.	1,219.	7.	0.
Isabella" Station Wagon with leatherette upholstery	864.	0.	0.	433.	7.	0.	1,297.	7.	0.
Isabella" Touring Sport	930.	0.	0.	466.	7.	0.	1,396.	7.	0.
Isabella" Touring Sport de Luxe specification	975.	0.	0.	488.	17.	0.	1,463.	17.	0.
Isabella" TS. Coupé de Luxe	1,330.	0.	0.	666.	7.	0.	1,996.	7.	0.
Wansa 2400 Pullman Saloon	1,500.	0.	0.	751.	7.	0.	2,251.	7.	0.

ALL PRICES ARE SUBJECT TO REVISION AT ANY TIME

# MARKT-PREISE

## BORGWARD

Modell (Baumu.)	Kar.	Bj.	Zyl.	Ltr.	PS	Note 1	Note 2	Note 3	Note 4	Note 5
Isabella	2TL	54-61	4	1.5	60	13.200	9.900	7.300	3.500	1.400
Isabella TS	2TL	55-61	4	1.5	75	14.600	11.200	8.200	3.800	1.700
Isabella Coupé	Cpé	57-61	4	1.5	75	19.800	15.800	11.600	6.100	3.000
2.3 Liter (P 100)	4TL	60-61	6	2.3	100	21.300	16.200	11.600	5.700	3.100
Arabella	2TL	61-63	4	0.9	45	6.400	4.900	3.600	1.800	800

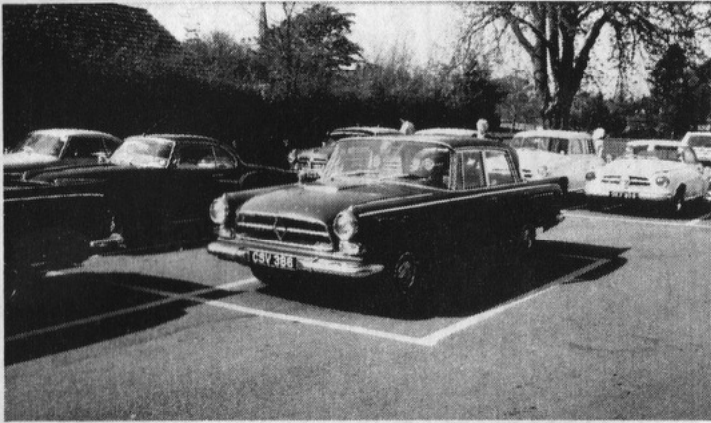
## GLAS

Modell (Baumu.)	Kar.	Bj.	Zyl.	Ltr.	PS	Note 1	Note 2	Note 3	Note 4	Note 5
Goggomobil T 250	2TL	55-69	2	0.3	14	5.300	3.900	2.900	1.400	600
Goggomobil TS 250	Cpé	57-69	2	0.3	14	5.600	4.200	3.100	1.500	700
1300 GT	Cpé	64-67	4	1.3	75	16.200	12.700	9.300	5.000	2.500
1700 GT	Cpé	65-67	4	1.7	100	16.800	13.200	9.900	5.200	2.600
1700	4TL	64-67	4	1.7	80	10.100	7.700	5.600	2.700	1.100

## PORSCHE

Modell (Baumu.)	Kar.	Bj.	Zyl.	Ltr.	PS	Note 1	Note 2	Note 3	Note 4	Note 5
356 /1100	Cpé	50-54	4	1.1	40	39.400	31.200	22.800	12.200	5.900
356 /1100	Cab	51-54	4	1.1	40	52.500	43.200	34.300	20.000	11.600
356 /1500 Speedster	Rds	54-55	4	1.5	55	58.000	48.300	38.300	23.300	13.900
356 A/1300	Cpé	55-57	4	1.3	44	35.500	28.100	20.500	11.000	5.500
356 A/1300 S	Cab	55-57	4	1.3	60	47.300	38.700	30.600	17.900	10.500
356 B/1600	Cpé	59-63	4	1.6	60	33.900	26.900	19.700	10.500	5.100
356 B/1600 S	Cab	59-63	4	1.6	75	45.200	37.100	29.400	17.300	9.900
356 C/1600 C	Cpé	63-65	4	1.6	75	38.800	28.500	21.500	11.400	5.600
356 C/1600 SC	Cab	63-65	4	1.6	95	48.600	39.600	31.400	18.300	10.600
912	Cpé	65-68	4	1.6	90	18.900	14.800	10.900	5.600	2.800
911 T	Cpé	67-68	6	2.0	110	16.900	13.300	9.700	5.100	2.600
911 T	Trg	67-68	6	2.0	110	18.600	14.600	10.700	5.700	2.700
911 E	Cpé	68-69	6	2.0	140	17.600	13.800	10.100	5.400	2.700
911 E	Trg	68-69	6	2.0	140	19.300	15.200	11.200	5.900	2.800
911 S	Cpé	67-68	6	2.0	170	18.400	14.500	10.700	5.700	2.700
911 S	Trg	67-68	6	2.0	170	20.100	15.900	11.800	6.200	3.300
911 T	Cpé	71-73	6	2.4	130	17.900	14.100	10.300	5.500	2.700
911 T	Trg	71-73	6	2.4	130	19.700	15.600	11.400	6.100	3.100
914.4	Trg	69-72	4	1.7	80	15.400	11.700	8.600	4.200	1.600
914-1.8	Trg	73-75	4	1.8	85	14.800	11.300	8.300	3.900	1.700
914.4/2.0	Trg	72-75	4	2.0	100	15.900	12.200	8.800	4.200	1.700
914.6	Trg	69-72	6	2.0	110	24.300	18.600	13.600	6.600	3.100

Annual General Meeting '90



## A "LETTER FROM AUSTRALIA"

G'day! I'm sure you will be suprised to receive a letter all the way from W A. I am an (ex) member of the Borgward Driver's Club and resided in East London, not far from George Sinclair. Perhaps you can have this letter published in the Club Journal as I am sure there will be interest in the state and fate of Borgwards down-under.

I left the UK in May 1986 bound for the 'sunshine state' for the second time around, to be Pastor of a Baptist Church. You see by this that the Borgward 'bug' effects all kinds of people! Prior to my leaving I had to dispose of my Isabella TS (806 LKN) - this was done amidst much sadness (this was the ex Norman Barber car).

I was able to sell my car 'Bella' to a proprietor of a large panel-beating company, sadly what I thought would be a happy ending for 'Bella' turned sour for me as I was ripped-off a vast amount of spares without payment for them.

On reaching Australia I'm afraid I thought it would be futile to attempt to find an Isabella so I ended up buying a Rover 3500 V8. Although I have had a lot of trouble free miles in the Rover, and find the V8 an excellent and economical car to run, (Taking into consideration that a 3.5 litre is 'small' compared to Aussie Holdens and Falcons), I found myself yearning for 'something-else' in a motor car.

The 'something-else' is difficult to describe but soon, after musing on the next car I should buy, my mind turned to a Borgward. I ran a few advertisements in the 'wanted' column of the WA equivalent of the Exchange & Mart.

'There is, residing in the southern part of West Australia a man who owns 20-30 Borgwards'-they said. I could not believe my ears! I eagerly collected all the information I could and wrote to him as he is not on the phone. All the more amazed was I to hear that the said man had an enormous shed of warehouse proportions with all cars under-cover!

After a few days I received a phone call a Mr Scott who confessed to being the Borgward fan. He owns 26 Borgwards including 12 Citroens and a number of Fiats.

I could happily pitch a tent in his paddock and spend days conversing with him. It appears that he started his 'collection' about 20 years ago - while everyone were throwing away their Borgwards he started collecting. He has 1 coupé, numerous Isabella saloons, Arabellas, Hansas, and a Combi, also a couple of Goliaths (I think).

He informed me that there are 3 coupés in Western Australia with numerous in the Eastern States. I have since contacted the owners of the other 2 coupés, one of whom bought his from Mr Scott. After a while I got to the

heart of the matter when I met him - 'have you got any saloons for sale mister?' I was promptly told that I could choose what I wanted from 4 which were running. One was in very good and complete condition so I immediately said Yes before he changed his mind.

It was at that point that I remembered my wife was due to take her driving test and would need a car also. So without waisting any time I asked if he would sell me his combi, once again he seemed only too pleased to sell it to me and at a very modest \$10000.00 (£500). So I hope to take delivery of my 2 vehicles ASAP. I dug up some of the Club's Journal (1984-5) just to reminisce on a marqe which has such a stronghold on a person that even a journey half-way round the world doesn't dampen enthusiasm.

In closing, I enclose a cheque for a copy of a Borgward Book which is available here. It is the small Auto Classics 6 volume. I hope there will be enough to cover cost of Airmail postage as well. Indeed I also want to retain my membership and I hope you will let me know what I owe you in that respect. I will forward a f cheque by return mail.

I hope you have found this letter of interest. I will be very happy to resume contact with the Club again. I will make efforts to start up a Club in WA if there is sufficient interest.

Lindon Reid

## PRE 1945 REGISTRATION

As already explained in the last edition of the 'Rhombus'\* I have taken over the work of expert for the above vehicles. As pre-war expert - in contrast to other type experts - I would like to register all the literature still remaining on the pre-1945 models as well as the existence of vehicles. On the grounds of the multiplicity of types and the very limited advertising material issued by the works before 1945, the amount of written details and pictures which would give us worthwhile help with restoration is very limited.

The Registration form has been kept general and short, so that an initial reply can elicit a more detailed Registration Form. This will be sent to you directly.

With your help I hope to make a vital contribution to the conservation and gathering of information about the production of Carl F W Borgward's factories before 1945. With many thanks in anticipation of your co-operation.

With hearty Borgward greetings.

GERHARD WÜRNCHIMMEL  
Capostrangasse 3/22  
A-1060 Wien  
Austria

\* German Borgward Club Magazine (DJSS)

### A "HOT TIP"

The Firm "Matz" in Flensburg informed me on my last visit that they had a whole pile of cylinder head gaskets even from before 1930. Furthermore they have camshaft gear wheels at DM 68 (c f33) for the following types:

Hansa 1100/1700 Z52  
Bremen IV H3500 L3500 Z60  
3 ton B3000 Petrol Z60  
L2000 L14000 B1000 Z58  
Hansa 1800 B1500 Z58  
Hansa 2400 (6M 2 4) Z52

First of all it is my duty to report that Club members with vehicles built before 1945 by Borgward, Hansa-Lloyd and Goliath are also leery of writing. I must unfortunately reiterate the experiences of my colleagues working as type experts.

Only 3 members have registered their vehicles with me and of those 3 worthies only one used the written word.

What's to be done - even in Orwellian 1984 we need your information, your knowledge and your experiences. Indeed I can get in contact by telephone or by letter with the circa 20 information seeking pre-war vehicle owners (of whom only 3 have given me data), but how much additional help would I be able to give to the next 2 or 3 owners of the same vehicle who had the same problems. It makes it easier to find the missing parts at Autojumbles for example, if these parts are known from a vehicle of a Club comrade. It helped me very much when restoring my 1939 Hansa 1100 when I was shown the correct routing of the wiring loom or when I got a sample of carpet fabric.

Whilst on this subject a brief note: When re-upholstering your car, keep a sample of the original material from the seats, trim panels and headlining. If possible send a sample to me as well. Perhaps in a few years a similar material will be re-manufactured and then your old sample will help the next person.

Now to the vehicle situation as known to me at the end of 1983 belonging to members, other collectors and in Museums:

1 Hansa-Lloyd Type 10/18 HP 1908	1 Hansa-Lloyd Bremen IV Chassis ?
1 Hansa-Lloyd Type A 6/18 HP 1914	24 Hansa 1100 1934-40
1 Hansa-Lloyd Fire Engine 1922	6 Hansa/Borgward 2000 1938-39
1 Goliath Standard 1928	2 Borgward FW400 1939
1 Hansa-Lloyd Trumpf Ass 1928	1 Hansa 2300 1940
2 Goliath F200 ?	1 Hansa 3500 ?
1 Goliath Express 1932	1 Borgward B1000 Box van 1940

As well as the vehicles named above there are the exhibits in the Schramm Collection/Borgward Museum Neuwied.

The years are given partly from known and partly from the estimated year the existing vehicles were built.

As a reminder we are printing the shortened questionnaire again. More specific questionnaires will be sent out after receipt of this initial information.

GERHARD WÜRNCHIMMEL  
CAPOSTRANGASSE 3/2/22  
A-1060 WIEN

## Driving Licence changes

On April 1st this year the style of driving Licence changes yet again. Because of possible confusion I thought I would give a brief summary of the changes.

The old style of licence will still be valid. However when ever you send in your licence to be changed, for what ever reason, you will get back the new style licence.

One of the biggest changes is that all Driving Licences, including Buses and Lorries, will be included on the same document. However as far as car drivers go the changes are as follows:-

OLD GROUP	NEW CATEGORY	
A	B	Motor car or light goods vehicle up to 9 seats or 3.5 tonnes
	C1	At present the old group A will allow you to drive a small goods vehicle up to 7.5 tonnes, this new category continues this entitlement.
	D1	Again the old group A allows you to drive a small Bus up to 17 seats. This new category continues this entitlement.
E	P	Moped
D	A	Motorcycle

There are also other categories to cover H.G.V., P.S.V., and other vehicles but I need not go into these now.

I hope this is of some help.

MATT CARTER.

## A TYPICAL LATE AUGUST OR BORGWARD MEETING DAY

Take a typical late August or Borgward meeting day, as it had rained all night and was still raining when we left Minehead after a tour of relations and friends in the West Country. My wife and myself decided we would forget the M5 and M4 to get to Reading and motor the old route home, because of the spray and mist on the motorways. This was a mistake because of all the farmyard trucks hay carts etc and accidents that caused diversions in all directions.

Well, my clutch pedal decided that it was not going to be pushed so often and about 10 miles from home in the middle of a forest we had to stop at a road repair. When it was our turn to proceed I could not get into gear as the clutch pedal was solid.

Eventually I did - to much hooting - as I was in pole position. We pulled into the trees and I removed the slave cylinder and found that the rubbers had disintergrated and jammed the piston. We decided to take a chance and put the car into second gear, switch on and leap frog away. We did this - with 10 miles to go and 10 roundabouts to negotiate.

I swear our nails turned a lighter shade of grey and the sounds of different horns and flashing lights were a bit frightening. Still, we made it and a phone call to George Sinclair next day put on the road very quickly.....  
....Forgot to mention the rain stopped at 6.00pm.

GEORGE CROWDER

## THE MAY RUN - BOURNEMOUTH AND POOLE PRESERVATION CLUB 8th MAY 1988

The weather on this particular day was an absolute scorcher and the annual run of the Bournemouth and Poole Preservation Club took place in glorious sunshine. I entered NPJ and also my little Lancia Appia Series 2, the Borgward was driven by my friend Bob Dicker (yes the one that wrote off Old Nail at Goodwood!) and I drove the little Lancia. The convoy proceeded from the Pier at Bournemouth through the highways and byways stopping at Ham Car Park in Blandford for coffee and thereafter we ran up towards Salisbury across through the very pretty roadway that connects the main Salisbury to Blandford road to the Wimborne-Cranborne road known as the Gussages. There were a wide variety of vehicles from the baby Austin 7 to a superb 3 litre red label Bentley and indeed one car which must be unique in the form of a Waldron Wanderer which was made by Mr Waldron who was an engineer at Pilkington Glass as a design exercise, he having designed the vehicle from scratch and had the various mechanical components made to his own specification. One thing about this car was the enormous areas of glass somewhat uncharacteristic of cars of that period (but it is no wonder in view of his connection with Pilkington).

The cavalcade stopped at Ringwood for an hour and a half lunch stop and it was very pleasant to be able to wander around and look at all the different vehicles some of which are used on a regular basis.

After lunch the cavalcade proceeded back to the Pier at Bournemouth where the lady Mayoress of Bournemouth greeted the participants and was given the opportunity of looking around the vehicles. There was a running commentary given on the various vehicles and indeed the numerous vintage and classic motorcycles such as BSA's, Aerials, Velocettes machines that were present.

The day finished as it had begun with glorious sunshine at about 5.15 p.m. after which the assembled company dispersed, in my particular case to rush home and mow the lawn which had become practically knee high!

A good day and one which I always enjoy as being able to "fly the flag for the Borgward Drivers Club (and in this particular case the Lancia Motor Club as well)!"

*Bob Dicker*

## ANNUAL RUN OF THE BOURNEMOUTH AND POOLE PRESERVATION CLUB



## DIARY OF A COMPLETE AMATEUR (When it comes to Borgwards)

6.45 pm

Friday night and I was racing along (by my standards anyway) in my Opel Kadett - shortly to be replaced by a Borgward Cabriolet. I knew I was late (rendezvous with Nick Driscoll, 7.00 pm), and I was also concerned about the many adjustments he had - and had not - done to his Borgward (i.e. the sooner we could leave, the more time we would have en route in the case of breakdowns etc.!).

Nick and I had planned a week's trip to Ireland, with another party of Borgward 'fans' :- Matt Carter and Virginia Pocock with Tim Hinton in Matt's Borgward Saloon - 'Killer'. Because of this, I could not remember the last time I had actually 'gone out' with Nick. Instead the only way for me to see him was to get into my overalls, and spend weeks and weeks before the trip 'helping' him 'rebuild' his car, usually in the light of Nick's famous Tilley lamps.

I must say, I had done a very good job of sanding the boot (see photo) and interior floor, plus painting it. I even coated the undercarriage with Hammerite. I had black finger nails for weeks and was constantly having to hide them at work!

Anyway, here we were, actually on the day of departure, the reason for the frenzy of activity for the past few weeks.

Was the car ready? At this stage I had no idea except that the new second hand engine had been finally installed at 4.30 that morning, with much help from John Wallis - Thanks John. I knew Nick was planning to test it before my arrival and our departure that evening. I also knew that he was bound to be delayed at work having a major job to complete that day. At least it had passed its' MOT two days before.

7.15 pm

I arrived at Nick's house. No sign of Nick, his supper (of faggots) awaiting on the kitchen table stone cold, his packing not even started, and he was still at work!

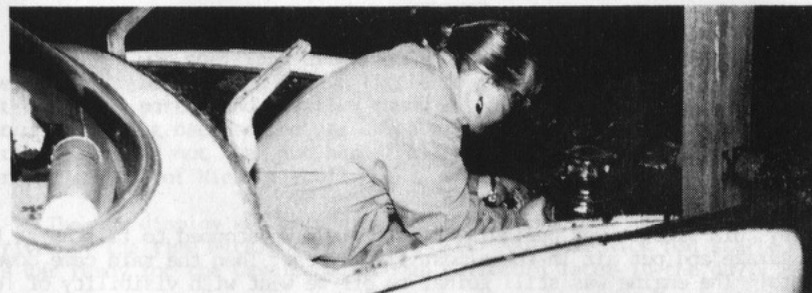
8.30 pm

I still had faith in him but was beginning to feel a little impatient. It is a long trip to Fishguard even with a good engine, and leaving on time. We had both been told it would take around eight hours to get there, and the boat was due to leave at 3.15 am (boarding time an hour earlier). At least I had the foresight to get a green card for my car albeit only just that morning.

8.45 pm

He finally arrived, promising me a free holiday if we did not make it. Not too long later, he was packed, had removed the battery from the Spitfire to his Borgward and had arranged everything in the car. Meanwhile his supper was placed in a sandwich for consumption on the way!

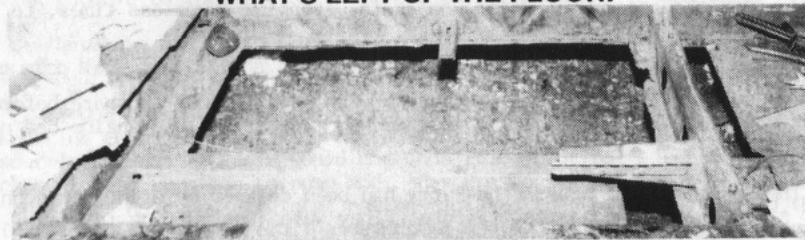
## REMOVING THE RUST BY "TILLEY LIGHT":



## WHAT'S LEFT OF THE REAR SEAT AREA!



## WHAT'S LEFT OF THE FLOOR!



## "OKY" AND "KILLER" IN WEXFORD IRELAND



9.20 pm

We were off!

By this time it was beginning to drizzle. We stopped to fill up at the first garage and put air in the almost flat tyres! Then the rain came down in torrents! The engine was still going, so off we went with visibility of less than 3 yards.

10.30 pm

The car was still running very well, considering, overheating a little. We had to stop in a station to cool it down a little before reaching Port Talbot.

11.40 pm

The needle was off the scale. We had to pull off the road. Nick sounded desperate, promising me that holiday again this time in Wales if we did not make it. I was beginning to wonder myself at this stage.

But there was no way that Nick would stop and go back, with 'Killer' waiting the other side of the Channel, and far too late anyway to pick up my car.

Once the engine had cooled off a little, after we had added some more water and blew off the steam, we 'raced' on again, stopping countless times, to top up.

2.40 am

We eventually arrived in Fishguard, with half an hour to spare before departure time, or so we thought. But we had made it and the engine had not blown up!

Then we heard the news: the Ferry had been delayed by eight hours on the other side due to a mechanical failure. They were just putting in a new ..... ENGINE!

Fiona Woodroffe

## GUILDFORD SHOW 1989

3-4 SEPTEMBER

As this was the first time John and I had attended, we were not sure where to go. So arriving just a little too early, and being the 1st car to get there, we parted and strolled round watching the rest of the show being set up. Walking back to the car armed with food and drink we met Matt and Virginia who had not long got here. All of us hung around the cars waiting for the arrival of Nick Driscoll.

The car display was only a small part of the show and most of them had arrived by the time Nick got here with OKY. As usual Nick had started cleaning his car ready for the Cavalcade through Guildford later in the day.

### THE CAVALCADE

All cars and floats were assembled in the main show ring and off we went at a walking pace. The procession was allowed up the High Street lined with spectators. All this stopping and starting surely wasn't doing the cars any good.

(Now I must pause just to remind everyone that, as Nick and John kept telling me before I got a Borgward, 'they never let you down'. Well mine had never let me down.)

On reaching the top of the steep High Street OKY, who was in front of us, seemed to be letting the other cars, including KLR, get away from us. Splutter, splutter, OKY moved a few feet, but then, alas, silence! OKY refused to start. EMBARRASSMENT! Worse was to come. Four strapping lads came to the rescue and PUSHED OKY just enough to enable her to roll down the hill into a side road. Waving goodbye to the rest of the cars, we followed OKY to see if we could help.

There she was, bonnet up and Nick grovelling among the tools. Fiona who was with Nick was getting a taste of the reliable Borgward.

It was first thought the petrol pump had packed up, but on closer inspection the steel fuel line on the tank had pinholed due to rust causing a vapour lock. What to do? Could not undo it. Solution! - Petrol can in boot, length of pipe from can to pump and, 'Hey Presto!' good enough to get home. By this time Matt and Virginia, having finished the Cavalcade, joined this private meeting. We were all assured OKY would be at the following day.

### SUNDAY

Matt, Virginia, John and myself were waiting and sure enough OKY rolled up with an exhausted Nick at the wheel.

Today all cars were organised into classes for judging. There were 13 in our class.

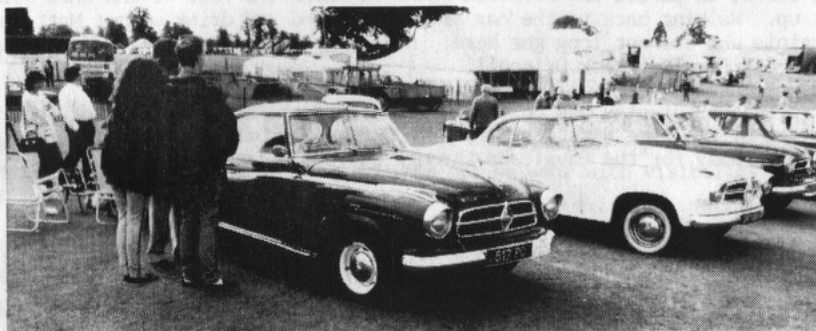
The judging started, first OKY, then KLR then PO. They came back to PO 4 times, was this a sign? We were anxious to find out the result, but to no avail. The judges went and no one was to be told anything until the end of the day.

Late afternoon, and all cars were called into the show ring. Class after class were announced the winners collecting their prizes. Then our class:

'3rd Red Borgward Coupé 517 PO'.

Shock, PO had got somewhere at last! I went to collect the rosette and was told 'You're not John Wallis', how observant! They seemed reluctant to hand it over. So to the last it was a struggle to get anything for a Borgward. Still it had been done. The perfect end to an eventful show.

Beverly Wallis.



GUILDFORD SHOW 1989



## The BIG BORGWARD SALOON

### BORGWARD SPARES

*In 1982 George Sinclair, the Spares Secretary, produced a summary of spares that were available at the time. Today most if not all these parts are still available so here is a copy of the original letter from George.*

Dear Borgward Owner,

I would like to take this opportunity to inform you of the present situation regarding spare parts for the Borgward. At this moment in time there is a far greater range of spares available compared to that of the late 1970 period.

I am often asked if a list of parts is available for the car; unfortunately not. This is due to many factors, the greatest being the time needed to devote to compiling such a list. As a guideline, however, the following BRAND NEW Borgward Isabella parts are available:-

#### FOR THE ENGINE

Every Gasket (individually), Oil filters, thermostats, Valves, Guides and springs, Small end bushes, Big end and Main Bearings, Big end Bolts, Pistons, Ring sets, Fibre timing gears, Push rods, Tappets, Petrol pump repair kits, Water pump repair kits, Brass heater taps, Engine down pipes, Oil filler caps, Engine mountings, Fan belts.

#### FOR THE CLUTCH

Flywheel ring gears, Clutch centre plates, Pressure plates, throw out bearings, Spigot bearings, Slave cylinders and hoses, Master and slave cylinder repair kits.

#### FOR THE GEARBOX

Gaskets, Bearings, Some gears, Final drive shafts, Synchromesh cones.

#### FOR THE FRONT SUSPENSION

Shockabsorbers, Top and bottom ball joints, Top and bottom fulcrum shafts, Drag links, track rod ends, Steering idler repair kits, Flexible steering couplings, steering box, Oil seal kits, Some rubber parts.

#### FOR THE REAR SUSPENSION

Shockabsorbers, Rear axle beams, Radius arms and rubbers, Rear axle bearings and oil seals, Axle rubber gaiters, Differentials.

#### FOR THE BRAKES

Master cylinder repair kits, Reservoir containers, Wheel cylinder repair kits, some wheel cylinders, All flexible hydraulic hoses, Brake linings, Wheel bearings, Pipe unions.

#### CABLES

Gearchange, Complete and inner speedo cables, Handlever (3 lengths), Handbrake under car (3 types).

#### ELECTRICAL

Starter motor solenoid switches, Distributors, plugs, Points, Condensers, Distributor caps, Rotor arms, Headlamp glasses, Hella headlamp BLACK steel rims, Headlamp steel bowls, Round ORANGE front wing indicator lamps complete (or lenses only), Various other lenses, A range of 6v bulbs including 40/45 watt headlamp, Ignition coil.

**CARBURETTOR**

Gaskets, Jets, Diaphragms, Primary spindles T.S., Needle valves, T.S. dampers and rubber boots.

**BODYWORK**

Various fibre glass wings (front and rear), Saloon and coupe, some chrome trim and clips for the bodywork, a good range of quality steel pressed repair parts for both saloon and coupe including complete floor with outer sill, outer sill and  $\frac{1}{2}$  of the floor, outer sill and floor section repair panel, Removable under door cover sills, tread and inner car box section, Inner piece for box section on coupe only, Coupe outer sill strengthening piece, Coupe  $\frac{1}{4}$  panel, bottom section behind door repair piece, Tapered box section under floor and up to dashboard, Floor to dashboard panel.

**MISCELLANEOUS ITEMS**

Door locks, Boot lid sealing rubber, Coupe door glass sealing rubber also vertical rear edge of door glass rubber, "BORGWARD" saloon only front wing signatures, "ISABELLA" boot lid signatures, "COUPE" boot lid signatures.

The aforementioned parts are only to act as a guideline for the parts which are available for the cars. There are also hundreds of other parts, too numerous to mention. Apart from new spares, there is also a huge range of used parts.

A guideline to some of the new parts which will become available are:-

Front and rear windscreen rubbers, A greater range of fibre glass wings, Bumpers, Hub caps, Petrol tanks, External aluminium trim, Brake master cylinders, Wheel cylinders, and much much more besides.

To summarise, I feel that considering we own a German Classic Car which has been out of production for many years, we are fortunate in having such a large selection of spares available for our use.

If you require a spare part, however large or small, please contact me quoting; Model type, Chassis no., Engine no., and year of manufacture.

**G.H. SINCLAIR**

Spares secretary,  
3, Coniston close  
BARKING  
Essex  
IG11 7RE  
081-591-1778  
England

(S.A.E. PLEASE!)

# The BIG BORGWARD SALOON

**In Brief**

Price	£1,690 plus purchase tax	£705
5s. 10d. equals	£2,395	5s. 10d.
Capacity	...	2,238 c.c.
Unladen kerb weight	...	26 cwt.
Acceleration:		
20-40 m.p.h. in top gear	...	8.9 sec.
0-50 m.p.h. through gears	...	10.8 sec.
Maximum direct top gear gradient	...	1 in 9.5
Maximum speed	...	99.5 m.p.h.
"Maximile" speed	...	95.2 m.p.h.
Touring fuel consumption	...	22.6 m.p.g.
Gearing:	18.1 m.p.h. in top gear at 1,000 r.p.m.; 32.6 m.p.h. at 1,000 ft./min. piston speed.	



The square modern lines of the Big Borgward provide excellent visibility through a very large area of glass and a particularly deep windscreen. The clearly visible negative camber of the rear wheels is held constant by the pneumatic height control irrespective of load.

## A Refined 100 m.p.h. Six-Seater with Pneumatic Independent Suspension All Round

INTRODUCED as a last-minute surprise at the Frankfurt Motor Show of 1959, and put into production last year, the "Big Borgward" is notable not only as a fast, refined and beautifully appointed bigger brother to the famous Isabella, but also as the first German car to be offered with pneumatic independent suspension all round. The coil springs with which this model was first shown are no longer an option.

The model concerned was one of the first production examples—a left-hand drive model—to reach this country with the air suspension and as most readers will not yet be very familiar with the car, a few words should be said at the outset to supplement the tabulated data.

Of all-steel integral construction, the Big Borgward is planned as a roomy five-six seater with generous luggage space within overall dimensions of 15 ft. 5½ in. by 5 ft. 8 in. and is powered by a 2½-litre, 100 h.p. six-cylinder engine of the same bore and stroke as the four-cylinder, 1½-litre Isabella.

The front suspension is carried on a detachable cross member incorporating ball-jointed wishbones of unequal length

which were designed for either coil springs or "air bags," vertical rods in the latter case being continued up through the wing pressings to levelling valves—one on each side—which adjust the amount of air in the system in accordance with load. At the rear, a straightforward divided axle is used—originally with coil springs, now with pneumatic units and a single central levelling valve linked to both axle halves. Air supply for the suspension is from a belt-driven pump accessibly mounted high up on the left side of the engine, feeding through a large reservoir. Telescopic hydraulic dampers are used all round, and there is a powerful anti-roll torsion bar at the front.

In practice, the system works well under normal conditions, giving a ride that is firm but in no sense harsh. There is no pitching and however fast the driver negotiates corners the Big Borgward is remarkably free from roll or tyre squeal. This roll stiffness does, however, give rise to a few rattles, and can cause a lateral rocking motion over bad surfaces which is especially noticeable when the wheels on only one side of the car are affected, as, for example, when it is necessary to put two

wheels into the gutter for overtaking on a narrow road.

In these circumstances, the peculiar motion gives the driver an illusion that directional control is affected although, in fact, the car is still keeping to a true course. Indeed, the Big Borgward earns full marks for the way the steering can be left to itself on the straight, neither surface nor side winds having any significant effect.

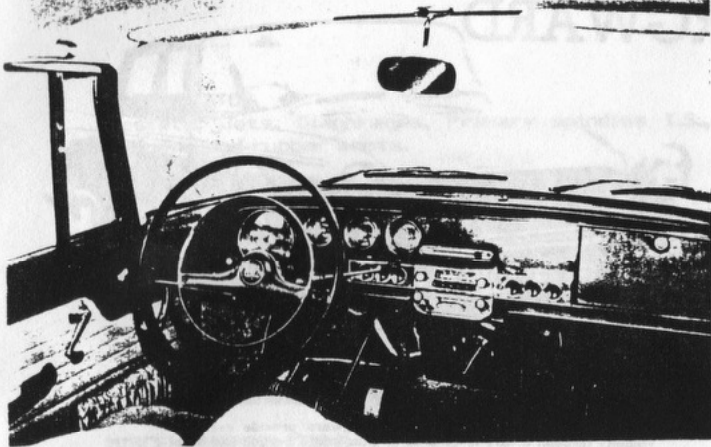
The understeer characteristic is sufficient to give good directional control on corners without any disconcerting tendency to run wide. Breakaway, when it does occur, is at the rear, but is initially only partial, the rear wheels tending to hop sideways rather than slide. Fully laden, the car's handling characteristics remained almost unchanged thanks to the levelling valves keeping wheel camber angles normal, and the riding comfort seemed to improve.

All this adds up to handling characteristics which are slightly out of the ordinary but which (combined with the quiet, willing performance) result in surprisingly quick journey times even when no attempt is being made to hurry. Indeed, fast restful travel is one of the Big Borgward's notable characteristics.

This is aided by an engine that is sweet, effortless and surprisingly potent for 2½ litres. With a compression ratio of 8.7 to 1 and a maximum



The small fins make useful aiming points when reversing, being clearly visible through the large rear window. At the forward lower edge of the latter can be seen the small offside parking lamp.



## The BIG BORGWARD SALOON

output of 100 b.h.p. at 5,100 r.p.m., it is not surprising that this engine shows to particularly good advantage at the top end of the scale. Third gear offers an ultimate 86 m.p.h. and an easy 70 m.p.h. for overtaking. The unit runs sweetly at speed, and full-throttle acceleration from very low speeds in top gear was brisk, but if asked to climb a hill fairly slowly in top gear on half-throttle the engine was hesitant, as if its unusual inlet manifold (incorporated in the o.h.v. rocker cover) gave imperfect distribution of the lean mixture then supplied by one half of the "compound" twin-choke carburettor. Mild pinking could be induced at very low r.p.m. on normal "Premium" petrol, but most people would think this grade of fuel entirely adequate for the car. For anyone prepared to pay the extra cost, 100-octane fuel produces an undoubted improvement in low-speed running, but it is by no means essential.

In either case, the unit merits the adjective "willing" and the Big Borgward is one of those cars in which refinement of performance is of a high order, but it has not been "refined" to the extent that all mechanical feel has disappeared. It is, in fact, a car which the connoisseur finds mechanically rewarding to handle well without his passengers being in any way conscious that he is enjoying driving for its own sake.

### Silent Speed

Starting is at all times easy, but the engine takes longer than some to warm up beyond the stalling point at traffic stops. As will be seen from the data, fuel consumption is very good for a roomy car with 100 m.p.h. performance, the more so as the Big Borgward encourages high cruising speeds on main roads. As with so many cars, opening the windows or knob-controlled ventilating panels produces an appreciable amount of wind noise, but plenty of ventilation was available from the fresh air heater without any need for open windows so the Borgward could provide unusually quiet travel at 80-90 m.p.h. on motorways.

Large forward-hinged doors make access easy to the very well-finished interior. The deep front seats have back rests which are adjustable for rake by releasing the small locking lever.



The speedometer is large and clearly calibrated and the rotary switches are marked by little pictures which symbolize their purpose. The heater, mounted below the centre of the facia, has a control which is rotated to alter the distribution of air between car and screen.

feature is the astonishingly small turning circle. The wheel itself is of the safety dish type with padded spokes and a recessed horn ring. At high speed, the car tested exhibited a minor degree of front-end shake, suggesting that wheel balance was imperfect.

The variably illuminated instruments have black dials with coloured markings and the large speedometer is clear but, placed on the extreme edge of the driver's side of the facia, cannot be seen by the passengers. The smaller dials are less satisfactory, with small red, green and white markings which are difficult to read at a glance. A good feature is a fuel warning light.

Switches for the minor controls are handily arranged along the centre of the facia, where they are reasonably easy to reach and convenient to operate with an ungloved hand. A sensible detail is a system of sign identifications above each, but the fact that there are three identical switches on each side of the centre make it easy to confuse the lighting and wiper switches, for example, when feel rather than sight is being relied upon.

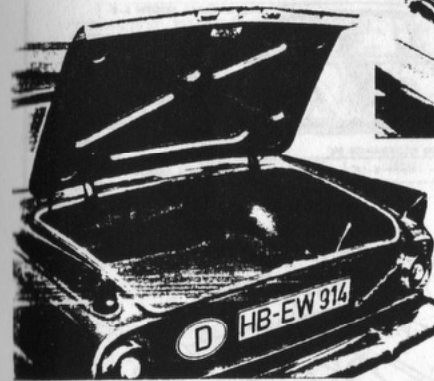
### Lighting Arrangements

For the lights, a switch on the panel gives side or head positions, but the finger-tip direction indicator switch on the steering column is arranged so that it can bring the headlights into momentary operation as an overtaking or cross-road signal irrespective of the position of the main switch on the facia; for this purpose, the indicator switch is merely drawn towards the wheel, when it gives one long flash followed by a series of shorter intermittent flashes so long as it is held in this position. If the headlights are in operation, moving the switch towards the wheel brings in the dipped beam and depressing it in the opposite direction gives main.

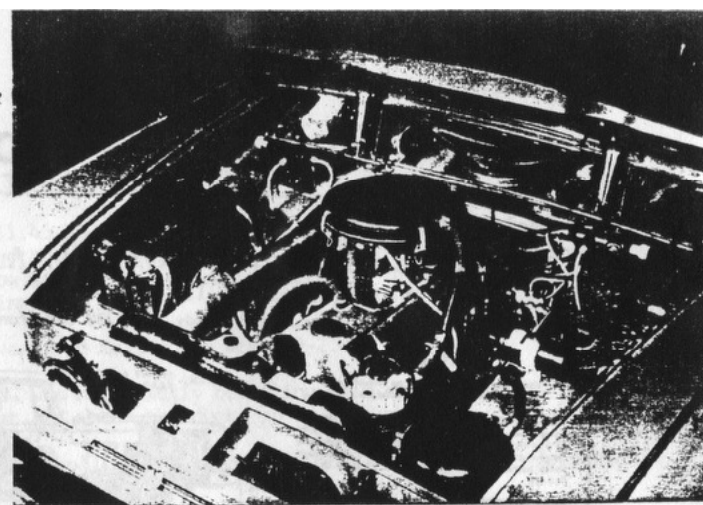
In addition to the headlights, which are efficient but provided with an almost too courteous asymmetrical dip, twin fog lamps controlled by a separate switch are provided. These are intended for really bad visibility and provide a useful amber light close to the car.

Also excellent are the windscreen cleaning arrangements, one switch controlling the two-speed wipers which clears a really large area of the wrap-round screen, whilst an adjacent switch serves both to operate

(Right) The very quiet compressor for an air suspension system can be seen just to the right of the front of the cylinder head. It feeds the reservoir on its right which distributes air according to the demands of the control valves. One of these can be seen to the rear of the battery with another on the opposite side of the car.



(Left) A deeply pressed and rigid boot lid held open by a torsion bar gives access to a large boot with a flat floor. Tools are neatly clipped in place and the interior is completely trimmed.



the washer and bring in the wipers simultaneously: a larger water reservoir, however, would be an advantage, and the first righthand-drive cars retain wiper pivot locations which clean more glass on the left side of the car than on the right. Other good details include a starter switch immediately below the ignition key (which can be arranged to lock the steering if desired), a cigar lighter, and clear and positive controls for the very efficient heating and demisting system which is notable for an additional fan—brought into action at will by a two-position switch—which demists the rear window.

All-round vision is outstandingly good with both front wing tips and rear fins visible from the driving seat, and although the edges of the deep wrap-round screen produce some distortion, this is not excessive.

Reclining separately adjustable seats are provided and these, partly by their wide range of adjustment and partly by their inherently good shape and combined flat-spring and foam construction, proved outstandingly comfortable. The same remarks apply to the seating in the rear, where knee room is generous but a little more foot space would be an advantage. As men-

tioned earlier, cloth upholstery is used and this has enabled the manufacturers to provide an unusual item in the form of a bolster-type detachable arm-rest which is simply placed where it is required—and remains there as a result of the natural friction of the cloth.

Such items as these reflect the great care which has obviously been given to detail in this model, other examples including padded safety visors, convenient grab handles above each door, well placed combined side arm-rests and door-pulls, reasonable accommodation for oddments and an enormous flat-floored boot which the twin number-plate lamps illuminate at night.

Whether this air suspension system offers much advantage over the best conventional systems is open to question, but the Big Borgward is a beautifully finished and unusually well equipped car. By reason of its very lively performance, 100 m.p.h. maximum and refined high-speed cruising propensities, it will appeal strongly to the driver who appreciates unobtrusive performance, likes to remain conscious of mechanical excellence, and can afford a total price of £2,395 5s. 10d.

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## Specification

<b>Engine</b>	
Cylinders	6
Bore	75 mm.
Stroke	84.5 mm.
Cubic capacity	2,238 c.c.
Piston area	41.1 sq. in.
Valves	Overhead (push rods)
Compression ratio	8.7/1
Carburettor	Solex twin-choke, 34 PAITA
Fuel pump	AC mechanical
Ignition timing control	Centrifugal
Oil filter	By-pass
Max. power (net)	100 b.h.p. at 5,100 r.p.m.
at piston speed at max. b.h.p.	2,810 ft./min.
<b>Transmission</b>	
	Fichtel and Sachs s.d.p.
Clutch	3.9
Top gear (s/m)	5.3
3rd gear (s/m)	8.38
2nd gear (s/m)	15.05
1st gear (s/m)	15.83
Reverse	
Propeller shaft	Klein, open
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	78.1
Top gear m.p.h. at 1,000 ft./min. piston speed	32.6
<b>Chassis</b>	
Brakes	Hydraulic, servo assisted
Brake drum internal diameter	9 1/16 in.
Friction lining area	129.6 sq. in.
Suspensions:	
Front	Pneumatic with unequal wishbones
Rear	Pneumatic, swing axles
Shock absorbers:	Telescopic hydraulic
Steering gear	ZF roller and segment
Tyres	6.40—13 Dunlop RS

## Coachwork and Equipment

Starting handle	None	Locks	With ignition key	Ignition, steering, front doors
Battery mounting	Under bonnet at side	With other keys:	One for cubby locker, one for petrol filler cap	
Jack	Pillar and screw type	Glove lockers	One in facia board	
Jacking points	Two on each side	Parcel shelves	One behind rear squab	
Standard tool kit:	Jack, screwdriver, pliers, plug spanner, hub-cap remover, 3 double-ended spanners, inspection lamp.	Ashtrays	Three (one front, two rear)	
Exterior lights:	2 headlights (incorporating sidelamps), 2 fog lamps, 2 parking lamps, 2 tailstop lights, 2 rear number plate lamps, reversing lights.	Cigar lighters	One in facia panel	
Number of electrical fuses	12	Interior lights	One with courtesy switches on doors and individual switch on lamp.	
Direction indicators	Fisher type	Interior heater	Fresh-air heater and demister with separate fans for screen and rear window.	
Windscreen wipers:	Two-blade, two-speed electric.	Car radio	Optional extra	
Windscreen washers:	Electric (controlled by separate wiper switch)	Extras available	Radio	
Sun visors	Two—safety type	Upholstery material	Cloth	
Instruments:	Speedometer with decimal trip, oil gauge, water thermometer, suspension air pressure gauge, clock.	Floor covering	Carpet	
Warning lights:	Ignition, oil pressure, main beam, fuel, direction indicators.	Exterior colours standardized	12	
		Alternative body styles	None	

## Maintenance

Sumo	84 pints, S.A.E. 20W, 20W/30, 20/20W or 20W/30	Spark plug gap	0.028 in.
Valve timing	Inlet opens 18° b.t.d.c. and closes 56° b.t.d.c. Exhaust opens 56° b.t.d.c. and closes 18° a.t.d.c.	Tappet clearances (Hot)	0.008 in.
Gearbox	13 pints, S.A.E. 90 EP	Front wheel toe-in	Nil
Rear axle	28 pints, S.A.E. 90 EP	Chamber angle	3° ± 30 min.
Steering gear lubricant	Oil gun every 1,250 miles to 15 points.	Castor angle	4° a.t.d.c.
Cooling system capacity	16 pts. (2 drain taps)	Steering wheel pin inclination	6° ± 15 min.
Chassis lubrication:	By oil gun every 1,250 miles to 15 points.	Tyre pressures	Front 24 lb. Rear 28 lb.
Ignition timing	4 a.t.d.c.	Brake fluid	Lockheed 52
Contact-breaker gap	0.015 in.	Battery type and capacity:	12 volt, 52 amp. hr.
Spark plug type	Bosch W 225 T.I. or Champion L-85.		

# Motor Road Test No. 3/61

**Make:** Borgward

**Type:** Big Six Saloon

**Makers:** Carl F. Borgward G.m.b.H., Automobile-und-Motorenwerke, Bremen 11, Germany.

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

## Test Data

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**CONDITIONS:** Weather: Fine and cold but damp. No wind. (Temperature 35°-36°F., Barometer 29.6 in Hg.) Surface: Tar macadam and concrete. Damp except for brake tests. Fuel: Premium grade pump petrol (approx. 96 Research Method Octane Rating).

### INSTRUMENTS

Speedometer at 30 m.p.h. ... 1% slow  
 Speedometer at 60 m.p.h. ... 1% slow  
 Speedometer at 90 m.p.h. ... 2% slow  
 Distance recorder ... 2% slow

### WEIGHT

Kerb weight (unladen; but with oil, coolant and fuel for approx. 50 miles) ... 26 cwt.  
 Front/rear distribution of kerb weight ... 56/44  
 Weight laden as tested ... 29 1/2 cwt.

### MAXIMUM SPEEDS

Mean lap speed round banked circuit 99.5 m.p.h.  
 Best one-way quarter-mile on straight 101.1 m.p.h.  
 "Mile-in-a-minute" Speed. (Timed quarter mile after one mile accelerating from rest.)  
 Mean of opposite runs ... 95.2 m.p.h.  
 Best one-way time equals ... 95.7 m.p.h.

### Speed in Gears

Max. speed in 3rd gear ... 86 m.p.h.  
 Max. speed in 2nd gear ... 51 m.p.h.

### FUEL CONSUMPTION

35 m.p.g. at constant 30 m.p.h. on level.  
 32 m.p.g. at constant 40 m.p.h. on level.  
 29 m.p.g. at constant 50 m.p.h. on level.  
 25 m.p.g. at constant 60 m.p.h. on level.  
 22 m.p.g. at constant 70 m.p.h. on level.  
 18 m.p.g. at constant 80 m.p.h. on level.  
 15 m.p.g. at constant 90 m.p.h. on level.

**Overall Fuel Consumption** for 1,116 miles, 52.45 gallons, equals 21.3 m.p.g. (13.3 litres/100 km.)

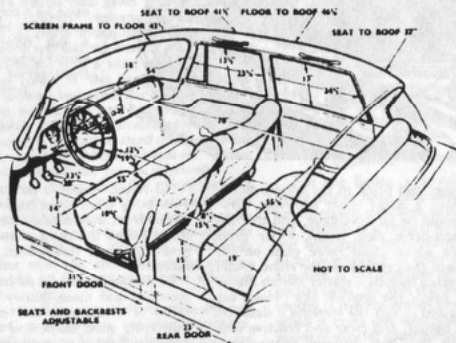
**Touring Fuel Consumption** (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration), 22.6 m.p.g. Fuel tank capacity (maker's figure) 14 gallons

### STEERING

Turning circle between kerbs:  
 Left ... 30 1/2 ft.  
 Right ... 29 1/2 ft.  
 Turns of steering wheel from lock to lock 3 1/2.

### BRAKES

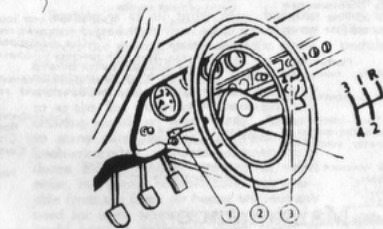
From 30 m.p.h.  
 1.00 g retardation (equivalent to 30 ft. stopping distance) with 50 lb. pedal pressure.  
 0.96 g retardation (equivalent to 31 1/2 ft. stopping distance) with 40 lb. pedal pressure.  
 0.68 g retardation (equivalent to 44 ft. stopping distance) with 30 lb. pedal pressure.  
 0.45 g retardation (equivalent to 67 ft. stopping distance) with 25 lb. pedal pressure.



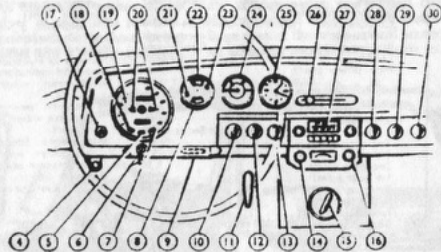
ACCELERATION TIMES from Standstill		ACCELERATION TIMES on Upper Ratios	
		Top gear	3rd gear
0-30 m.p.h. ...	5.1 sec.	9.3 sec.	6.5 sec.
0-40 m.p.h. ...	7.3 sec.	20-40 m.p.h. ...	8.9 sec.
0-50 m.p.h. ...	10.0 sec.	30-50 m.p.h. ...	10.4 sec.
0-60 m.p.h. ...	14.6 sec.	40-60 m.p.h. ...	12.2 sec.
0-70 m.p.h. ...	20.1 sec.	50-70 m.p.h. ...	12.5 sec.
0-80 m.p.h. ...	27.7 sec.	60-80 m.p.h. ...	15.2 sec.
0-90 m.p.h. ...	19.8 sec.		

### HILL CLIMBING at sustained steady speeds

Max. gradient on top gear ...	1 in 9.5 (Tapley 235 lb./ton)
Max. gradient on 3rd gear ...	1 in 6.7 (Tapley 330 lb./ton)
Max. gradient on 2nd gear ...	1 in 4.1 (Tapley 515 lb./ton)



1. Direction indicator, dip and headlight flasher.
2. Horn ring.
3. Gear lever.
4. Trip reset.
5. Dynamo warning light.
6. Ignition and starter.
7. Main beam warning.
8. Fuel gauge.
9. Bonnet release.
10. Lights switch.
11. Hand



12. Windscreen wiper.
13. Windscreen washer.
14. Panel light rheostat.
15. Heater distributor control.
16. Cigar lighter.
17. Choke.
18. Oil pressure.
19. Speedometer.
20. Indicator warning light.
21. Low fuel warning light.
22. Temperature gauge.
23. High temperature warning light.
24. Air suspension pressure indicator.
25. Clock.
26. Heater temperature control.
27. Radio.
28. Parking light.
29. Fan control.
30. Fog lamp.

SUNDAY 17-9-89

## JOINT MEETING WITH THE PANHARD CLUB

ARRIVED AT HURLEY around 11.45 to find John and Beverly Wallis had arrived with "Po". As well as one other Panhard. Nice to see it's not only the Borgward Driver's Club that gets low attendances at meetings. Mike Oliver was also there in his Volvo (Borgward being restored).

SOON AFTER, A 2ND PANHARD arrived making the score 2-2.

THE SPOT PICKED FOR MEETING was not exactly bristling with excitement but it was nice just to sit down, chat and watch the ducks go by.

AT LUNCH TIME Fred and Joan Hovell with friends arrived in their Lada (Borgward sold). But soon disappeared to the pub.

THE SCORE INCREASED TO 3-2 when Rob Miller arrived in his Saloon, together with family and dog.

THERE WAS SOME INTEREST in the cars from the general public including one chap who said that he had owned a Borgward from new and it was the best car that he had ever owned (they always say that).

TOWARDS THE END OF THE MEETING, Panhard scored with a late arrival so the final score was 3-3.

AT ABOUT 3 0'CLOCK the meeting broke up.

AFTER HAVING A CLOSE LOOK at the Panhard they seem a typical French car, being very basic but lots of fun. Although I don't think I will buy one.

MARTIN CARTER



Mr G Crowder  
8 Selsdon Avenue  
Woodley  
Nr Reading  
Berkshire

Dear Nick

After your last committee meeting our worthy president has been lecturing me because I have not contributed anything to your magazine, so I have put pen to paper. If you think this article is worth putting in, do so, otherwise tear it up. I am sure that most of what we do, the club would not be interested in. I have been brought up to date on club matters.

Hope to see you at the AGM.

Regards

George

PS Hope it is not too late.

"Windy Heights,"  
67 Tollerford Road,  
POOLE, Dorset.

BH17 9BW.

3rd July, 1987.

Dear Nick,

re: The Classic Car Show

I was sorry that you were not able to make the Show, and as you will no doubt find out by word of mouth and sight of photographs, our Stand was one of the best we have ever had, and, as I found out later, was a runner-up for the prize for the best Stand for Clubs with 150 or less members.

John and Beverley excelled themselves in the effort that they went to in respect of the regalia and Club Stand material, and I have no doubt that but for them, this Stand would not have looked as good as it did.

I enclose a small article for the Journal.

I was sorry to learn about your catastrophe with your Triumph Spitfire (thank goodness it wasn't the Borgward). I hope that you were not injured and that the little car will be repairable.

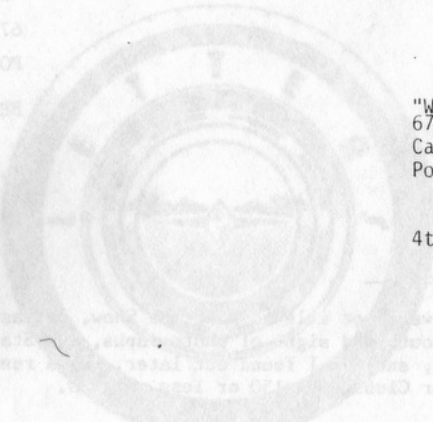
With kind regards to you and yours,

Yours sincerely,

*R. R. Richmond-Jones*

Robert R. Richmond-Jones

Nick Driscoll, Esq.,  
Lavender Cottage,  
Hookstone Green,  
West End,  
WOKING, Surrey.



"Windy Heights"  
67 Tollerford Road  
Canford Heath  
Poole Dorset

4th May, 1989

Mr N Driscoll  
Lavender Cottage  
Hook Stone Green  
West End  
Woking Surrey

Dear Nick,

**Re: The Club**

I would like to take this opportunity of thanking the Committee and the Club members for electing me as President of the Club, I am very honoured and look forward to being of assistance to the Club as a whole.

I would like to put on record on behalf of the Club and myself our gratitude to Fred for the time and trouble he has taken over the years to be so supportive of the Club and its activities and indeed by way of the example that he showed by his regular attendance at the many meetings that have taken place over the nine year period.

It will be a very hard act for me to follow but I will most certainly do my best.

Fred's intimate knowledge of the Marque stemmed from the fact that he and the late Commander Allison at Halfway Garages were the first Borgward agents appointed in 1951 and it is as much for his technical expertise as well as his encouragement and support that we have to thank him.

I am pleased to note that he wishes to stay on as a Club member and indeed we will always welcome him to any events he can get to.

I am sure that everybody will be sorry to note that Fred decided to sell his Combi but I am very pleased to be its new owner and indeed I am taken back over thirty years to the time when my father had his brand new.

The AGM saw another change in the form of the retirement of our Secretary, David Stride, who in fact took over from me in 1984 when I stepped down and we are all grateful to him for what he was able to do during his period

4th May, 1989

in office although it must be appreciated that he had a somewhat difficult task by virtue of his having been so incredibly busy with work related matters. David's expertise in the ability to manufacture certain parts of the cars is well known to many and indeed we are most grateful to him for what he has done.

I would also recommend members to obtain a copy of the extremely well presented compilation of the "KD" factory bulletin David has prepared, which consists of all the bulletins issued by the factory during the production run of the Isabella noting "mods" which were carried out or were required to be carried out on the vehicles by the various dealers. The work that must have gone into this publication is self evident by its high quality and presentation.

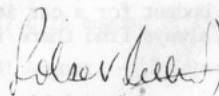
Having just attended the Classic Car Show at the NEC, the efforts of Derek Farr, Kelvin Jones and indeed all others who were involved was obvious and well appreciated by the members of the public who attended. It was a pity that the show generally was not as good as I have known them because there was a plethora of trade stands particularly those who were in the business of restoring Mark 2 Jaguars.

I understand that as of Easter 1990 there will be a trade exhibition at Olympia to cater for the classic car restoration businesses, classic car auctions and other like enterprises and that later on in the year (I have heard December mentioned) a Classic Car Show at the NEC. I believe the concept will be satisfactory provided:-

- (a) the organisers realise that December is not the time to be driving about in your "pride and joy" and thus bring the date forward to say October/November, and
- (b) that by having the Trades Exhibition in one place and the Club event in another it will not prejudice the latter by virtue of the lack of sponsorship.

Finally, as the Club's new President I welcome the new Committee for 1989/90 and I know that given the opportunity and support of the Club members they will serve the Club to the best of their abilities which will enable us to go in to the 1990's in a blaze of glory.

Yours truly,

  
R R D Richmond-Jones

## Buying a Borgward Saga?

It started approximately three years ago when looking through the news letter I saw an advert in it, T S for sale with the address and 'phone no, printed, without further ado I picked up the 'phone and got in touch with a Mr Bass. After having a short conversation with him regarding the condition of the car, I arranged to go to High Wycombe, where he lived, to go and see it.

I was duly impressed with the car on seeing it, regarding its condition and clean appearance. So I tried to set up a deal in order to buy it there and then. We debated for a while then came to an agreement, so on returning home, I sent him off a cheque. Then I made an appointment to hire a trailer in order to bring back the car on the following Saturday.

At seven pm on the Friday night the 'phone rang. It was Mr Bass. He informed me that he had second thoughts regarding selling the car and the deal was now off, but he would send my cheque back and reimburse me for the hire of the trailer. Needless to say I was devastated by the news.

At the N E C show this year who should come to the stand but Mr Bass. He came to look at the Borgward line up and was impressed. He liked the look of my Coupé and over a drink promised he would only sell his T S to me, he would get in touch as soon as possible. True to his word, some weeks later, he rang me up and told me I could have the car. I arranged to hire a trailer again and the following week went back to High Wycombe.

The T S still looked in a fairly reasonable condition so after considerable pushing and shoving it out from the garage on to the trailer, I set off back home to the West Bromich workshops.

The first thing on getting there was to try to start the engine as it had stood for a long period. We succeeded in this and it did not sound too bad, although the water pump was noisy and core plugs were missing, plus the exhaust had rotted away. Before putting it over the pit I had to get rid of the moths which had infected the car. This took three days and numerous tins of moth's killer.

Now it was time to get it over the pit for a full examination of the structure. My heart sank as the filler and pop rivets showed itself on the repairs previously done on the car.

There was only one thing I could do that was to put in - new floors, inner sills, front seat mountings, box sections, front corner bulkheads and the nearside lower hinge pillar. It was a problem as to how I was going to fit this in as I still had to make a living at the garage. So after some thought I decided to stay over at night and at the weekends in order to do so.

The moral of this story is that no matter what you budget for a car it pays to double the price that think will cover it as you always find there is more to it than what you expect.

Happy Motoring

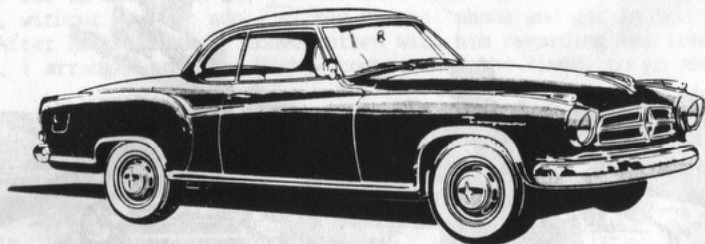
Kelvin

## EVENTS



Original photo courtesy of Bill Blydenstein

- 4 - 6 May .. The Classic & Sportscar International at the N E C .. Birmingham
- 12 May .. Sandwell Historic Show .. West Bromwich
- 26 May .. Kent Festival of Transport .. Chilham Castle, Canterbury
- 5 - 7 July .. Borgward Club Austria .. Mondsee near Salzburg
- 28 July .. Staffordshire Motoring Pageant .. Shugborough Hall
- 10 & 11 August .. All England Classic .. Hickstead Hall
- ? August .. Yeovil Festival of Transport
- 17 & 18 August .. First National Gathering .. Kettering
- 31 August - 3 September .. German Meeting .. Lucklow
- Early November .. National Classic at the N E C



## CARS FOR SALE

FOR SALE

1959 T S Saloon

Used daily by Borgward enthusiast

For sale to finance Coupé project

New Floors      New Front Wings

All major welding completed

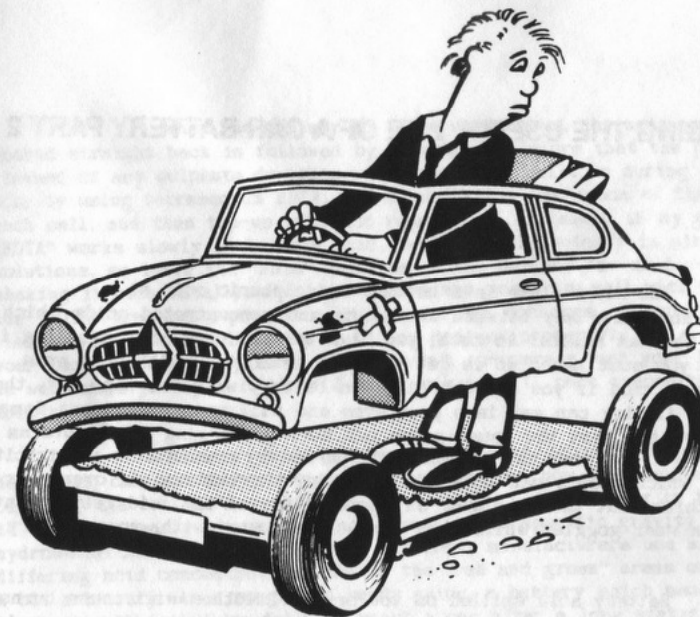
Good Chrome   New Headlining & Carpets

Blue body   White Roof

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£2,750

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## PROLONGING THE USEFUL LIFE OF A CAR BATTERY PART 2

K.L.Martin B.Sc.

The electrolyte in a battery is sulphuric acid at a concentration about mid-way between the dilute and concentrated acids which you may have met when at school. As such, you have to take care when handling it. The one thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging the battery with the caps off, the spray from the fizzing can get into your eyes and will cause permanent damage if it does. Remember that the gases given off during charging constitute an explosive mixture - if they are as much as sparked by even static electricity, the explosion which occurs can splash acid out of the battery all over your face. If you think that there is ever any possibility of the acid getting into your eyes then wear goggles whilst you work close to, or with, your battery or its acid.

Battery acid spilled on you or your clothes will cause burns if left for very long - the treatment for acid spillages wherever they occur is always the same - wash down with large amounts of cold water.

Beware of where you keep old or new batteries - think of what could happen if one were to fall off a high shelf, split, and deposit acid all over the garage and you. If you store battery acid, do so in only glass or thick polythene screw-topped containers, leaving a space for air at the top. Label the containers permanently, keep them out of the reach of children, and store where they can't fall, and nothing can fall upon them. All this should apply to batteries too.

By far the most common problem which people seem to encounter is what to do with a battery during a period of inactivity, or if is superfluous to needs, what needs to be done to store it for future use. If you can't get into the habit of charging it regularly and often, it must be stored dry and following procedure can be adopted. Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off the cell caps, turn the battery on its side with the terminals uppermost, and then completely upside down, over a plastic bowl. Never do this over a metal container, the acid may react with it - the battery also still works at this stage and any dead short across the terminals may well burn a hole through the container. The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can kept for future use. An average sized battery contains about 1½ litres (2½ - 3 pints) of electrolyte which should be stored as described above.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates and coat them with lead sulphate, leading to all the familiar problems associated with sulphating. Store the battery on its side with the cell caps removed.

When the battery is to be used again, the acid can simply be poured straight back in followed by a recharge. Before that the plates can be cleaned of any sulphate deposits which may have built up during its working life by using tetrasodium EDTA. Add about half a tea-spoon of the powder to each cell, and then top-up with hot water. As I explained in my earlier article, "EDTA" works slowly in battery acid, but extremely quickly in alkaline solutions, so leave the "EDTA" solution in the battery for an hour or so, shaking it occasionally, and then remove and wash out well with water. After the "EDTA" treatment, put the acid back in and recharge. If you are short of electrolyte, (you shouldn't be if it was drained properly), get a little from your local battery suppliers. If they won't co-operate, ask your local chemist if he will make you up a little 4 N sulphuric acid (1 part concentrated sulphuric acid to 4½ parts water).

Batteries which are completely dead, or more commonly have one dead cell, can sometimes be rescued, depending on how and why they failed. Checking the voltage may not tell you very much - a reading in the range 13 to 14 volts is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slightly differing acid concentrations and so the "red and green" areas on the scale are a bit arbitrary. As a rough and ready guide, a battery which suddenly and spectacularly failed, or fails to start a car after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones which were in good condition but have stood neglected for some time. These need the electrolyte removing and a treatment with "EDTA" as described above. In one albeit spectacular case, someone recently claimed to have returned to use a battery which was 14 years old and had laid out of use for 10 years!

Distilled water is not strictly necessary for topping-up, and it certainly isn't worth the cost if you have to buy it. If you have a fridge or a freezer, you can collect the frost that forms due to condensation of water vapour in the air and use that. Failing that, you can use tap water which has been boiled and allowed to cool, but it is better to prepare yourself a topping-up solution. To do this, put about a quarter of a tea-spoon of the tetrasodium salt of EDTA in a jug and add a pint of hot water, allow it to cool, and carefully decant the water off any sediment which might fall to the bottom. Preparing yourself a topping-up solution like this is far more economical than continually buying distilled water for batteries and has the advantage over distilled water in that the solution you are adding has something in it to prevent sulphation of battery plates.

Finally, I am very happy to try and answer any queries which you may have about batteries, but please do include an s.a.e. My address is, as before, 19 Brookmead, Meppershall, Shefford, Bedfordshire, SG17 5SA.

## ASSISTANT EDITORIAL

Since the club started, 10 years ago, there has been 6 journals published. For this journal I was given the task of looking through back issues for interesting articles for republication. Although this sounded an arduous chore it turn out to be very interesting indeed, I ended up reading all 6 publications from cover to cover.

It became very apparent that with each journal produced the quality, as well as the thickness, improved. Number one, which incidently was called "Newsletter no 1", was only 14 pages thick, while no 6 was some 96 pages. The front covers also improved as time went on, no 3 as well as no 6 were given shiny covers, and these are the only ones I have that have stayed clean.

Inside things have changed too, photographs have become much clearer and the readability of the print improved. I also felt that the standard of the articles got better as I read on. One thing however has not changed much, I keep reading the same names at the end of articles. Please lets see some fresh blood with different ideas.

As if to contradict myself one short item did catch my eye, and put a smile on my face. Below is a short poem taken from journal no 4. It was written by Chris Grove, wife of our treasurer Pete Grove.

### ODE TO A BORGWARD

A lovely car the Borgward is,  
It's lines are sleek and trim,  
Whenever we pay homage,  
It's never from within.

"It motors oh so beautifully,"  
My husband says with pride,  
I nod and listen attentively,  
But never get a ride

"It's in need of attention",  
I think that makes us a pair,  
"A Borgward meet is coming soon",  
Someone is in despair.

"If only I could get it right,  
George has the spares I know,  
It wouldn't take so very long,  
For me to get it to go".

We travel to the meetings,  
Sometimes it is quite far,  
We spot the Borgwards in a row and join them,  
in our VOLVO car!

CHRIS GROVE (A lady in waiting).

I am happy to report that Pete has got his Big Six running and now leaves his Volvo at home.

Near the back of every journal is the section on "cars and spares for sale", even here I found a bit of nostalgia, from no 1:-

1959 Saloon plus spares - A.Gregson -  
Bridgewater 0458-210460.

This tiny advert started me off on Borgwards, this is where my car "Killer" (or the £25 box of bits) came from.

I would like to finish with a few letters that have appeared in the journals. First a letter from No 3;

"Dear members, there seems to be a new sport arising in the club, and it appears to operate at the expense of those whose vehicles are not quite as perfect as the day they left Sebaldsbruck, interestingly the bulk of this unintentional, but never the less hurtful baiting is coming from those who have yet to be seen at a meeting in a Borgward!"

ANON

I wonder?

Second is another letter in the same vein from Journal no 4;

"Dear Anon, You ought to try having two cars which evoke derision in non-Borgward-driving "Borgward Drivers" and others I think we should launch a campaign (perhaps a prize) to encourage the driving of Borgwards in any state. After all, that is the name of the club."

Keep those valves rattling!  
yours

"zinc Oxide"

No comment!

## ASSISTANT EDITORIAL

Finally a note from Nick Reid, who used to be the assistant editor. This letter was taken from no 2, but I feel it is very relevant even today.

Dear Member,

As you will know, either from having been at meetings or from news letters, it has been the aim of the "Borgward Drivers' Club" that regional as well as National meetings could be organized. And whilst coverage of the meeting, and especially the Siberian snow storm that accompanied the journey home, has already been given by the editor. I would simply like to say that, whilst I recognize that the weather conditions were appalling, the turn out for the first South East regional meeting was disappointing. The nucleus of fanatics all brushed up on their oversteer powerslide technique and battled to the venue, one even slid all the way from Coventry!!, to find as we arrived looking more like fragments of the GRAND ARMIE, that with the exception of Clive Burghard, there were no new faces; honestly we were running out of conversation.

If the club is to survive it is very important that both national and regional meetings are attended.

NICK REID

I hope you enjoyed reading the journal as much as I enjoyed reading all the other 6.

MATT CARTER

assistant editor.

## P.S.

WOLFSBURG 1986 .... AUTOBAHN .... THE LAST OF MANY 'BELTS OR HOW GEORGE SOLVED PETE'S "BIG" PROBLEM



# EDITORIAL



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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.

Cover: Borgward Isabella Coupe, 1955

By Deutsch