

**F**OLLOWERS of the 1953 Mexican Road Race will remember two very hot Borgward 1500 cc sports cars that were doing surprisingly well in their own class until misfortune caught up with them. One car crashed on the first day; but the other, driven by Hans Hugo Hartman, led the 1½ liter boys until the very end when carburetor trouble forced him to limp into Juarez on two cylinders—and only seven-odd seconds over his prescribed time limit—thus he was out and a Porsche took the 1500 class almost by default.

Since then the German firm of Carl F. W. Borgward hasn't done too much racing. The Mexican cars have taken part in a few national events in Germany, but the lack of front rank drivers and an absence of any background of racing experience prevented them from doing much of anything on an international level.

That was almost three years ago—now Borgward has a brand new 1½ liter racing sports car in the works, and after seeing the car myself in Bremen, I can only say that if it doesn't go, it's no fault of Borgward. The problem is to find someone to drive it the way it should be driven. Both of the men who drove in Mexico, Brudes and Hartmann, are out of the picture; while still under the employ of Borgward, Brudes is over 50, and Hartmann, working in the firm's export department, has given up racing following a severe accident on the Nurburgring last year. At that time he smashed 18 ribs.

The new Borgward 1500 is considerably different from its predecessors; the aluminum body has been given better streamlining. The front suspension is new and the engine is completely new; it's a beautiful double overhead camshaft, 4 cylinder mill of 1496 cc; using the German Bosch system of direct fuel injection, it's putting out over 140 bhp at 7600 rpm. Power curves and torque figures are not available at the moment, but if this factory horsepower figure is correct, and it probably is (the Germans are famous for under-rating their cars), this new Borgward should be a real screamer. I was not allowed to photograph the innards of the engine nor could I obtain a cutaway of it, but I did manage to pry some details out of the factory. The crank is basically the same as that in the Isabella touring car except that it has five main bearings in place of the normal three—these bearings are German inserts—not rollers.

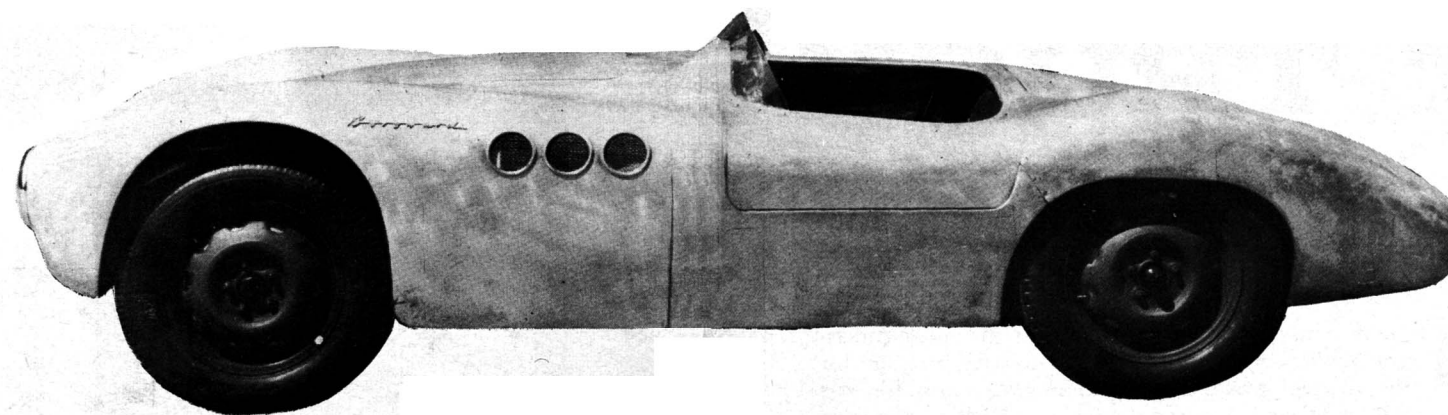
Pistons are of smithed aluminum and are hung on steel rods. The combustion chamber is a mass of valve orifices—with two intake and two exhaust valves for each of the four cylinders. The jet from the injector is at the top of the cylinder with two plugs on either side of it igniting the mixture. The two overhead camshafts are chain driven, one cam operating the injection pump, the other the distributor. The engine is lubricated by over five quarts of oil—it is *not* a dry sump type of lubrication system. The water cooling system holds about eight quarts. The engine has a short stroke 74mm and is most definitely over square—the bore being 80 mm. Compression ratio is 10:1. Total weight of the Borgward 1500 racing engine is 286 pounds; the factory states that the car's maximum speed is in excess of 145 mph; fuel consumption in a race is roughly 10 mpg.

The transmission is a Borgward-built, fully synched five speed box; the clutch is a single dry plate Fichtel and Sachs, hydraulically actuated.

Suspension-wise the car shines brightly; all-wheel independent suspension is the principle feature, the front-end being a slightly narrower version of that on the Isabella. Coil

# Borgward Builds a Hot One

By **JESSE L. ALEXANDER**

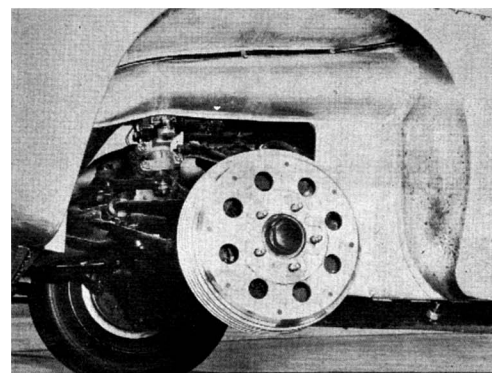


*Sheathed in its all aluminum streamlined body, the new Borgward presents a considerably different silhouette than that of its predecessors. Magnesium wheels will probably replace those shown above in competition.*

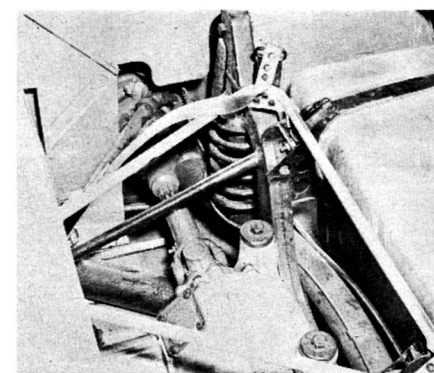
springs with telescopic shocks inside of them are hung on each wheel plus a stabilizer. The rear-end utilizes a DeDion back axle also with coil springs and telescopic shocks.

A tubular steel frame and chassis having two cross braces across the width of the car weigh just under 100 pounds and hung onto this chassis is a very beautiful aluminum body—the front and rear panels of which come off by pushing on clever thumb buttons. A 23.7 gallon fuel tank is hung onto the extreme rear with the spare tire.

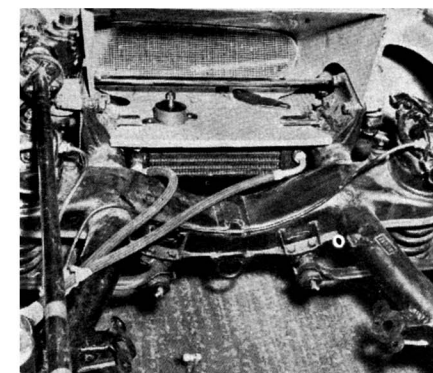
*Large brake drum is drilled for cooling. Brakes are Lockheed hydraulic with ATE booster.*



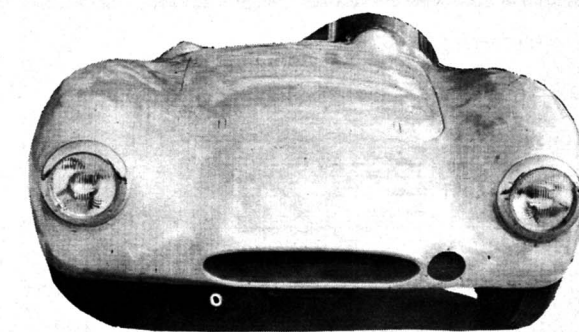
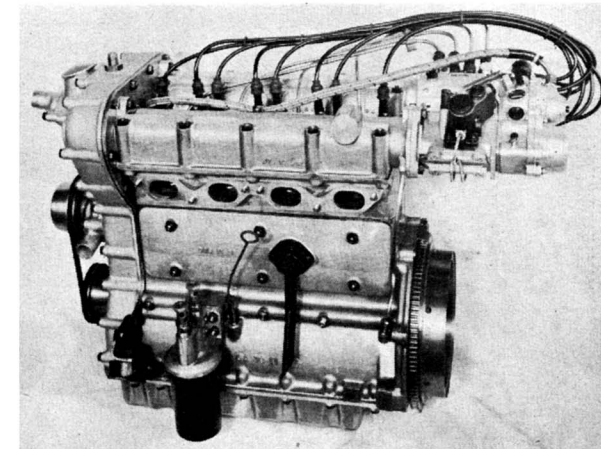
*De Dion final drive and rear suspension. Triangular frame supports spare tire.*



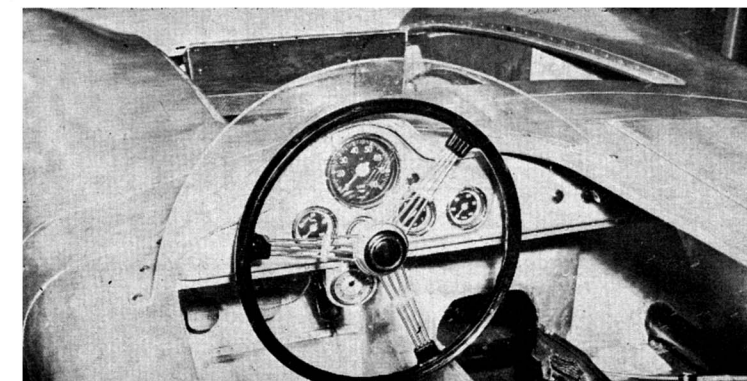
*Narrow cross member at front end causes inward curve of frame. Note oil cooler below grille.*



*RIGHT: The all new engine, featuring Bosch fuel injection, 2 plugs per cylinder, four valves for each barrel, and double overhead cams, revs 140 bhp at 7,600 rpm. BOTTOM RIGHT: Almost ready to take on competition, the 1500 RS stands 36 inches from ground to top of windscreen.*



*Instruments within the cockpit are placed for easy, quick reading. Note engine and transmission have not been mounted.*



Steering is normal Isabella, having only 3¼ turns from lock to lock; the wheel is removable ala 300 SL and the brakes are Lockheed hydraulic, but utilizing the ATE servo booster; the drums are well ventilated.

From the foregoing specs and from the accompanying photographs you can get an idea of the car's worth. It should make its debut in European racing shortly and if it goes as fast as it should, it's going to sell one tremendous lot of Isabellas. #