



Above: Final preparations for the presentation of prototypes for Carl FW Borgward.

Middle: Carl Borgward inspected the prototype, which still lacks the interior.



Below: With "Zierleistenritus" was somewhat disrespectful referred to by the staff Dr. Borgward's habit of personally select chrome trim and position exactly on the body.



With the development in 1950 may already stood the wind tunnel for models in scale 1 to 5 on the south side of the hall 0 of the Work Verfügung2. The final body style was laid but the basis of tests established in the aerodynamic system of the Technical University of Hanover. The result was impressive. The drag coefficient, which indicates the aerodynamic quality of the body, was only 0.363 (for comparison: Borgward Isabella 0.4424 - Porsche 356A 0.365 to 356 B 0,398 - Opel Rekord PII 0.42) 1

The public turned to the power line sedan on April 19, 1951 at the International Motor Show (IAA) in Frankfurt / Main ago. Stars next to the Borg Ward hatchback were the Mercedes 220 and 300, the BMW 501, the Goliath-Sport Coupe with fuel injection engine and never went into series Hanomag partners.

The Hansa issued in 1800 was not yet ready for production. So found measurements of Rigid-ness of the body only in October 1951 statt.4 also handed reamed to 1800 cm<sup>3</sup> engine from the Hansa 1500 with its 60 hp is not enough. So engine designer Karl-Ludwig Brandt created a six-cylinder engine (type 6M2,4), which made 82 hp at 4500 1 / min and a maximum torque of 165 Nm at 2400 1 / min delivered. In October 1952, the series production of the now began "Hansa 2400 Sport" said carriage., The body had to be maintained and modified only slightly (less chrome on the grille, beads on the wheel arches, side trim strip accounted). 1955, it unprofitable production after only 743 hatchback sedans ein.5 as notchback Pullman limousine was the 2400 to 1958 produced in small quantities.

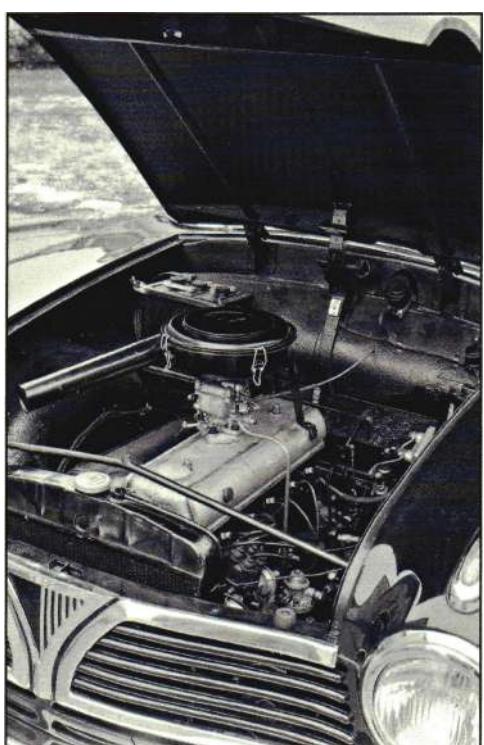


Derauf 1.8 liter engine enlarged (type 4M 1.8) from the Hansa 1500 60 horse power, but could not accelerate 1.4 tons unladen mass of the hatchback sufficient.

Only a 2.3-liter 6-cylinder engine with around 80 horsepower helped the car to brisk movement. The machine, with its 2,337 cm<sup>3</sup> displacement (engine type 6M2,4) was incorporated in November 1952 at Hansa 2400, the production model of this prototype. Also the truck B 2000 got in the all-wheel version of this unit.



Seat fitting without seat.



Typ	Hansa 1800 Fließheck (Hansa 2400 S)
Motor Zylinderzahl und Hubraum [cm <sup>3</sup> ]	Ottomotor Typ 4M1,8 (6M2.4) 4, 1758(6,2337)
Bohrung [mm] und Hub [mm]	78/92(78/81,5)
Leistung [PS und kW]	60/44 (82/60)
Antrieb Länge x Breite x Höhe [mm]	4-Gang-Cetriebe, Hinterradantrieb vermutlich 4460 x 1790 x 1500
Radstand [mm] und Spurweite [mm]	vermutlich 2620, 1360 vorn, 1420 hinten
Leermasse [kg]	1380(1405)
Höchstgeschwindigkeit [km/h]	135(150) 1950/51
Baujahr bzw. Bauzeit	(1952-1955)
Gebauten Stückzahl [St] Verbleib	1 Auf dem Schrottplatz der Versuchsabteilung abgestellt und ausgeschlachtet. Vermutlich in der zweiten Hälfte der 50er-Jahre verschrottet.
Daten Daten in Klammern	VDA-Kraftfahrzeug-Typenblätter Typ H1800 L2 und L4,o.O., 1952 Carl F.W. Borgward GmbH, PKW Hansa 2400, Technische Maße..., Bremen 1957



Above: Rear view Hansa 1800 prototype.  
Below: The end of the Hansa 1800 prototype.  
The picture was taken from the work of  
photographers Richleske in the junkyard of  
the research department in 1956. In the  
foreground, the wreck of a Namag-Lloyd bus  
from 1908th

#### Sources

- 1 Gloor, Roger: Nachkriegswagen, S. 255f, Bern 1982
- 2 Hartmann, Harro, und Hattesohl, Fritz: Interview am 29. März 2000
- 3 Das Auto Motor und Sport, Heft 24/1960, S. 2.  
Die Werte sind nicht direkt vergleichbar, sondern

geben nur eine Tendenz an.

- 4 Borgward Versuchsbteilung: Verwindungssteifheit der selbsttragenden Karosserie H 1800. Bremen, 29.11.1951
- 5 Errechnet nach Borgward GmbH: Aufstellung über Fahrgestell- und Motor-Nummer aller PKW.-Baumuster (sie), Bremen, 1961

