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BORGWARD DRIVERS' CLUB



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JOURNAL No 10



THE BORGWARD DRIVERS' CLUB COMMITTEE 2001

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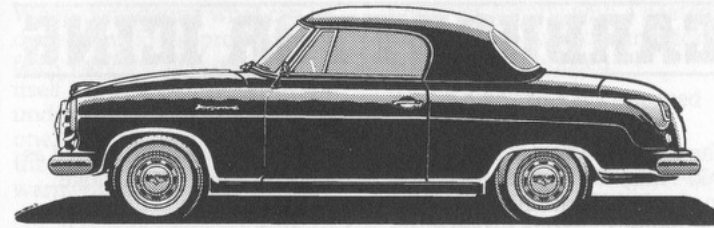
N. B. Views and opinions expressed in this Journal are those of the signatories and do not necessarily reflect those of the Club and the Publishers.

Cover: 1956 Borgward Cabriolet



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E D I T O R I A L

Here it is at last... Journal No 10, a celebratory issue as the Borgward Drivers' Club has come of age. The year 2001 heralded 21 years of the club and its activities and 21 years of making friends, but we must not forget all those people over the years who stamped their mark on the club, and yet are no longer with us.

As you know the Journal, unlike the Newsletter is an historical biennial magazine and has, over the past ten issues, retrospectively reported the activities and developments of the club. This issue has come out at exactly the right time but, I must apologise because I had hoped to bring out a 'Newsletter' some months before this. I hadn't in fact, got around to starting the Journal at all because I had just finished a Newsletter, although events were to cause me to withdraw it from the printers.

All of you would have heard of, or possibly know the Treasurer, Pete Grove. A few of you had met his son Paul who had come to many Borgward meetings over the years and been on several trips to the German Interessengemeinschaft Meetings.

In the Summer, Paul Grove, who had shared most of the driving with Norman Williams of Pete's Big-Six across Europe whilst travelling to and from Baden-Baden (p.29) told

me that he was looking forward to, getting a Coupé one day. A few months later he was tragically killed in a motorcycle accident at the age of twenty one.

There is nothing that I could ever write here that could be deemed as remotely appropriate. It is an unimaginable tragedy of the highest order and an horrendous blow to his family and friends. He was thoroughly liked by everyone who met him and had a tremendous sense of humour which was of course mandatory to survive the German trips. He will be sorely missed by everyone, including the Club.

Out of respect to his family I pulled the Newsletter, as it had both references to and photographs of Paul. I then set about making changes. Sometime later, whilst on the 'phone, Peter asked me why the Newsletter hadn't come out. I gave him my reason, but he explained that he felt happier for Paul to be remembered. I was aware that time was marching on so, rather than alter the Newsletter again, I decided to turn it into the long awaited Journal.

What a shame, that it has to arrive on such a sad note, and how very, very sad it is to say goodbye to a great friend.

Nick Driscoll

CARBURETTOR ICING

The aeroplane was over the mid-Atlantic. It was a single engine machine and the pilot was alone. At about 10,000 ft the controls began to feel unresponsive and the radial engine began to falter, misfiring and losing power. Altitude was rapidly lost until, clearing the cloud cover at less than 1,000 ft, the engine began to regain power as the misfiring ceased. Miraculously, the machine began to respond to a light touch on the stick and rudder bar. The anxious pilot breathed a great sigh of relief and continued on his lonely solo crossing of the ocean, headed for Europe. The drowsiness which had earlier been dogging him had now vanished. Ice had struck! It had formed on the flying surfaces and in the engine's carburettor - and it scared him stiff! At a lower altitude, and in warmer, drier air, it would not have been a problem.

Icing of the carburettor on a road vehicle, fortunately, has much less dramatic results. The first time I experienced it was on an early spring morning, many years ago. I believe the car was a Hillman Minx with Bendix brakes. After carrying out an overhaul, I was making final on-the-road adjustments of the brakes, to ensure that the car did not veer in either direction when they were applied. Whatever make of car it was, I recall that it had a Solex carburettor. With the work completed, I headed back for the garages, climbing a gentle slope at about 35 m.p.h. The engine began to lose power. The effect was slight at first, but

rapidly worsened. It sounded as though it were on full choke and running rich.

I recalled a recent conversation that I had been having with Jim Wright, my boss at the time. Earlier, he had worked for the de Havilland company, and we had been talking about carburettor icing on aeroplanes. I wondered now whether this might be the problem. I jumped out, quickly opened the bonnet and whipped off the air cleaner, just in time to see a ring of ice crystals drop into the inlet manifold. QED.

How does this phenomenon occur? As the ingoing air enters the engine, it passes through the venturi, or choke tube, of the carburettor. This is an aerodynamically shaped restriction through which the air is accelerated, reducing its pressure to a value below atmosphere, so that fuel is drawn from the float chamber and atomised as it collides with the ingoing air. The volume of fuel delivered is determined by the pressure difference. Reducing the air pressure has the effect of lowering its temperature, so that if the ambient temperature is low (albeit just above freezing point) and the ingoing air is damp, frost will begin to form at the throat, or narrowest part, of the venturi. As the restriction increases, the air is accelerated at an increasing rate and the engine is supplied with a mixture which is fast becoming grossly over-rich, resulting in misfiring and a chronic loss of power.

When considering what can be done to avoid the problem, a fairly easy solution offers itself - take the air from a warm underbonnet source. Which one? Behind the radiator, near the top, where it is hottest? The warm-up here is quite slow and until the thermostat in the cooling system (if there is one) opens, the radiator remains virtually stone cold, so that carburettor icing might happen in the first mile or so on a cold, damp morning. A better place to position the mouth of the tube conveying air to the carburettor (or the air cleaner fitted to it) is adjacent to the exhaust manifold. As might be expected, this normally effects a complete cure.

For BMC vehicles of the post war era, it was recommended that the air cleaner pick-up pipe be directed towards the exhaust manifold in winter, and away from it during the summer months. In the case of most BMC cars, except some earlier Austins, SU carburettors were used. The more or less constant movement of the dashpot piston prevented serious ice formation from occurring, so in these engines the intake of heated air was mainly aimed at giving a quick warm-up and ability to run without use of the choke control very shortly after a cold start.

There is, in principle, some disadvantage in the use of a heated air intake. The volumetric (or perhaps mass flow) efficiency of the engine is slightly reduced, because the same mass of air occupies a greater space when heated than when cold. Less oxygen is therefore available for the combustion process, and power is slightly reduced. On the other hand, the thermal efficiency

improves slightly with a heated air intake, so fuel consumption is marginally reduced.

Where a horizontally opposed engine fitted with a single carburettor is used, long induction pipes are required and a heated intake is usually provided for all year round use. In addition to combatting carburettor freezing, heated induction pipes help to avoid the formation of large droplets of fuel and their precipitation between the central carburettor and the distant cylinders. Various methods have been used to deal with the problem on this kind of engine. On VW engines, exhaust gas was carried through a pipe running beside the induction pipes; on prewar Jowetts the water pipes from the cylinders to the radiator and the induction pipes were individually combined into a single aluminium casting. On in-line Douglas motor cycle engines, the carburettor was fed with warm air drawn from near the cooling fins on the rear cylinder head.

Roy Berry

I wrote an article on this phenomenon for the Journal several years ago. Borgwards suffer very badly from carburettor icing especially when using the original Solex carburettor (a Weber 28/36 DCD is less prone). Redex in the petrol tank can help as does heating the intake air or as a temporary measure removing the air filter. Probably the most efficient way to eliminate the problem, if you have to do a lot of driving in cold damp conditions, is to heat the inlet manifold with hot water from the engine. This would definitely need to be disconnected in the Summer.

Nick Driscoll

NEW SPEEDING LAWS

Condensed from the January issue of 'On the Road' the Journal of the Association of British Drivers, and supplied via the MX5 Club.

Just before Christmas, the Government announced proposals for road traffic penalties that they intend to introduce if they are re-elected. There are 22 proposals in the 34 page document which reveals little increase in the penalties for the careless or dangerous drivers who cause most accidents, but concentrates on minor infringements of the speed limit, regardless of danger. The endorsement system is to be changed to a 20-point level for a 6 month ban. You will get 5-15 points for speeding, depending not on the level of danger but entirely on mph over the limit. Phase 1 will give 5 points for up to 25 in a 20 limit, 12 points for 26 and above. 5 points for 80 in a 70 limit, 12 points for 81+ and it gets worse...

Phase 2 will give 7 points for up to 23 in a 20 limit, 15 points for 24 and above. 7 points for up to 75 in a 70 limit, 15 points for 76+.

So, if you are caught twice doing 76 in a 70 ... 6 months ban. Unbelievably, causing an accident by careless driving only

gets 5 points, whereas doing 76 on an empty motorway gets you 15. The whole document is available on the home office web site and also at www.lovejoy.demon.co.uk/lobbying/speed-proposals_main.html where you will find excellent advice on how to object.

If you don't have time to read the whole document, then at least complain about the above. Remember, speed is a prime cause in fewer than 5% of accidents.

The address for responses (although the deadline will have passed by the time you read this) is:-

Jisha Salim
Sentencing and Offences Unit,
Home Office, 50 Queen Anns
Gate, London, SW1H 9AT
jisha.salim@homeoffice.gsi.gov.uk

If you have the time, the ABD site at <http://www.abd.org.uk> makes for some interesting reading. I'm not a political animal, but the cunning way that legislation like this can be put on the statute books without the knowledge of 99.9% of the electorate, gets up my nose somewhat.

*Courtesy of
Richard*
UK Mazda MX-5 Owners Club

RHOMBUS RESTORED



*Gordon Hobb
restored his mother's
worn-out 1959
Borgward Isabella
TS Coupé, thousands
of miles from home*

By David Bowyers

When Gordon Hobb was 16 years old and still living at home in Toronto, disaster struck. His faithful Morris Minor convertible fell apart. He really needed a car to get to high school each day, as well as for his part-time job delivering orders for a drugstore. Following his stepfather's advice, Gordon replaced the Morris with a 1957 Borgward Isabella Saloon. He recalls that he wasn't all that impressed with the car, which cost all of \$200. Although it ran like clockwork, "it was real sad looking". Like all kids, he wasn't all that sensible about cars and sold it when someone offered him a broken-down 1954 Jaguar Mark VII for \$50.

Gordon worked all summer on the Jaguar, but to no avail. It wasn't long before the engine blew up. The Borgward may have had holes in the bodywork that you could put your head through, but, unlike the Jaguar, it ran well - right up to the day he sold it. After a few months, Gordon's stepfather took pity on him. Another Isabella Saloon

was acquired. This joined yet a further Isabella Saloon, his stepfather's Combi estate and his mother's Isabella Coupé TS on the drive leading to the family home. How did the marque gain such popularity with his family? "Borgwards became a sort of passion for us all. My stepfather started it off when he traded in a Hudson Hornet for the Combi Station Wagon. It was such a good car that he asked the Borgward dealer to look out for a Coupé for my mother."

The Coupé was bought new in Germany in 1959 by a school teacher, who used it to tour Europe during her summer holidays. On returning to Canada with the car, she sold it to a Toronto dealership, the Beech Auto Electric Company. One of the first Borgward dealers in Canada, they had been founded by two brothers, Slim and Arnold Engelbrechin, former German PoWs who had emigrated to Canada after the end of the Second World War.

Gordon kept his Isabella Saloon until 1967. Then a Ford Mustang caught his eye. But five years later his involvement with the cars with the rhombus badge started all over again. His mother announced that she was retiring her Coupé. It was too good an opportunity to miss, even though Gordon knew it was not going to be an easy car to restore. It had covered 158,000 miles and had done good service over 11 harsh Canadian winters. It was in a pretty rough shape by then, and just about ready to go to the wreckers.



Before work could begin, the car was shipped to England. Gordon had recently set up an engineering company in Washington, County Durham. His first inspection of the car was not encouraging. There was virtually nothing left underneath. Even the rear subframe, which supports the differential, had almost completely rotted away. The only thing that had prevented the car from collapsing in two was its strong tubular propshaft tunnel. After cutting out corroded sections of the body,

he welded in new floor panels, inner and outer sills and many other panels which he made up from sheet metal in his workshop. This restored the structural integrity to the body shell. Next, Gordon rebuilt the suspension, which was advanced for its day. It has all-independent coil springs, wishbones and an anti-roll bar on the front, and a swing axle with trailing links on the rear. He also renewed the universal joints on the swing axle, which are not as robust as they might first appear. The telescopic shock absorbers were also replaced. Gordon was

careful to obtain exactly the right parts to maintain the Isabella's excellent roadholding. The Coupé uses the same suspension as the rest of the Isabella range,

though it also benefits from an almost perfect 50:50 weight distribution.

Gordon had a clear idea of what he was trying to achieve with the engine rebuild. "I wanted to take the engine back to its standard dimensions. It had already been rebored two or three times, so I knew the pistons would be oversized and that I'd have a problem restoring the block and finding the right size of pistons. I decided it then would be easier in the long run to take the engine back to its original dimensions by inserting

liners so I could use stock pistons." He also ordered a new crankshaft. When it arrived after many years in storage, it turned out to be pitted with rust. He had it reground by 10 thou.

The top end was also overhauled and new valves fitted. But shortly after the engine was completed, an exhaust valve dropped, shattering one of the new pistons and cracking the block. This was a major setback. A replacement block had to be found before a second engine could be built up.

The Tufnol timing gear on the camshaft of Isabella engines is prone to failure after a high mileage. As new replacements are no longer available, Gordon, in common with many other Borgward owners, hopes that some specialist firm may decide to remanufacture these gears at some time before his finally gives up the ghost. The four speed, all synchromesh gearbox required no work at all. It still has a remarkably smooth

operation for a column change, though periodic adjustments are required to the linkages to take up any wear.

After completing the three year restoration, Gordon had an unpleasant experience. He was hundreds of miles from home, attending a Borgward club meet at Yeovil, in Somerset. An horrendous bang from beneath the bonnet suggesting a terminal failure of some sort. Ominously, coolant was pouring out from beneath the engine. A closer inspection revealed that one of the cooling fans had snapped as a result of metal fatigue. Luckily, the leakage was not due to a smashed radiator. Whirling round at high speed, the broken blade had just clipped the radiator tap and turned it on before departing from the engine bay! Gordon restored balance to the four bladed fan by taking a hacksaw to the opposing blade and made the long journey home without any overheating problems. He fitted a modern plastic fan taken from a Volvo. It bolted straight on. This fan is the only non-



standard feature on the car - a compromise he willingly accepts, as the reduction in weight reduces the strain on the water pump bearings, a recognised weak point of the car.

In addition to the Borgward Drivers' Club, which has a small, yet very active group of members, Gordon is a member of the Borgward Interessengemeinschaft, of Essen. This hosts annual get-togethers in Germany. Altogether he has attended nine



international events, which may attract as many as 300 of the cars that were made by the company - not only Borgwards but also Hansas, Goliaths and Lloyds.

Gordon is particularly appreciative of George Sinclair's help in his role as spares secretary of the British Club. Over the years, George has assisted many owners by tracking down rare parts both in the UK and in Germany, some of which he has arranged to have remanufactured.

One of the delights of owning a Borgward is the fine quality of the interior. Gordon's Coupé is well preserved, right down to

the Blaupunkt radio. The ivory and chromium plated trim exudes period charm. The woodwork round the window surrounds was originally veneered. This had flaked away in places, so Gordon made new sections from solid walnut. Finding replacement external trim can be difficult, but most parts can be rechromed fairly easily.

Most Isabellas have been converted from six to 12 volt electrics, as the headlights are poor by modern standards. Though this is a relatively easy conversion, Gordon has retained the original electrics as he does not drive the car at night.

Summing up the pleasures of driving and owning his Coupé, Gordon says "Obviously it's very impressive and appealing to look at. It's also a very practical car to own. You can cruise comfortably all day long at a steady 70mph, and it will still average almost 40mpg on a long journey. What's more, it's reliable and it doesn't worry me in the slightest travelling 500 or 600 miles all the way to Germany."

He is currently restoring a second Borgward TS Coupé as well as carrying out a long-term rebuild of an XK 120.

*Text courtesy of
The Automobile magazine*

Borgward Background

The Borgward story dates back to 1921, when Dr Carl Borgward took control of the firm of Bremer Kuehlerfabrik Borgward, which made parts for the Hansa-Lloyd car company. He now set in motion his plans to manufacture cars. First came a three wheeler. Other models followed rapidly, notably the Hansa 1100 and 1700. Production came to a halt in 1939, when the firm went over to manufacturing military equipment.

Car production restarted in 1948 under the Hansa, Goliath and Lloyd names. Establishing three separate firms was a clever move at the time. It improved access to scarce materials, though this also resulted in excessive product diversification, which was to cause difficulties later on.

The Borgward Hansa 1500 of 1949 paved the way for the technically advanced Isabella, which was launched in 1954. Arriving at a time of improving prosperity, the Isabella sold well throughout Europe and North America and became renowned for its advanced styling and technical specification. It featured monocoque construction with fully independent suspension mounted on subframes at both front and rear.

The Isabella Coupé evolved from a rare convertible that was bodied in small numbers by Karl Deutsch, of Cologne. Introduced in 1957, the production version had the same 1493cc engine as the Isabella TS saloon, but with a higher compression ratio and a larger twin-choke downdraught Solex carburettor. The TS boosted the power output to 82bhp, giving a top speed of 98 mph and 0-60 acceleration of 15.8 sec - yet 38mpg was achievable.

Though these were four-cylinder cars, Isabellas matched the performance of larger engined six-cylinder contemporaries. The saloons were successfully raced in the UK, notably Bill Blydenstein and Reg Parnell. Fuel injected Borgward engines were also used in Cooper Formula Two racing cars, including one used by Stirling Moss. John Bolster achieved a maximum speed of 93.7 mph and 0-60 in 15.8 sec in a TS Coupé for an Autosport road test in 1958. In the following year, Mike Hawthorn lamented in the Sunday Express: "If only the German Borgward Isabella TS were British."

A total of over 200,000 cars of all four makes was produced in between 1954 and 1961. This placed Borgward at one time in second position to Volkswagen in the ranks of German car producers.

In 1961 the company succumbed to large debts, over-expansion, technical problems with the Lloyd Arabella (launched in 1959) and a fall in demand for cars in the USA. All these factors brought the company to the point of bankruptcy and precipitated Dr Borgward's resignation.

Eventually the production rights were sold to Impulsora Mexicana Automotriz, who continued to build the Big Six model at Monterrey, in Mexico, for a short while. But production of the acclaimed and much lamented Isabella range was never resumed.

SECRETARY'S HOLIDAY

This is going to sound like a brochure, but I can't help it. Pat and I left Kettering at 3.15 a.m. on Sunday September 2nd.

We joined a feeder coach which was to take us to Dover, thence across the Channel to our ultimate destinations. On arrival at Dover we met up with our tour manager and our coach driver for the holiday. After a smooth crossing we continued to an overnight stop in Strasbourg in northern France.

The following day we travelled to the French National Motor Museum at Mulhouse. This was formerly the private collection of the Schlumph Brothers who had built it up over many years in part of their textile Factory. When they went into receivership the workers staged a sit-in to prevent creditors taking the collection. Eventually the French government took it over. Briefly the collection consists of about 100 Bugattis, plus other fine cars including Hispano Suizas, Clemant Bayard, Panhard Simca DeDion Mercedes Rolls Royce and many others. All beautifully displayed with lighting columns copied from Edwardian Paris street lights. One thing that did surprise me was that only one Citroen DS was displayed. I would have thought that this would have been car of the century to the French.

Anyway after spending a most enjoyable time we then moved on to our main holiday hotel, through Switzerland and into Austria where we were to stay for 4 nights. We were to stay in Feldkirch which nestles at the foot of the Alps, but as the hotel had gone bust we were taken to an alternative 3000 ft up in the Alps. I wouldn't have liked to drive the coach up as in many places the front was hanging into space as we took the hairpin bends.

The Alpine hotel was owned by a former Formula 5000 driver. It was superb; plenty of good food and typical Austrian entertainment. After 3 days of sightseeing including a visit to a Schnapps distillery plus a cheese makers, we had a visit to Lichtenstein, went round the whole country

in less than two hours. We also visited Lindau in Germany and had a short cruise on Lake Constance to Bregenz in Austria.

We were picked up at Bregenz by our coach and then went back to our hotel. The coach was a British one. It was a Dennis with a Plaxton body, very comfortable too. On day six of our holiday we left our hotel fairly early as we were going into Germany to visit the Mercedes Museum at Stuttgart. This in some ways is a difficult place to judge as Mercedes have three secret locations where cars are kept and some were possibly replicas but so well built you would never know. Lovely selection of motors from an 1895 Benz right through to a display of present day vehicles outside the museum. Nice selection of racing cars well displayed.

For me some of the bigger cars were pretty good including a Limousine with a Chrysanthemum badge on the rear doors which had belonged to Emperor Hirohito, next to it stood Ex Kaiser Wilhelms last limousine the one he used in exile in Holland. Also featured was a 1930s large convertible as used by Senior Members of the Government in the 30s and 40s Konrad Adenauers (sic) Limo fitted with the latest state of the art telephones etc. for the 60s There was also a Popemobile, which had a glass rear roof and what appeared to be a throne in the centre rear. After a couple of hours wandering round we went to the restaurant and enjoyed a superb gateaux and cappuccino. Reasonably priced and so clean. The security at Mercedes is so tight that we were not allowed outside until we were ready to board our coach once more.

From Stuttgart we continued to the outskirts of Frankfurt spending a final night before continuing back to Calais and the trip home. We had to pay extra for some of the outings, but the trip cost us £229 each half board yet Travelsphere cannot fill all the dates. I have suggested that they advertise in the Classic press as it was a wonderful trip. They can be contacted on 01858-410-818.

Derek and Pat Farr.

Hans Hansa's Helpful Hints

Tuning to perfect pitch (a Marc Beebe effort)

Or, Gasoline? What's Gasoline?

In the unending battle of prices going on at the pumps right now, we are losing. Even at the Isabella's standard 30 - 34mpg (to say nothing of Goliath's, Hansa's, and Lloyd's higher mileage) it costs a bundle to fill that little ten gallon tank (approximately). So the best thing to do is to keep the engine tuned-up for maximum efficiency and try to stretch those fuel dollars.

First, a word about "gas saving devices". No. There are ABSOLUTELY NO magic pills, formulas, or devices which will produce even a noticeable improvement in mileage on a well-tuned engine! DON'T WASTE YOUR MONEY! The straight Borgward is as economical as it can get without major drivetrain changes. Generally the same holds true of all other vehicles. I recently saw a "Magnetic Gas Saver" in the store which consisted of a permanent magnet arranged to be strapped on the gas line. The claims for it were everything from better mileage to more performance. It, like all the other devices, is a crock, a sham, a lie, a rip-off. The same goes for those magic gas tank additives: a waste of money. They are all

basically methyl alcohol, also known as methanol, which is commonly sold at 25 cents a pint and called drygas. In any form, it is worth no more. Some have other additives, which probably do more harm than good. One such fluid was merely 0.2 gallons of methanol. Play with two tenths of a gallon on your fuel mileage figures and see what it does for you. You see, if you forget about that two tenths your mileage goes up. By that theory, ignore two or three gallons that you dump in the tank and see how great your mileage is. Enough of this.

Starting with spark plugs then, there are several brands which will fit Borgwards. The best choice I have always found to be Champions, as they offer the widest heat range and are readily available. Also, I have noticed certain brands of plugs breaking down early; most notably Bosch and NGK. With or without electronic ignition, don't count on more than 20k miles on a set of plugs. Despite claims, spark plug insulators still breakdown with TIME and the high output ignitions usually show this more. Electricity always chooses the path of least resistance, and in a worn out plug that is usually straight through the insulator to ground, rather than across the gap.



Champion L-85 will work fine in standard Isabellas (also Sixes, Hansa or Goliath 1100, Lloyd 600, 1500, and possibly others) and L-87Y for TS engines. You may have difficulty obtaining L-87Y, but L-88A work well. In fact, any L-80 series plug will work, the higher numbers are warmer plugs. Use only non-resistor type, unless you experience radio noise. Then try resistor wires or ends first, before going to a resistor plug. The gap should be set with a wire-type gauge (flat gauges are not recommended for gap setting either plugs or points) to 0.028" or 0.75mm, with a tolerance of 0.001" or 0.05mm. For best results on the next tune-up, coat the plug threads with Dow Corning Silicone Valve Seal or GE Silicone, Sparkplug Boot Release (don't waste it on the "boots") or another brand of silicone grease. Just a light coating now!

Wires: Borgward uses solid, non-resistor wires. These are either solid copper (hard to get, but excellent) or steel (Packard 440). Resistor wires are not recommended, but if you have to, you have to. Note that the solid wires themselves never break down (resistor wires do - rapidly) but their insulation does, allowing spark voltage to leak to the ground before it gets to the plug. In minor cases this will result in low spark voltage and may not even be noticeable. In extreme cases the engine won't run or will run rough and misfire, skip, and backfire. Little

problems like this are much more noticeable on four cylinder engines than on eights or even sixes.

Distributor: Watch that cap at night for voltage leaking out, and check the inside for corrosion and carbon traces. Any of that indicates a need to replace. Under good conditions you can sneak 30k miles out of the distributor equipment, but not very often. Only by keeping an eye on things can you really tell when it needs repair, as different prevailing conditions have effect on part life. Rotor should be replaced with the condenser and points. Here again, watch for corrosion or heavy pitting on the rotor, and lumps and valleys on the points. There is no way to easily tell if a condenser is bad, but if it is, you will know: the engine won't run. Sometimes the condenser will allow the engine to run rough, missing a lot, or just fire once in a while, or start and stall a lot. It serves two functions: One to keep point arcing down and ; two to give the coil an electrical "kick" to get the voltage out. That latter, little-known function is the one whose failure causes so much trouble.

Point gap should be set at 0.016" or 0.4mm to start. I have been known to set points "by eye" and get the dwell right on the nose, but I am overly practised at this sort of thing. For the most part you need a good dwell meter to accurately set the points (dwell angle should read 50 ± 2 degrees). The problem here is

that not all dwell meters, designed for use on 12v cars, work on 6v cars. Some do, some don't. So set the points by the gauge and try your meter, if it reads within the right range (usually, in USA, you take the 8 cyl. reading and multiply by two to get the 4 cyl. figure) you're all set. If not, check the points again with the gauge and forget about it. If your meter works with your Borg and the dwell is too high, open the points. If too low, close them. Remember, dwell is the time points are closed and the coil is charging.

Timing: Forget the lights, this is a Borgward. Set it static. First, the timing on a standard Isabella engine is Top Dead Centre, the TS engine is four Degrees AFTER Top Dead Centre. The standard engine has only the TDC mark, the TS has both. If you have put a TS head on and kept the original flywheel, the marks are $7/32$ " or 5.5mm apart. Rotate the engine clockwise (as you face it) until the TDC mark is aligned with the pointer. For standard 60 Isabella engines, time here. For TS, rotate further to the other mark or the "new mark" as mentioned above. Pop the distributor cap off and look to see that the rotor is aligned with the #1 cylinder mark on the distributor housing (small notch - look carefully). If not, rotate engine 1 turn.

With these marks aligned, hook a 6v test bulb to ground and the distributor side of the coil.

Switch ignition on. Loosen up distributor bolt and turn back (against the direction of rotation) until lamp goes out. Now turn ahead until lamp comes on. Lock distributor and everything should be set. I used to advise on ignition advanced timing for performance, but with the ever decreasing octane content of today's gasoline, you'll be lucky if it doesn't "knock" when set to specs. Idle mixture on MOST Borgwards can only be set mechanically as there is no vacuum tap (set to highest vacuum). Isabella: 1 $1/3$ turns. TS: 2 $1/2$ turns. Slight variations may give better results, but generally you won't notice anything. As for idle speed, even a TS can be turned down to 400. The best way to set this as low as possible is to run the engine (cold, NOT hot) and slowly decrease idle speed until generator light comes on, then slowly increase until it stays off (NOT flickering!). Note: if you do this with a hot engine., it generally won't idle when cold (even if ambient temp. is warm)

The major savings here are simple: keep a close eye on the running of the engine and keep it tuned to specs, for it is when it gets out of tune that the gas mileage goes down.

*Courtesy of Marc Beebe
Borgward Owners' Club USA*

I, personally, have had no trouble at all with NGK B6 and B7HS plugs having been able to rack up a phenomenal mileage with no problems.
Editor, Nick Driscoll



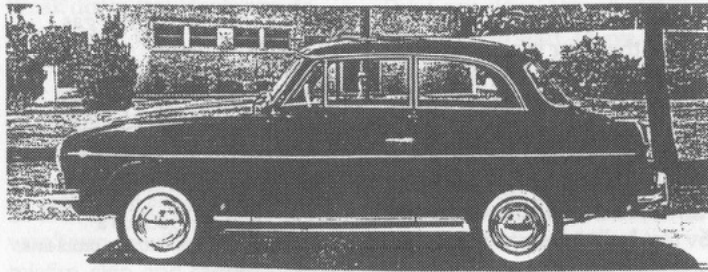
GOLIATH 1100

Styling and Design Changes

by David M Gladkosky

The Goliath automobile may not be a familiar marque in today's world, but was a car full of innovations and served as a springboard for the many technological advances by creator, Carl Borgward. The first 4-wheel Goliath appeared in 1950, and featured an all new "pontoon" designed body, and was powered by an air-cooled 2 stroke, twin cylinder engine (700cc, 24hp) with front wheel drive.

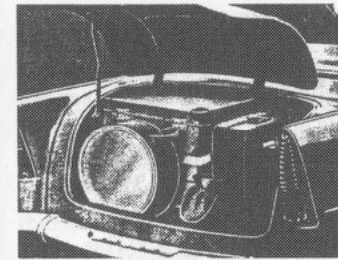
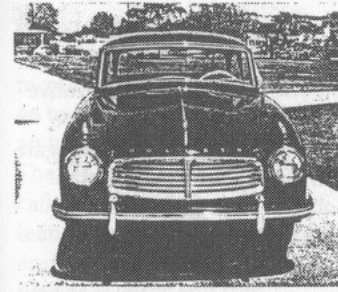
In 1955, engine displacement increased to 900 cc, 40hp. This new version kept the same bodysell (except for a more "squared-off" windscreen) and had the designation GP 900. This basic body design was to continue through the 1950s, and its styling held up well with nicely styled lines and curves, and was the platform for the next new model.



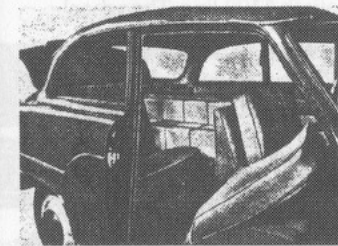
Germany's New Flat Four

Carl Borgward endeavoured to produce a more refined, more deluxe Goliath with the introduction of the 1100. It made its debut in 1957, and featured an all-new 1100 cc water-cooled flat four engine with front wheel drive. This engine achieved roughly the same horsepower (46hp) as the 900, but did it with less vibration and noise. Through extensive use of aluminium alloy castings, overall weight of the 1100 was 50 pounds less than the 900.

Changes in the chassis design for the 1100 included improvements in the front suspension and steering, with a switch from 2 smaller transverse leaf springs to one larger leaf spring, also mounted transversely. A shorter turning radius was achieved through revised universal joints. More front leg room was provided by redesigning the firewall and toeboard panels, and a central tubular frame was



Trunk area of the Hansa 1100, with the NEWLY RESTYLED tailfins for 1959.



SEDAN-PICKUP. Latest model of the German Hansa 1100 is a family car by night, pickup truck by day. For conversion, the rear seats slide under the front; cargo is loaded through the trunk.

added to strengthen the framework. It extended from behind the rear of the transmission, and actually looks like a tranny/driveshaft hump

but is somewhat "raised" off the floor, and is hollow. The gas tank was moved from the engine bay, just behind the engine (was that safe?) and relocated to the rear. Its donut-shaped design allowed the spare tyre to be housed in a recessed area on top of the tank. The spare was made accessible through the trunk, and under the removable trunk floor.

I have seen no other tank with this particular design; probably a Borgward "first". The fuel and brake lines ran through the interior of the car (under the mat or carpet), then on through the firewall to the engine bay. This may be one of the very few design flaws, as many Goliath owners have had to replace rusted lines due to condensation, and have often rerouted them to the outside of the car.

Changes in body design were minimal, with the exception of a new rounded, recessed grill, which gave the 1100 a sleeker, lower look. More changes to the body lines came nearly two years later in late 1958.

As a passage from a 1960 sales folder states: "Its coachwork, in the classical pontoon shape...is not only beautiful and elegant, but it is primarily suited to its purpose, i.e. sturdy safe, streamlined and roomy. A glance... will show in a very impressive way what is nowadays meant by a modern shape which does not date, can be really modern, as is... the Hansa 1100."

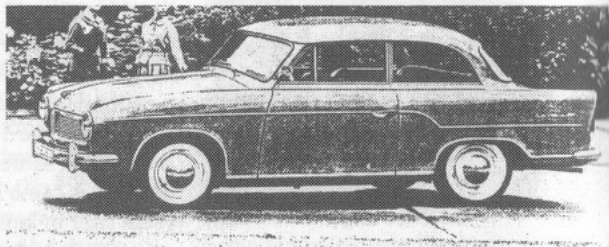
Gambling with Goliath

Carl Borgward, an engineer at heart, always strived for the technological cutting edge and often used the Goliath division of the Borgward Group to introduce these advancements. The 1951 GP700 Sport Coupé was one of the first cars to use fuel injection, and later, Goliath was the first to install fuel injection (Bosch) into a mass produced passenger sedan (the 700 and 900 models). Carl deliberately kept Goliath engineering separate from Lloyd and Borgward, and innovations continued into the interior of the car. Goliath engineers under the direction of their newly hired "interior man", Gunter Kornfeld, transformed the "plain-Jane" materials and colours used in the 700 and 900 into a palate of textures and tones for the 1100. The designers looked for the favoured colours of the day, and added to the basic black, brown, or gray with various hues, and later offered carpeting in the Coupé and Luxus models. Germany's first padded dash appeared in the last restyling of the 1100, and featured the first 2 door Sedan with a fold down rear seat. Kornfeld thought it important to coordinate the interior and exterior colours, and enabled Goliath to be the first of the

Borgward Group to use two-tone paint schemes, using pastel colours! Much of the innovative styling was done to eliminate the truck and trade image began by the many three wheeled Goliath trucks and vans produced from the 1930s through the 1960s.

Body Styles

Basic body styles were largely carried over from the 900 series. The Sedan and Combi (Wagon) models were unchanged, and all models were 2 door. The wagon featured a large swing out rear door and folding seat. The Sedan boasted a nice-sized trunk with room for luggage for five people! A Coupé was introduced as the "sport" in the Goliath 1100 line. The wheel-



Longer, lower look of the 1959 Hansa 1100 B, with redesigned tailfins, and new curved side spear.

base and lower body dimensions were kept the same as the Sedan, but with the elimination of the back seat and a newer shorter roofline, the trunk expanded to nearly twice the capacity! As a result, the Coupé had a longer, lower look.

It also featured a higher compression engine with increased horsepower (up from 46 to 55), twin Solex carbs, and an integrated oil cooler unit. There was an upscale Sedan called the Luxus, which also featured the high performance engine used in the Coupé, as well as interior and trim options. These included fully reclining, leather covered, front bucket seats, cigarette lighter, windscreen washer, carpeting, full wheel covers, and a sunroof that used a canvas cover. Some Cabrio models were made, featuring again, a canvas cover that slid to the rear, leaving in place the window framing and side sedan posts. Only 12 fully convertible 1100s were built, not by Goliath Werk, but Wiesenforth Autohaus, a Goliath dealer near Stuttgart, Germany. Only two are known to exist today.

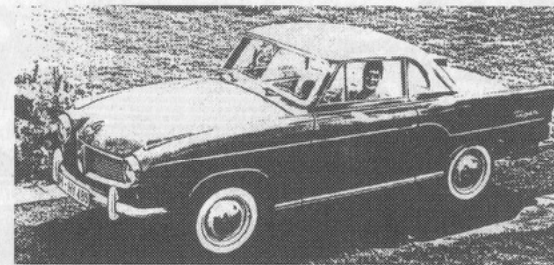
The Name Game

Depending on what continent or country you lived, your Goliath may have had one of many names, and it got confusing. In the world market, the '57 & '58 models were simply known as the "Goliath 1100" (Sedan, Wagon, Coupé, and Luxus). In late '58, Borgward

decided to rebadge it "Hansa 1100" (a nameplate used on earlier Borgward cars), to set the car apart from its truck line, and distance it from the Goliath 900's recent reputation of unreliability. In the United States and other areas outside of the European market, the "Goliath" nameplate stayed on the bonnet. The "Hansa" name appeared on the rear wing of the standard Sedan & Wagon, and the Coupé was badged as the "Tiger". The Deluxe Sedan, known as "Luxus" in Europe, was badged as the "Empress". The European versions all had "Hansa" on the bonnet, and used simply the names "Limo", "Coupé", "Combi", and "Luxus" for the model names.

Improving the Hansa

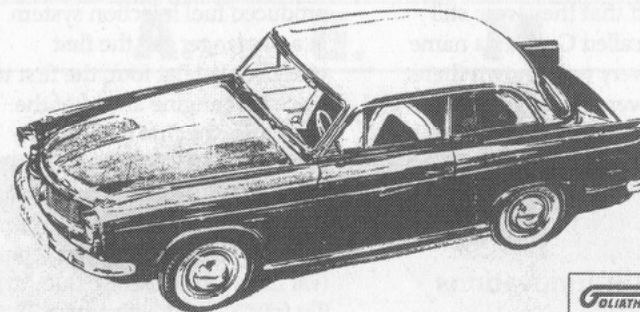
In 1958, after eight years of Goliath cars looking basically the same, Carl Borgward decided upon the marques first major restyle. This would be for the 1959 models. The most obvious change was in the



Along with restyled rear fenders, the 1100 Coupé was rebadged as the Tiger in 1959.



Styling changes to front of Hansa 1100 from 1959 (above) to 1960-61 model (below) included removal of grill centrepiece, floating "g" bonnet ornament, and centre bonnet spear. Also note the taller windscreen and lack of "gutter" (below).



GOLIATH-WERK GMBH-BREMEN

Final look of the 1961-64 Hansa 1100, with simplified grill design, taller windscreen and rear glass, and redesigned side spear.

styling of the rear of the car. Fins were "in" in America, and Borgward liked them. Since all four wings of the Goliath body simply unbolted, it was very easy to apply the finned wings, to the rear. These were accompanied by long, beautifully styled tail lights that really modernized its look, and gave the new Hansa more of a personality! The new design also featured a new side spear that ran the length of the car, but curved downward, just behind the door. This was changed again during the late '60, early '61 model year with the spear curving upward at the rear, near the fin. Both the windshield and the rear window were made larger and extended upward, into the roof. The wraparound "rain gutter" was replaced with one that instead followed the curve of the side window. The front end remained virtually the same with the exception of a new

"mesh" grill. Later, in late '60, early '61 the vertical centrepiece of the grill was eliminated, thus making the car look wider. Interior improvements included the aforementioned redesigned, padded dash, with recessed knobs, and a more user-friendly layout. Since many Goliath owners complained of the odd dash-mounted gear shift, it was moved and incorporated into the newly designed steering column. Improvements in engine design were not forgotten, as the flat four received new manifold and carb designs, with chances also made in the valve design to boost compression. The cars sold in European market were the first to receive these design changes, made the new marketing package of the Hansa 1100 successful and complete. But, many of these changes (excluding the fins), were slow in reaching those versions sold in the United States, including

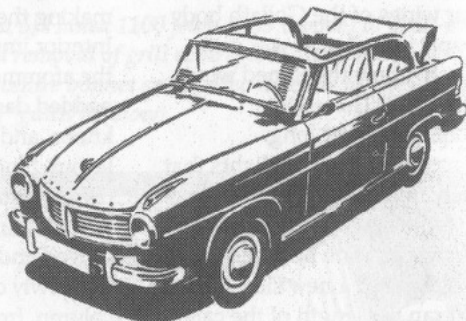
the fact that they were still being called Goliath, a name never very well known there. Sales were never great in the US and as a result, there are only about 35-40 known Goliath cars in America today.

Goliath Innovations

Although the Goliath is now considered an orphan, it once had a family of workers and engineers who cared, and worked painstakingly, to produce a world-class car for the masses. It was a sad day when the plant was forced to close (1961) but cars continued to be assembled from a surplus of parts, up until 1964.

Always improving its designs, the Goliath can boast of: the first mass-

produced fuel injection system in a passenger car, the first water cooled flat four, the first to place that engine ahead of the front axle, the first in Germany to have a padded dash, the first to offer a fold down rear seat in a 2 door Sedan, and its engine indirectly served as a prototype (via Lloyd) for the 1968 Subaru flat four. Goliath also broke 38 world record in 1951 with its streamlined two cylinder, 2 stroke, three wheeler, which was based on one of its truck designs. In so many ways, the Goliath automobile was indeed, ahead of its time!



Goliath Cabriolet

For more information and contact with other Goliath owners please visit my message board on the web:

"World of Goliath, Borgward, & Lloyd"

<http://www.eMessageForum.com/forum.asp?id=7252>

It features a Goliath Gallery, and links to related sites.

Enjoy!!

Courtesy of
David Gladkosky
Borgward Owners' Club USA

A. G. M.





**ANNUAL GENERAL MEETING AT
ASPLEY GUISE 2001**



The International Classic Motor Show.

November 10th
11th 2001.

What has happened to this Show over the years? It is supposed to exhibit some of the



best cars in the world, but has gone down from the heady days of the late eighties, when cars were flown from all over the Western world to take part.

The Halls used to be carpeted and it felt rather special, this year's show was not as good as the now discontinued National Classic.

Carpets were on some stands but supplied by the exhibitors. To be truthful it was a bit like

one of the better outdoor shows with a roof on. The show had been padded out with some mixed make stands, which reminded me of shows like Enfield or Kimbolton. The Plaque for Exhibitors must have cost all of 50p to produce in contrast I have one from 1991 which is engraved with the Borgward Driver's Club's name as well as the Organiser's Crest etc.

Obviously the Bugatti exhibit was good and some others were interesting but once again Granadas, Escorts, and Fiestas including some not long out of the showrooms.



I did not spend a lot of time around the show as I was more concerned with the Borgward

Stand which once again created a lot of interest. As you are probably aware I am giving up my duties as Secretary of the

Borgward Club, so this show was my Swan-song. We were fortunate to get an extremely rare convertible, one of only



about 12 ever produced and never put into production by Borgward. This car was built by Karl Deutsch Coachbuilding Concern and had never before

been shown in the UK. It is the only one in Britain. Many thanks to Bernd Kummer for allowing it to be shown. Graham Mander brought along



his restored Big Six which used to belong to Ian Cave. It now has its original registration and has been reupholstered in

leather, newly carpeted and painted in dark blue. Our other car was a recently restored Coupé, supplied by Paul King.



This was the only car that had been shown before. I suppose I

was a little miffed as our cars were so rare and did not seem



to get much attention from the Press. The convertible alone had cost £25,000 to restore and was insured for £40,000. Many Thanks to all who took part; it

was a great effort from a small club. I would think it cost the participants at least £200 each to do it and for no real reward.
Derek

BADEN-BADEN 2001



holiday. Early on Saturday, we assembled at the appointed meeting place, which was long tree-lined roadway through the Central Park. We were grateful for the trees as mid-afternoon approached.

Four cars made the trip from the UK to Baden-Baden. They were, a '57 TS Saloon (Nick and Fiona and son Rufus); a '60 Big Six (Graham and Julie Mander); another '60 Big Six (Peter Grove, his sons Paul and Richard, and Norman Williams) and a '59 Combi (Ted and daughter Michelle).

About 120 Borgward cars were assembled. Most numerous were Isabella Saloons and Coupés, and some Big-Sixes. Rarer models were a pre-war Hansa 1700, a post-war Hansa 1800, a Hansa 2400 Saloon and a 2400 Fastback. There were also two lorries. The standard of the cars was generally very high and some looked as though they had come straight from the showroom.

We crossed the English Channel to Calais on Thursday, 9th August. From there we made our way through Belgium and into Luxembourg where we spent the night.



On Friday we arrived in Baden-Baden. The latter part of the journey, passing through the scenic and mountainous Black Forest. A few rain showers were encountered on the journey but, having arrived, that was the last we saw of rain for the rest of the

Among the unusual category was an Isabella Coupé which had been fitted with twin downdraught carburettors, a tuned exhaust system, an oil cooler, electric fuel pump and radiator fan, and a floor



mounted gear change. It promised, and no doubt delivered, enhanced performance.

owner, a German at present working in Mexico City, had



The other unusual item was a Borgward 320 GL. You may not be familiar with this designation. Well, it was the Mexican

version of the Big Six, virtually identical to the original. The

imported the car some years ago. Being on a brief holiday in

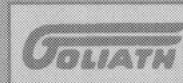


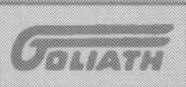
Germany at the time of the Meeting, he was able to show

the car. As usual the Essen Borgward Club laid on



entertainment in the evening. This was in a hall in the palatial Casino building. There were no gaming machines in our vicinity but individuals were presented with prize cups during the evening. Between times we were entertained by a



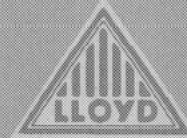


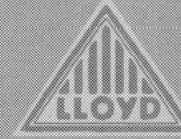
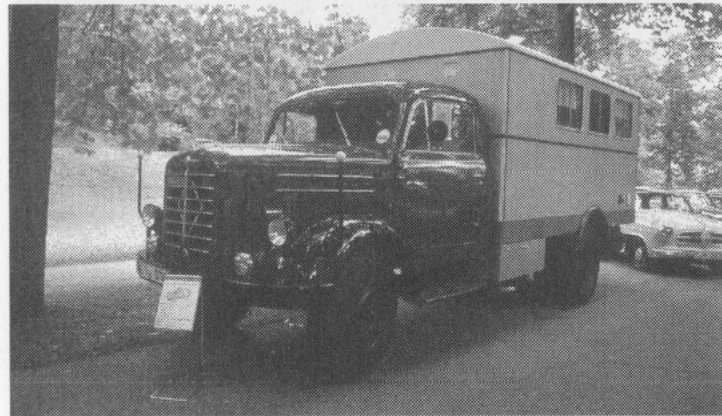
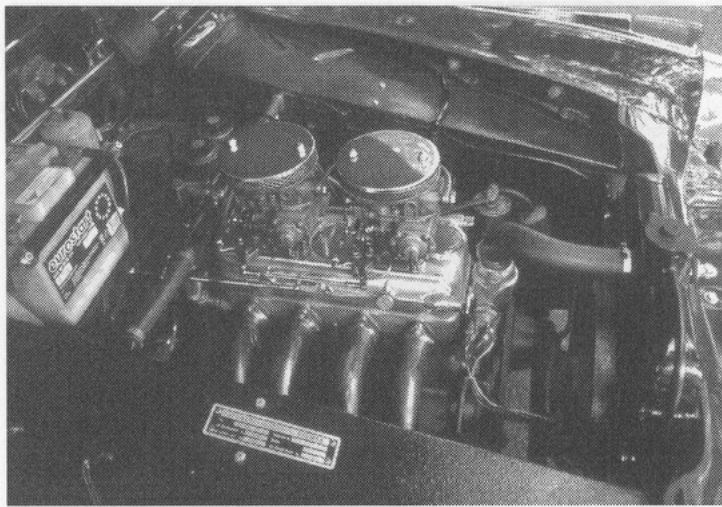
traditional dance troupe accompanied by a three-piece band that also provided music

for the audience to dance to. Cars started to depart around midday on Sunday and it was



time for our group to make the most of the remaining time in Baden-Baden. A trip on the funicular railway and a visit to the spa baths filled the afternoon and in the evening a meal in one





of the many outdoor cafés. Once again we were not disappointed with our visit to the homeland of Borgward. The sight of so many beautiful cars re-inspires us to get working on our own cars.

Unfortunately, the business of everyday life and shortage of time gradually fades our dream but we continue to live in hope. We arrived back in England on

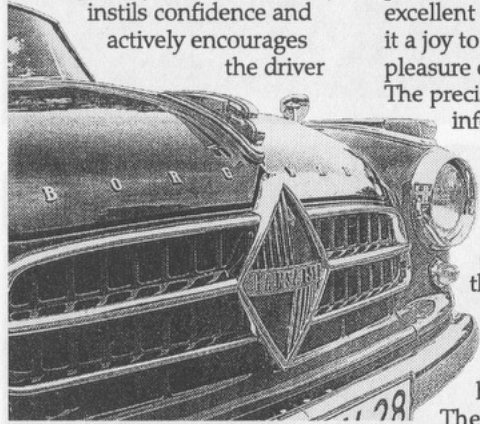
Tuesday to weather which, surprisingly, was hotter than that encountered on the continent.

The round trip had taken us about 1200 miles and I am pleased to report that unlike some previous years, there were no breakdowns.

Norman Williams

BORGWARDS TODAY

In the United Kingdom, the most popular model is the Isabella and although the Saloon was at one time the most prevalent of the range, the Coupé is now definitely seen in far greater numbers. Driving a representative Isabella today especially a TS immediately instils confidence and actively encourages the driver



to drive with exuberance and flair. Everything works as it should with total precision and total lack of vagueness. The handling of the car is very modern and it always feels like a driver's car. It is a car that wills you on with precious little restraint. The engine is always willing, right from cold, and revs quite happily at the top end just surging the big car forward. It is always difficult to believe that a mere 1500cc can achieve such a performance and with such utter flexibility cruising effortlessly at 82mph. One can floor the car in third, without any hesitation from as low as 15 mph and then straight on up to 80mph. Doing the same thing in

top gear at around 60mph shoves the driver back into seat and the car soars all the way up to around 100mph.

The column change may appear a bit out of touch with the engine at first, but its sheer preciseness, coupled with an excellent all synchro box, makes it a joy to shift gear. The biggest pleasure of all is the handling. The precise steering feeds all the information back to the driver that is needed. The all independent suspension and excellent weight distribution, between the front and rear (nearly 50/50 on the Coupé), endows the car with extremely high cornering powers.

The car wills the driver to corner harder and harder all the time, especially in the wet. It will oversteer eventually but provided the driver keeps the power on tap it will always be gradual and easily correctable. Even sudden braking, on a bend, does not exhibit the sudden and vicious oversteer slide exhibited in other swing axle cars.

The brakes are good drum brakes, as drum brakes go, but they are obviously not as good as a modern disc system. Having said that, they will stop well from 80 or 90mph provided the driver allows them to cool slightly before a repeat performance. The only real

reservation about the car is the 6 volt electrical system. Although it is very reliable and does everything it should, the headlights are fine until doused by an oncoming vehicle running on 12 volt 100 watt halogens! 6 volt halogens can be bought but if the car is to be used as regular transport at night converting to 12 volts can be a worthwhile investment and is cheap and easy.

In 1956 Mike Hawthorn road tested the new Isabella Saloon TS for the Sunday Express:

"If only the German Borgward Isabella T.S. were British!"

"Top speed was a decimal point below 100 mph"

"It goes! And it goes in comfort, and the petrol pumps are spaced a very long way apart"

In 1958 John Bolster from Autosport tested the Isabella Coupé:

"The Borgward Coupé is an exceptionally attractive car, thoroughly well made, and with

very high quality finish."
"Isabella has all the character you could possibly want. If you drive her flat out mile after mile, fairly flinging her through the corners, she just seems to laugh at you, and challenge you to drive harder! I have driven more powerful and faster cars that give me far less pleasure."

"In my opinion it is a really good car, and I wish that it were made in Birmingham instead of Bremen."

Values

£500 will buy you a non running Saloon or Combi.

£2,000 will buy you a Saloon or Combi with an M.O.T.

£8,000 will buy you a Saloon or Combi in very good condition.

£750 will buy a non-running Coupé or Big-Six.

£4,000 will buy a Coupé or Big-Six (P100) with an M.O.T.

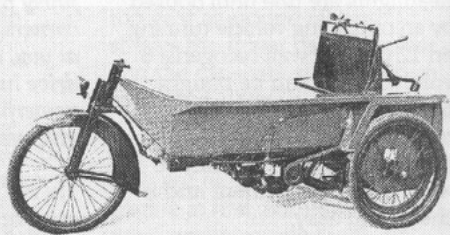
£10,000-£12,000 will buy a Coupé or Big-Six in very good condition.



Brief History of the marques

Carl Friedrich Wilhelm Borgward was born on 10 November 1890 in a Hamburg suburb. After leaving school at 16 years old he became an apprentice locksmith but World War 1 intervened. He joined a company that produced tyres but with Carl Borgward they switched to making radiators and body panels for the firm Hansa-Lloyd. By 1921 Carl had been repeatedly promoted until he became the sole owner of the Bremer K hlerfabrik Borgward and Co. G. m. b. H. in Bremen. He was desperate to manufacture his own cars but lack of financial help forced him to abandon development of a 2 cylinder sports car project but he did however manage to

produce a three-wheeled 120cc delivery cart, with a single front wheel, for the post office in 1924 called 'Blitzkarren'.

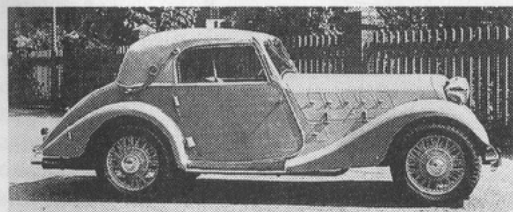


In 1926 his next model was the first 'Goliath' and had a single rear wheel with a two stroke 200/250cc engine. The Goliath rapid and similar 350cc Goliath Standard was joined by two four wheel models in 1929 and 1930, the 'Express', a two cylinder two stroke 600 and 'Superior', a four stroke 2,350 cc 4 cylinder 1.5 tonne lorry forging the Goliath Werke so successfully forward that by 1931 it had successfully taken over Hansa-Lloyd.



After producing his first car, a 200cc three wheeler with a single front wheel and 'Dickey Seat' and top speed of 35 miles per hour Carl Borgward produced the four wheeled Hansa 400/500 followed in 1934 by the beautiful four stroke Hansa 1100 and Hansa 1700 models including Cabriolets and the fast and elegant Hansa twin carburettored 1700 Sport-Cabriolet. From 1938 the

range was further enlarged to the Hansa 2000cc and Hansa 3500 but from 1939 the Hansa 2000 became the Borgward 2000 and the Borgward 2300 the first cars to be made under the Borgward name.



During World War 2 Borgward's plant became an armaments factory and Carl Borgward returned to what was left of his factories in 1948. He decided that the best way of increasing his raw materials allocation was to have three different car companies.....three times the amount of raw materials! The companies were Goliath, Lloyd and Borgward Hansa. This was a great idea but in practice having three entirely separate engineering, styling and sales departments was rather costly and in one instance it resulted in Lloyd managing to develop a new 900cc flat four water-cooled engine, when Goliath already had something similar! Subaru actually used the Lloyd powerplant as a prototype for its boxer engines in Japan.

The Borgward Hansa 1500, in production between 1949 and

1952 was the first new car to be built after the war. From '52 to '54 came the Borgward Hansa 1800, same body style but a new dashboard which was to emerge again later. This led onto the much more technically

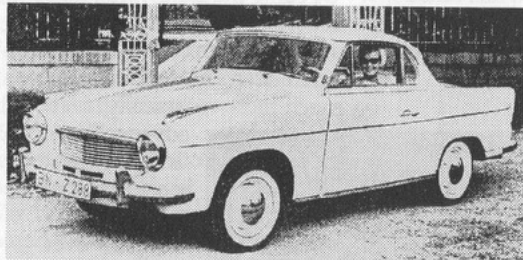
advanced 'Isabella' the most important model the company ever produced. The 1954 'Isabella' was known as a Borgward, not a

Borgward Hansa, although the cars kept the Hansa name on the bodywork until 1957. The 'Borgward Hansa', as such, was continued with the 2400 fast back '52-'55 and the big luxury Pullmann-Limousine from 1955-'58. Lloyd produced the little 2 cylinder 300cc two stroke through various models to the four stroke air cooled two cylinder LP 600, Alexander and the 1959 Lloyd Arabella 4 cylinder boxer engine 900cc. From 1950 Goliath produced the GP 700 (2 cyl.) including the



beautiful Rometsch bodied GP 700 Sport to the Goliath 1100 (4 cyl.) from '57 and the not too dissimilar and slightly more powerful Hansa 1100 from '58 both available in extremely stylish Coup s.

The big Combine, Borgward, Hansa, Goliath and Lloyd also produced an absolutely vast



engine as opposed to it being an extremely efficient pushrod powerplant of 60 bhp din (65 bhp SAE). The pretty car was spacious, thoroughly well made and comparatively light for its size at 1,000 kg. Light aluminium alloys were used extensively for

array of diesel and petrol lorries, commercial vehicles vans, buses, army vehicles, fire engines, stationary engines, tanks, boats electric vehicles and even a helicopter!

The Isabella ("the Belle from Bremen") through to the P100

For years large car manufacturers have disguised their preproduction prototypes so in the Spring of 1954 the Borgward Combine sent out their new Hansa 1500 Saloon on their last few road tests before its official release. The engineers asked Carl for a name to replace the nameplate on the cars. Carl Borgward, not only the founder and owner of the company but the chief technician and designer, told them "It does not matter what you put on it, you might as well call it 'Isabella'." It stuck!

The 'Isabella' had a 1493cc inline 4 cylinder OHV engine of 75 x 84.5 mm bore and stroke with a single downdraft carburettor fitted to an extremely short intake manifold inside the rocker box. This actually gave the appearance of an OHC

the gearbox, cylinder head and on many engine parts, covers etc. as opposed to the cheaper and noisier pressed steel.

The body not only looked ultra new for 1954 it comprised a unit construction body and separate front and rear sub frames, the front one being rubber mounted. The front suspension featured unequal wishbones, coil springs and telescopic shock absorbers checked by an anti roll bar. At the rear was a fully independent swing axle again featuring coil springs and telescopic shock absorbers. The front of the axle was located by radius arms pivoting in rubber bearings, the differential being mounted to the rear subframe in large rubber bushes. Very large hydraulic drum brakes were used with twin leading shoes at the front and single leading at the rear complete with wide aluminium alloy shoes.

The gearbox had four all synchromeshed forward speeds and one reverse and was actuated by an extremely efficient and precise column gearchange marred only by its rather long throws. The handbrake was mounted under

the dashboard and was the umbrella type, which with the bench seat allowed three across the front and three across the back. A true 5 and occasional 6 seater. The polished bakelite dashboard contained three large gauges; a clock temperature gauge, petrol gauge and the speedometer. There was a cigarette lighter with a plug in map reading light, three ashtrays, one under the dashboard and two in the rear side panels. Ample storage space was provided comprising two door pockets glove box and later supplemented by two retractable cord strung tubular framed map

holders mounted on the side of each footwell. Unusually, the doors had separate wind down quarter lights providing draft free ventilation. Separate heaters for driver and passenger were provided as were separate controls. The large white steering wheel actuated a lightly weighted and rubber coupled worm and peg or worm and roller steering box with three turns from lock to lock. The steering was very precise with a turning circle of around 32 feet, later cars being fitted with a hydraulic telescopic steering damper. The very well balanced weight distribution coupled with the low centre of gravity and all round independent suspension endowed the car with very high cornering powers. The fuel consumption was low at around 34 mpg and

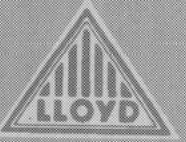
the top speed was 87 mph yet Carl F. W. Borgward kept the price low by a mixed price calculation with his other products.

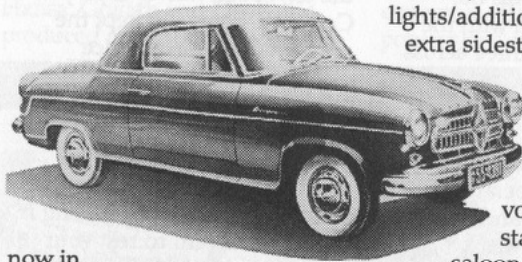
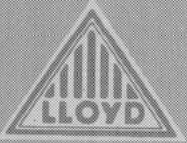
The only real vices were the vertical fixing of the front bulkhead to the floor making it slightly awkward to rest your feet and the rather low driving position of the front seats, but these were only minor faults against all the advantages. Although the factory reconditioned units for items such as the engine and back axle were relatively expensive, in 1954 there were no rivals.



In 1955 the Isabella Combi an Estate version was added to the range. The special coach builder, Karl Deutsch of Cologne produced a 2+2 Convertible version of the Saloon the Isabella Cabriolet and 2+2 fixed head Coupé called the Deutsch Coupé. The Isabella Cabriolet was an outstandingly attractive car and at the time was thought of as one of most beautiful cars built in Germany.

Although only 23 were built of the Deutsch Coupé this was an important car as it was the 'Missing Link' between the Isabella Saloon and the yet to be built (totally by the factory) Isabella Coupé. Output rose to 26,378 cars and Borgward were



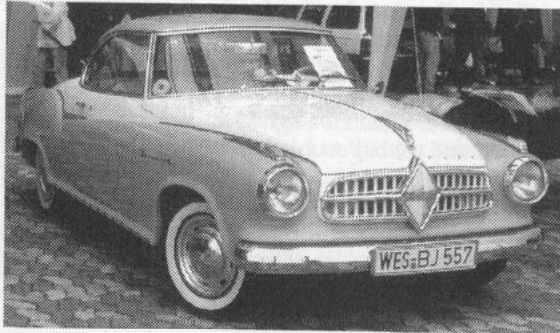


now in second place behind Volkswagen in the German sales statistics!

At the Frankfurt Motor Show (IAA) in September 1955 the company demonstrated the new Isabella TS. The compression ratio was increased from 7.2:1 to 8.2:1, the exhaust and inlet valves were enlarged, pistons and bearings strengthened and the original carburettor was replaced by a large twin choke downdraft Solex. Engine output was increased to 75 bhp din (82 bhp SAE) with the rpm increasing to 5200. This resulted in the car really flying. Top speed was up to 98mph and the freely revving engine was now able to propel the big car to 60 mph in 15.8 seconds. (The figures compare very favourably to the Mk 2 Jaguar 2.4.) The bench seat was replaced by individual reclining front seats so the seating was now a very generous 5 seater and it was adorned with more

chrome; rear lights parking lights/additional indicators, extra sidestrips and around the window framework. It was now mooted to be probably the fastest 1500cc volume produced standard 5 seater saloon car in the world! All this, and the fuel consumption had been improved to 38 mpg.

However output fell to 20,993 in 1956 because of some losses on the export market and other manufacturers had brought their cars up to date. In February 1957 the company released the 'patron's' masterpiece, the Isabella two-seater Coupé. Carl Borgward had put a lot of effort into the design of the car. He felt that it should have its own body style but it should have a general similarity to the rest of the

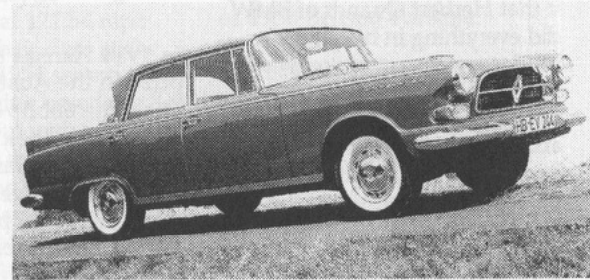


Isabella range. A new dashboard was added with push button controls very similar, except in cream with white instruments, to the Borgward Hansa 1500/1800 and with a soft padded top. The slightly plump yet flat shape of the original Isabella

was replaced by a Coke bottle style and the top parking lights/indicators were the only indicators atop the front wings. Electric windscreen washers were fitted as standard. The rear wings sported totally new boomerang shaped rear lights paying a subtle homage to the American fashion for fins. The original Deutsch Coupé had obviously been an influence but this was a sleeker and much more luxurious car. The new Coupé replaced the Deutsch Coupé, so Karl Deutsch of Cologne introduced a Coupé Cabriolet 10,000 DM above the basic Coupé.

Because of the large price gap between the new Coupé and the TS Saloon the TS De Luxe, complete with two tone paintwork and extra chrome, was introduced to fill it. The range had minor improvements such as a new 10.5 gallon petrol tank, longer gear lever, improved suspension, new recessed steering wheel, new upholstery and a new instrument cluster. The Frankfurt stand exhibited a violet Isabella Borgward's 500,00th car since 1948. For August 1958 the Saloon, TS, De Luxe and Combi gained enlarged boots and by 1959 had the same rear lights to the Coupé and all had smaller diamond shaped emblems on the front grille. 1959 was the

largest output of Isabellas ever 38,000 out of a total production of 105,000. 1959 also saw the introduction of the P100 Big-Six four door Saloon. It was a good looking 100 mph car with very up to date styling and was



powered by a new 100 bhp six cylinder engine. The P100 was the first German car to have pneumatic suspension and it was a major rival to the Mercedes-Benz 220 but its development was very costly.

The Lloyd Arabella, which had also been introduced in 1959, was technically excellent but it was priced too low and was rushed into production with insufficient development. As a consequence there were problems with water leaks and with the gearbox so many had to be recalled, thus costing the company vast sums of money. Carl Borgward approached the Bremen Senate to lend him some money so that the banks would provide a further loan. There was nothing odd in this but at the time the shipbuilding yards were desperate for workers so he was unable to use the threat of sacking his staff as ransom. On 31st January 1961 a sensational newspaper headline appeared "Borgward Stops Payment!" and suppliers' credit



lines were cut off and all cash flow was stopped by the Bremen Senate. Less than a year earlier Senator Eggers and Dr. Johannes Semler had 'saved' BMW, which had been in a far worse state than Borgward. They came in to help but rumour has it that Herbert Quandt of BMW did everything in his power to hinder any rescue of Borgward. The situation became worse with the Press demanding action frightening prospective buyers and as a result sales plummeted especially in the US.

On 4th February 1961 the Bremen Senate took over the company and Dr. Borgward resigned. Companies such as BMC were interested in buying the company but they stalled to get the best deal. Finally a cooperative set up by the Borgward dealership, suppliers and customers failed. Therefore the total output of the Isabella between July 1954 and September 1961 was 202,862 cars. Carl F. W. Borgward died a broken man.

The replacement Isabella with its new 1600cc engine never came to fruition, however its Frua styled body became the basis of the Glas 1700 eventually to become a BMW. In March 1963 all the equipment from the factory was shipped to Mexico and the Impulsora Mexicana Automotriz carried on production of the P100 Big-Six

but not the Isabella. Many of the key Borgward personnel went to work for BMW and the old Borgward factory is used by Mercedes Benz.

Racing History

In 1914 Hansas took the team prize in the Austrian Alpine Trial. The 66bhp 1500 streamliner took 12 international class records at Monthéry as well as the 1,000 miles at 107.3mph in 1950. In 1951 Brudes, Steiner, Hartmann, Koch-Bodes and Polensky broke 19 long distance and speed records in the 750cc class in a streamlined Goliath. 1952 saw the fall of further class F records and a special Hansa based on the 1800 D diesel Saloon added 14 more class E

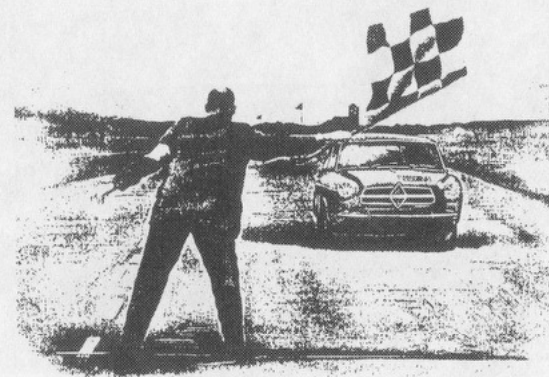


records in 1953. For the 1951 Frankfurt show the company exhibited a 135 bhp dohc 1,500cc prototype with a 5 speed gearbox. Karl Brandt used conventional pushrods on a hemispherical head for the first of his Borgward Rennsports putting out 100bhp through a De Dion back axle.

Unfortunately Borgward were always handicapped, in their racing career by lack of money and the development time for competition was literally stolen from their production car programme whenever possible. They had a victory at Grenzlandring at 121.54 mph and they won their class at the AVUS. For the 1954 season they used a new engine based on the Isabella block but with fuel injection which resulted in Bechem winning the Eiffelrennen. Hammernick and Bechem were leading the Porsche opposition in the Carrera Pan Americana when they were unfortunately eliminated by crashes. Brudes, Ricker and Schäufole broke 14 international long distance and speed records in a 350cc Lloyd Rekordwagen and 13 International records in the 500cc class. The 1955 Mille Miglia saw a 1600cc class win but the season generally was used by Brandt to develop a new twin overhead camshaft wet liner 5-bearing fuel injected 1500cc engine putting out 172bhp. For 1957 Herrmann managed 2nd place in the European mountain championships. At the German Grand Prix for 1958 Borgwards took 2nd 4th and 6th places but in the Freiburg hill-climb Bonnier put up a brilliant

performance of 7 minutes 32.6 seconds setting an absolute record. This beat both Hans Stuck's pre-war time record with the Auto Union and Zellar's on a BMW motorcycle. They came in 2nd and 3rd in the mountain championships of 1958 behind Porsche.

The Isabella TS was very successful in saloon car racing with class victories at Spa and in the Gran Premio Argentino in 1957. At the Daily Express International Trophy meeting at Silverstone in 1956 Reg Parnell won his category in the Production Touring Race. Bill Blydenstein won his class at Brands Hatch in 1959 starting the success rolling for his partnership with his own Isabella TS, 'UUV 75' as a private entrant against Works prepared teams. He followed this with a win at Goodwood and he won his class for the August International at Brands Hatch. On 28th February he won the up to 2,000cc class speed trial at Brands Hatch following this with a class win up to 2,000 cc at the Harley Ford Hill Climb. He also won his class at the

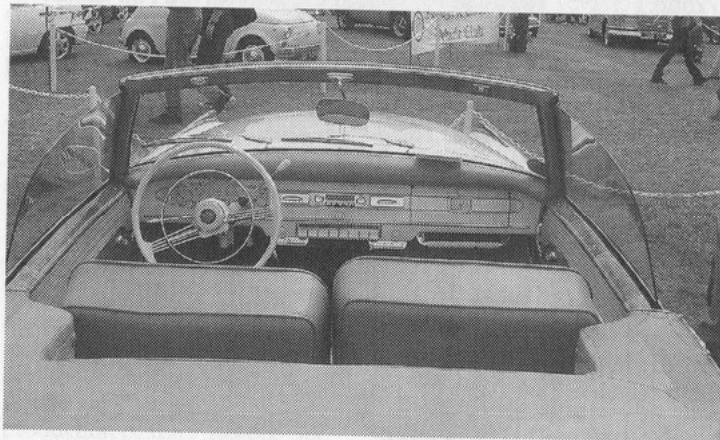


Original Photograph Courtesy of Bill Blydenstein

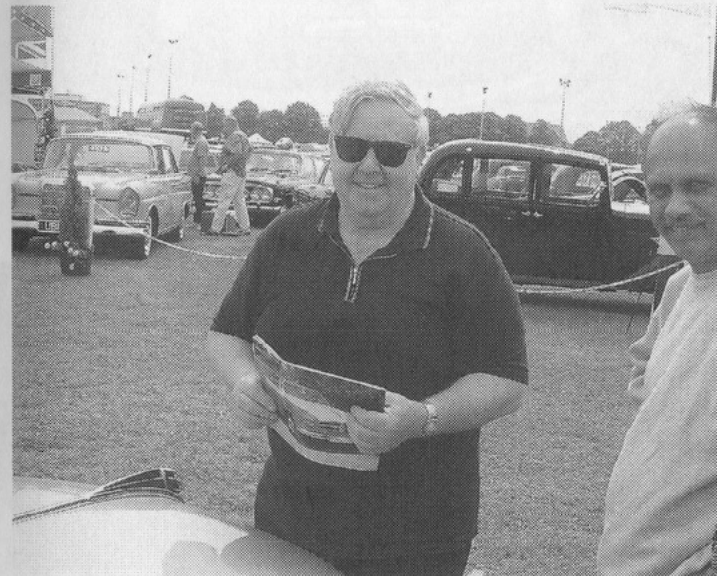
Goodwood International race setting a record lap of 1min 57.2 secs. The Cibié cup race meeting at Goodwood in May resulted in a win for Blydenstein and again in August at Oulton Park also winning his class at Aintree, whilst setting up a lap record. His last win of the season was at the Harley Ford Hill Climb in September. For the Cibié Cup, Blydenstein had achieved 2 outright wins 3 third and 1 fifth place in the 6 races totting up 26 points, 4 points ahead of his nearest rival in a Works supported Riley. He was awarded the Cibié cup by the then French ambassador Jean

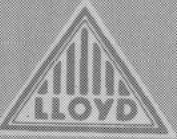
Chauvel. By 1961 he was achieving 84 bhp at the rear wheels and in May won the Spa Grand Prix averaging 92.8mph for 45 minutes finishing ahead of Alan Hutcheson's works Riley and 40 secs in front of Hacquin's Ecurie Nationale Belge Alpha. In 1959, Cooper formula 2 racing cars, powered by the Borgward 1500cc fuel injected engine, won all 19 major races in their class with Stirling Moss winning the Rouen and Syracuse Grand Prix.

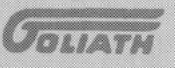
Compiled and Sourced by
Nick Driscoll



ENFIELD 2001







My thanks to Bernd Kummer for supplying me with a large percentage of the photographs exhibited here, all of which needed no scanning as they were digital

BORGWARD DRIVERS' CLUB

www

Please support the club
on the internet by visiting
www.borgward.org.uk

REGALIA

BORGWARD Drivers' Club Mugs:

New Stock, now at £2.95 each plus postage and packing (UK) only.

BORGWARD Drivers' Club Badges:

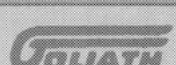
For the windscreen, printed on plastic (clinging-type) face-side out, at 90p including postage and packing. Orders, including payment, to Peter Grove, Treasurer.

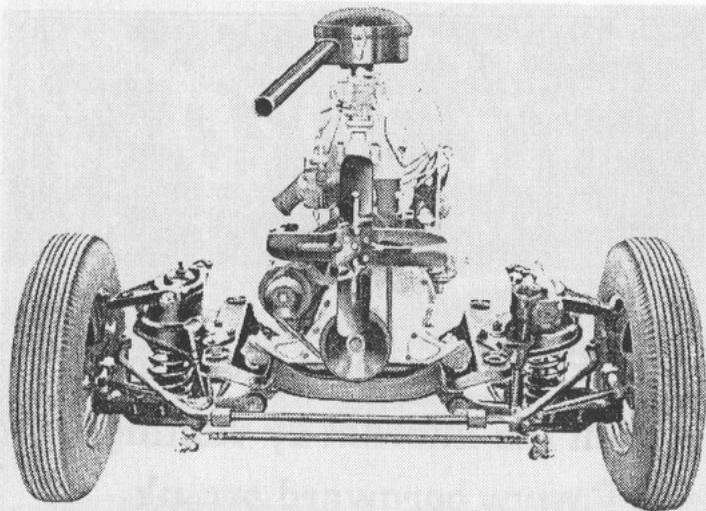
BORGWARD Pin badges: of Saloon, Coupé and Combis and Keyrings etc.

Michael Muller Falkensteinstrasse. 76 34132 Kassel Germany.

Telephone & fax: 0561-472709 + German code. £3.00 +p&p.

JOURNAL No 10 2001





ALTERNATIVES

I have also decided to put together a near equivalent/ replacement parts page, where all members can contribute any replacement parts that they may have come across whilst owning a Borgward that work reasonably well. This is not an idea to put George out of business because very little of these parts will ever be as good as the original or reproduction parts that George sells. As a club we need to share any ideas that can help the spares situation. George invests an awful lot of money and time in reproduction parts which he seldom gets any return from. This is probably because of so few members are driving their cars. He himself has spent a lot of time researching into alternative parts but doing it singlehandedly is a mammoth task. Sometimes just wandering around a breakers' yard can give you ideas. Once again, at the moment, you can see this column is at its infancy with very little in it! I am hoping for a flood of ideas that will fill many pages.

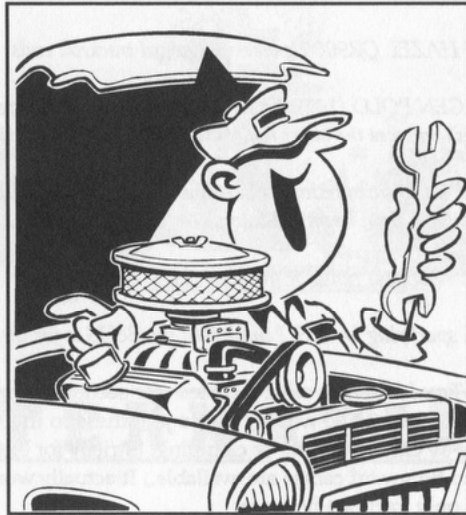
- HALFORDS Thermostat; HTS606 works reasonably well
- VOLVO interior light lens; 666539-2 is a direct replacement for the Coupé interior light lens. (This may have been deleted)
- VOLVO interior light lens and switch; AG1111G (662109-8) [ORD. 175290] (This has not been deleted)

- QUINTON HAZEL corrugated hose QH RH886; is better than the original bottom radiator hose
- QUINTON HAZEL QH742 with an inch removed replaces the top radiator hose.
- QUINTON HAZEL QR900 replaces Borgward trackrod ends
- VOLKSWAGEN POLO (1977) front break hose (I've temporarily mislaid the number) replaces the short hydraulic clutch hose, [a fraction longer]
- Weber 28 36 DCD carburettor replaces the T. S. Solex. You will need a new adapter, available from Bremen Motors
- VOLVO (not viscous) radiator fan from 1978 245
- NGK B7HS sparkplug for T. S. I think that the B6HS is for the '60
- JAGUAR E Type handbrake cable, replaces rear section for one wheel, so you would need 2 and would have to join these to the front loop of the cable by either welding or clamping. (Strictly for enthusiasts only or if no Borgward cables are available.) It actually works very well and is only fractionally longer
- MOSKVITCH brake drums fit according to Kelvin Jones.
- MERCEDES disc brakes (around 1970s) can be fitted to the late stub axles. I don't know the details, I saw it in Germany on a Dutch car.
- VOLVO 240 1978ish stainless steel strip is very close to the strip bolted to the number plate lamp used from 1957 onwards. James Pettitt knows how to bend them
- VOLKSWAGEN GOLF GTI (early type) silencer and resonator works well

For 12 volt cars only:

- BOSCH coil; 0 221 10 2 082 - 850 = (0 221 119 027)
- SWF washer motor from VOLVO 120 series is a direct replacement
- SWF wiper motor parts from VOLVO 245 (in tailgate on estate)
- BOSCH starter motor from a BMW
- BOSCH voltage regulator no. 30 007 (0 190 350 049 - 740)
- LUCAS alternator No. LR101 from Ford Capri etc.

TECH TIPS



I have decided to put together a Technical Tips page, where all members can contribute any tips that they may have come across whilst owning a Borgward. At the moment, as you can see this column is at its infancy with very little in it! I am hoping for a flood of ideas that will fill this page and many more that will help everyone.

- *If you want to bolt the radius arm caps on without having a coronary, try buying four eight millimetre bolts approximately twice the length with nuts. Wind the nuts all the way up to the head of the bolts and bolt the cap on finger tight. Then wind down the nuts a little at a time, keeping them all the same amount until you have compressed the rubber bearing. Then replace each long bolt with the original bolt one at a time.*
- *Weld a steel plate about an inch wide and 3 inches long to your back plates (same thickness as the backplate) taking care to bend it out of the way of the wheel, to hang an extension spring on that is a similar size to the clutch return spring on the slave cylinder. This stops the hand brake cables from sticking.*
- *Isabella plain drums distort less than the Isabella finned drums, but Big-Six brake drums are a lot better as they don't distort at all.*
- *Clean out the block crankcase vent if you are suffering from fumes.*

EVENTS visited in 2001



Original Photograph Courtesy of Bill Blydenstein

A.G.M Aspley Guise 1st April

Meeting started at 2.00pm after lunch at the Anchor Pub at noon

Enfield Pageant Enfield 26th, 27th, 28th May

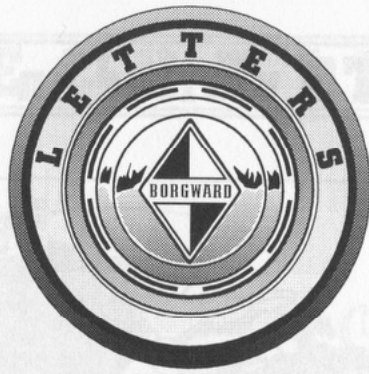
Hollowell Show cancelled due to foot and mouth 7th, 8th July

Yeovil Festival cancelled due to Germany 11th, 12th August

German Trip Baden-Baden 11th, 12th August

Kettering Rally 22nd, 23rd September

International Classic Motor Show N. E. C. 10th, 11th November



01932 561556
23, Canford Drive, Surrey KT15 2HH

Dear Nick

I hope you and the family are well.

I don't know when the next Newsletter is due so I thought that I would send a few lines to use as and when, if you wish.

Our Web site has been very busy over the last year or so and, by the time you read this, we will have attracted over 5,000 visitors. Over the last few months we have advertised three cars for sale, two of which have been subsequently sold. If anybody wants to buy a nice Big 6, Ian Cave's old car, get in touch with Graham Mander. We have had 1,100 visitors to the Cars For Sale page.

It has surprised me that there are so many Borgward enthusiasts all over the world. I have had contact e-mails from Australia to Mexico, South Africa and Uruguay.

Graham is also in the process of converting a saloon to a Cabrio and sending regular photographs of the work as it progresses. On completion, I will try and run a photographic record page, which should be interesting to every Borgward owner or enthusiast.

I have had requests for a "Repairers" list for cars but apart from James Pettitt, I know of no others. Please ask Members to forward any recommendations either to me or the Committee for inclusion on the site.

How about dropping me a line?

Yours sincerely,

Richard

Dear Mr Driscoll

I would like to submit an article for your newsletter. It is a 6 page piece called "Goliath 11000 Styling and Design Changes". This article will be appearing in the American Borgward Owners Club Newsletter (of which I am a member) sometime this summer. I hope you find it interesting. You may edit as needed.

I am restoring a 1960 Goliath Hansa 1100 2 door sedan, hope to finish it by next summer.

Thank you for your consideration!
Sincerely

David Gladkosky

708 Birch Street
South Charleston WV 25309
USA
e mail: gladbeat@webto.net

Vunderbar!

It was a day just dreamed of for so long.
Then one! Then two! Then three! Became a throng.
Like homing birds returning to their source,
The triumph of endeavour was, on course,
Heads turned in admiration and surprise
And others could not quite believe their eyes
From near and far and all around they came
To gaze upon a legend once again
And celebrate a rare example of;
The restorations brought about by love.
For Isabella! Beautiful "Dream - Car".
This day of days was truly "Vunderbar!"

J Gorra

As promised, here is a photograph of the famous Oban skyline crowned by the 'Colosseum' which the natives don't like to hear being called a 'folly'? Access to the top is possible by car via any street, but rather steep.

From
Isabella & Des Gorra

PS Hope "Vunderbar!" is as you remember.

On the same coast as Dundee there is a Classic and Vintage Car Show
midsummer at this historic little place.
See you next year

Isabella & Des Gorra

01603 626571

Chester Lodge
Chester Place
Norwich
NR2 3DC
1st September 2001

Dear Nick Driscoll,

Following my 'phone call to Norman Williams yesterday when I told him I felt, very regretfully, that it was time to try to find a new owner for Bella, he 'phoned back saying you would kindly arrange for an advert to be included in the next issue of the Borgward Newsletter, and that including a photo would be a good idea.

Am enclosing one taken at Silberstone, as described on the back - an ambition fulfilled by my husband (and self) just months before he died. It was a lovely event, with no hitches whatever, and with a leisurely trip home next day.

We were also able to attend the AGM at Aspley Guise that year, 1997.

My son has been checking her over when he visits and we recently took her to the coast for several days for trips around, and she was fine, and always attracted attention.

Details

Bought by HWF Forward 1959 from Metcalfe & Mundy
Borgward Isabella Combi - Dark grey body with red
and white interior trim

MOT Test certificate dated 16.7.2001 Expires 15.7.2002
Insured - Expires 1.3.2002

Tax Disc expires Feb. 2002
am suggesting a price of £8000

I hope I have included all necessary information, and would be grateful for the return of the photo when convenient. Please find SAE for same.

With my thanks for your help

Sincerely

Beryl Forward

01603 626571
Chester Lodge
Chester Place
Norwich
NR2 3DG
15.3.01

Dear Peter Grove,

Following receipt of Newssheet No. 5, I now send enclosed, cheque for £15 - Subs. fee for year 2001. Am so glad we were able to attend one A.G.M. and take part in the Norwich Union/ R.A.C. Classic Car Rally in the year before my husband's death. Unfortunately, Bella is mostly garage-bound, taken out when my son visits.
I wish you, and the Club, well.

Yours Sincerely,

Beryl Forward.

Ormsby
George A. Ormsby
Chartered Account
Borgward Drivers Club
19 Hatfield Road
Kettering
Northamptonshire
NN15 6HR

New Member

Dear Sirs,

I enclose a Bank Money Order in the amount of £15 for membership in your Club. I obtained your Club from the Internet. I own a 1960 Coupé which needs some restoration but which is operative. Please send all correspondence to the address noted below.

Thank you.

George A Ormsby.

1083 Britannia Road East, Mississauga, Ontario, L4W 3X1;
(905) 670-8890; (905) 670-889 (Fax)
www.ormack.com; e-mail: formsby@ormack.com

From Gordon Hobbs in Canada

26th February, 2001

Hi Gang,

This is from your member in exile over here in the colonies Canada to be precise. I would like to thank George Sinclair for his kind thoughts about me in the last newsletter and to say that I do intend to stay in touch and to continue my membership in the club. When I have more time I will write and send some pictures of my Coupe which is now back on the road complete with a new floor and a new interior.

If you have not seen it, check out the Feb. edition of a magazine called The Automobile. It contains an article about my Coupe. The author was referred to me by Derek Farr along time ago and he came to see me and took the information for his story and took some great pictures. After nearly two years I never expected to hear any more but about a month ago my wife Yvonne who is still in England received a copy of the magazine in the mail from the author. Although a few details are not accurate it makes an interesting story and the photos are exceptional. He probably doesn't know the car is now back in Canada which must make it one of the most widely travelled Borgies in existence.

Best Regards to all,

Gord Hobbs

Borgward Drivers' Club
Mr Derek Farr
19 Highfield Road
Kettering
Northants
NN15 6HR
England

50, Farmhouse Tal Falzun
Triq Ir-Rabat

Dingli

RBT 09

Malta

6th February, 2001

Dear Sir,

My hobby is collecting photos and I am interested in purchasing photographs of the Borgward Isabella.

Perhaps your Club members own such cars in pristine/concours condition and have photographs of them for sale.

In the event that the answer for the above is negative, do you know of any photographic library/archive that has photos of Borgwards for sale? My favourite photo size is 8" x 6" or 7" x 5".

One last question if you don't mind: do you know of other Borgward Clubs within or outside the UK?

While thanking you for your kind attention I remain,

Yours sincerely,

Raymond Carnana.

Borgward DC Questionnaire

I have been with classic cars for a while and have previously owned a Ford 100E and a MK2 Consul. Through being in the classic scene, I have got to know a lot of people but none of them had heard of Borgward, let alone seen one.

I think big shows should be attended to try to get people interested in Borgwards. The Borgward is a beautiful, well-made car and I am sure it would win people over. These are people who love classic cars and are prepared to buy one. They are not people who go to Steam and Heavy Horse Shows to look at steam rollers etc. where the interest in classic cars is very little. Nice to look at but not to buy!

The survival of the Borgward is in our hands. Let us not be the hands that kill it! Give people the chance to fall in love with the car just like we all have.

Lee James Mallabone

Mem. No 281

16.3.01

Borgward DC Questionnaire

I am involved in the organisation of another interest group (in the equestrian world) very similar in numbers and aims to the BDC, and it is interesting to compare notes. I suppose the fundamental difference is that we can go on breeding our horses, but no-one is 'breeding' Borgwards any more.

With a national membership of 150 we struggle to provide a 'national' service. Instead we encourage members to get involved at local shows, local rides and local equestrian events. Slowly the message of our society gets about, but more by word of mouth than by anything else. Occasionally we meet for a national 'venue, but we never expect to get more than 25% of the membership. We use the local (and occasionally the national) press, and we do that by WRITING OUR OWN PRESS RELEASES. Journalists are hard-pressed creatures, and they LOVE the idea of being presented with a ready-made article and photographs. I have done this for over 5 years, with success. The coverage on Borgwards that has been seen in the classic car mags. recently would indicate that someone is doing that for you already. More power to the elbow!

I have been very impressed with the Borgward DC Newsletter of late, and congratulate Nick Driscoll on his efforts. I know that it takes dedication, time and a great deal of diplomatic skills to produce these things (and to wheedle copy out of contributors, and on time!). I would particularly encourage small technical snippets of the 'How to...' type. As a German speaker, I also volunteered to Nick some time ago to do summary translations of anything in Rhombus that caught the eye (though I presume that we would have to clear that with the IG). I find the Rhombus a very interesting and well-put-together magazine, and I enjoy reading it a lot.

I support the idea of taking part in local shows. Last year I exhibited my Isabella Combi in the local agricultural show, to great effect, and I will be doing so again (Foot-and-Mouth permitting).

I am VERY impressed with the website. It is excellent, and I imagine you have had good responses from others about it.

So, all in all, I think the BDC does just about as much as could be hoped for, for a Society of its size and scope. Geographically I am far too distant to get involved in loaning my Combi for displays and exhibitions (even supposing someone thought it was good enough), but I would not be too downhearted about so few people turning up at the AGM. You will NEVER please all of the people all of the time.

THANKYOU to the committee who keep the club going. There might be a deafening silence from the majority of the members, but my experience suggests that it is a sign that everyone is content and happy. And you could probably raise the subs. to £20 without too much bother as well?

James Joicey

14.03.01

Mem No 275

Received by E-mail:

Dear fellow German classic vehicle enthusiasts,
My name is James Lee and I am the Assistance Event Organiser of Audi Coupe S Club. On this particular Sunday our club will be displaying at Highley railway station and I wonder if a small number of your club members would like to join us. My aim is to form a slim down version of the German Classic Car Show that was held 3 or 4 years back.

To host any car show, there will be the insurance, helpers, hiring food, lavatories, finance, administration works to think about. At the end of the day there is no guarantee of the turnout. So my intention is to join in an established show and having our own small show within. Thus apart from some administration duties we have little to worry about, except for paying the entrance fee, which should be nominal. Plus we guaranteed a good turnout and seeing a selection of vehicles.

Date: Sunday 14th October 2001

Here are the show details:

Time: All day, but would the exhibitors please arrive before 10.30 am, thus allowing time to set up your club stands etc.

Where: At one of the sites along the Severn Valley Railway line. i.e. Highley (1st Choice), Kidderminster (2nd Choice), as Arley and Bewdly are now FULL!

Cost: £4 per display car. All exhibitors will receive half-priced concessionary tickets to travel on their railway. Details for non-classic car parking will be published nearer the time.

Attractions: As well as cars and commercials on display along the line, there are 4 steam and 1 diesel railway trains running all day. Some of the stations have appeared on screen.

Contact: Classic Vehicle Day Organisers, Severn Valley Railway, 01299-403819 (Mon - Fri 9am - 5pm) and ask for application forms and details. I'll try to ask the organiser to put us together: and if your club won't mind doing the same hopefully no one is left out

!!Closing Date for entry : 20th September!! No entry allowed on the day!
Their web site address: www.svr.co.uk.

There will be at least 5 early Audi 100s from our club displaying on the day. I have also spoken to Tony Bailey, Chairman of the DKW Owners' Club and Rosemary Crawley, Secretary of the NSU Owners' Club about this event.

'look forward to seeing you on the day.

James Lee
on behalf of ACCGB

Hi Nick

A couple of contributions for your 'Opinions' column in the Newsletter.

I hope all is well with you and the family. Have taken the head off my engine and found the top ring on no. 3 (from the flywheel!) piston has broken through. Your diagnosis was spot on so far.

Bye Norman

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Dear Reader,

Thank you for your recent enquiry on where to obtain leaded four-star petrol. A list of stockists countrywide follows. Please note that garages marked with an asterisk do not currently sell leaded four-star, but according to the distributors are expected to do so from the end of February 2000. The distributor is Bayford Thrust. You can get the latest information by visiting their website on www.bayfordthrust.co.uk. and keep watching Practical Classics news pages for further updates.

Ayrshire * Galston. Bobbin Service Station (01563 820767).

Buckinghamshire * Marlow. Platts of Marlow (01628 890909).

Cambridgeshire * Peterborough. Woodgrange Service Station (01733 577808).

Cleveland Eaglescliffe. Jet Service Station (01642 783365).

Stockton on Tees. Jet, Chandlers Wharfe (01642 671686).

Clwyd * Wrexham. Smithy Garage, Acton (01978 352429).

Cornwall

A387 near Looe. Hessenford Garage (01503 240319)

Praddon St Columb. Vincents Tractors (01726 860332)

Truro, Harwey Auto Motors, Ponsanooth (01872 863353).

Co Durham

Newton Aycliffe. Jet Service Station (01325 320649).

Derbyshire

Matlock. Fountain Grange, Whatstandwell (01773 852479).

Devon

Bideford. Barn Cross Garage, Little Torrington (01805 622304)

Exeter. Connect Garage, Old Tiverton Road (01392 277400)

Honiton. Stopgate Service Station, Yacombe (01404 861376)

Torquay. Watcombe Service Station (01803 322449).

Dumfriesshire

* Anman. Cally Service Service Station (01461 201963).

Essex

Billericay. Crays Hill, Chestnut Garage (01268 521948)

* Harwich. Wix Service Station (01255 870217).

Gloucestershire

Dursley. Berkeley Heath Motors, A38 Berkeley Heath (01453 511500).

Hampshire

* Lymington. Beaulieu Garage (01590 612999).

Lanarkshire

* Airdrie. Rigg End Service Station (01236 830242)

* Lesmahagow. Riverside Service Station, Milton (01555 892875)

Lincolnshire

* Lincoln. Camwick Hill Garage (01522 533665)

* Whaplode. Whaplode Service Station (01406 371919).

Merseyside

* Liverpool. Avenue Service Station Woolton (0150 428 8483).

Nottinghamshire

* Mansfield. Woods Garage, Clipstone village (01623 621253)

* Nottingham. The Teesdale Garage (0115 960 5146).

Shropshire

* Market Drayton. Arnolds Autosales & Services (01630 652477).

Somerset

Clevedon. BWOE Wayside Garage, Kenn (01275 342828)

Glastonbury. Torview Garage, Edgarley (01458 833800)

Lympsham. BWOE (Lympsham) Ltd (01934 815062)

Wellington. Piccadilly Service Station, A38 Chelston (01823 662148)

Yeovil. Camel Cross Motors, A303 (01935 850318)

Tyne & Wear

* Sunderland. Thrust Ryhope (0191 567 3916)

Warwickshire

* Coventry. Popes Service Station, Binley (01203 542505)

Stratford Upon Avon, Campden Road Services, Lower Quinton (01789 720313).

West Midlands

Warley. Broomfield Garage, Rowley Regis (0121 561 1090).

Wiltshire

Malmesbury. Grays of Sherston (01666 840302)

Yorkshire (East)

* Barnetby. Gallowes Wood Service Station. (01652 688259)

* Hull. Maple Garage, Flinton (01964 670392)

* Hornsea. Maple Garage, Mappleton (01964 534144).

Yorkshire (North)

Flaxton. Thrust Coastways, A64 (01904 468503)

* Harrogate. Abbots Garage (01423 780293)

Harrogate. Chromemetal Ltd, New Park (01423 503240)

* York. GRB Auto Engineers, Ampleforth (01439 788707)

York. Le Mans 24 Hour (01904 642244).

Yorkshire (West)

Elland. Thrust Elland (01422 372128)

* Huddersfield. West End Garage, West Blaitwaite (01484 842662)

* Leeds. Thrust Burley Road (0113 245 0785)

Leeds. Thrust, Harewood (0113 288 6378)

* Leeds. Monk Fryston Filling Station (01977 683848)

Shipley. Thrust Shipley, Charlestown (01274 582283).

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02/09/01

Dear BDC Members

While waiting for my computer to do its thing I had a look through some old newsletters going back about 10 years.

As I can see, the attendance at the AGM and meetings has dwindled over the years. I know a lot of us have got older and we do not have the time to come to the AGM and the meetings, but I think the time has come for us all to make the effort in supporting the Club a bit more. If not, I cannot see it surviving another 10 years in its present form.

The survey conducted early this year, shows 25 models MOTd and running. So why is it that it is the same people who turn up at every meeting? Come on Members please make an extra effort, and to those people who have cars and for some reason or other like to look at them in garages, think about selling them. There are people out there who may be interested in buying some of them and hopefully restore the club to what it was 10 years ago.

Yours sincerely

Graham Mander
Member No. 256

Mr W P Mosely
One Tree Cottage
38 Somerset Road
Wimbledon
London
SW19 5JX

Tel: 020 8879 7588

23rd September, 2001

Dear Nick,

Just to let you know I sold YXH 3 (Borgward Isabella) yesterday and therefore please can I request that the car not be advertised for sale. Sorry to have wasted your time and wishing you all the very best.

Please excuse haste as off on a work trip to Asia. With kind regards and all the best.

Will Mosely

Dear George,

Please can you kindly forward this note to Pete Grove as I do not have his address. Thank you very much for all your help over the years with spares, George.

Dear Pete and all at the Borgward Driver's Club,
As I have now sold my Borgward, I would like to let my membership lapse at the end of 2001. I am very grateful for many years enjoyable membership. I decided to sell the car as having two small children and having suffered from numerous hospital visits over the last 6 years, I no longer am able to allocate the time the car deserves.

With thanks and best regards, Will

23rd September, 2001

CARS FOR SALE



Hansa 1800 diesel, 4 door, rhd, black. £2000

This car is similar to the model that appeared on the cover of the Oct. 2000 Newsletter! It is in very reasonable condition and needs little attention. It is probably the best example of this model in the UK and may be unique.

1958 Isabella Combi (large diamond). £800

1957 Isabella Saloon (round instruments, wind up quarter lights) in semi rebuilt state. Offers

Contact Kelvin Jones, Bremen Motors, W Mids. 01384 567137



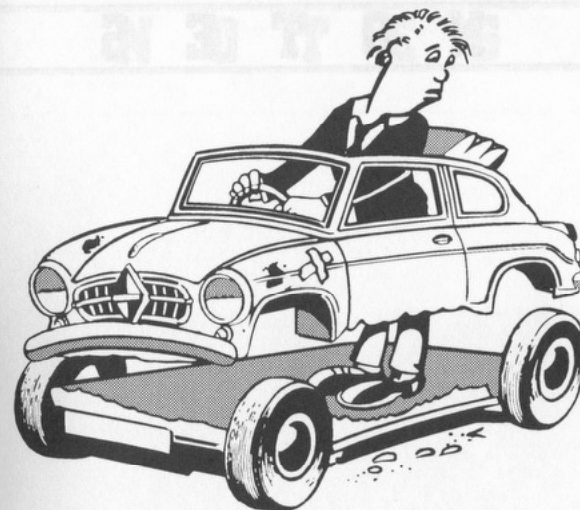
1958 Coupé LHL 84
Stoke-on-Trent, Staffs.

Contact Miles Robinson on
01538 383638

Bought by HWF Forward 1959 from Metcalfe & Mundy.
Borgward Isabella Combi - Dark grey body with red and white interior trim.

MOT Test certificate dated 16.7.2001
Expires 15.7.2002
Tax Disc expires Feb. 2002.

Any reasonable offer
Contact Beryl Forward on
01603 626571, Chester Lodge, Chester Place, Norwich NR2 3DC



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