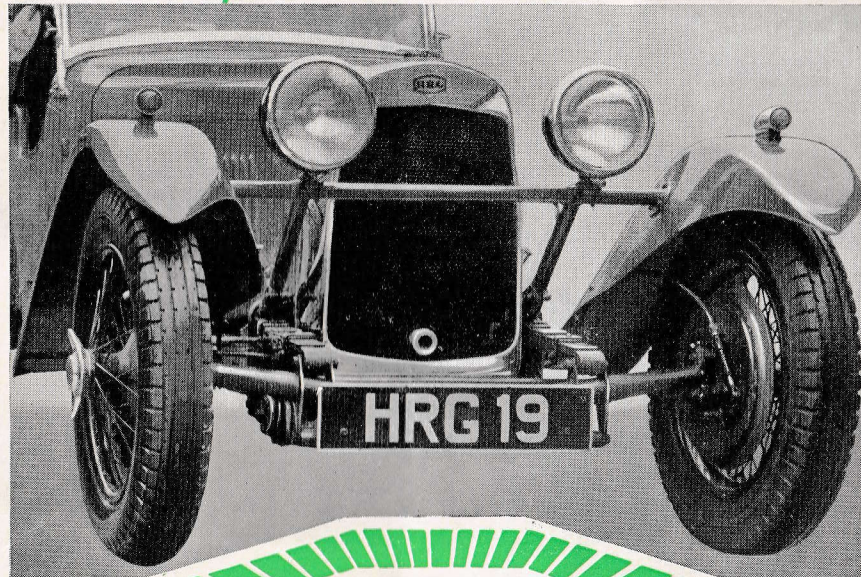


The Sportsman's Ideal

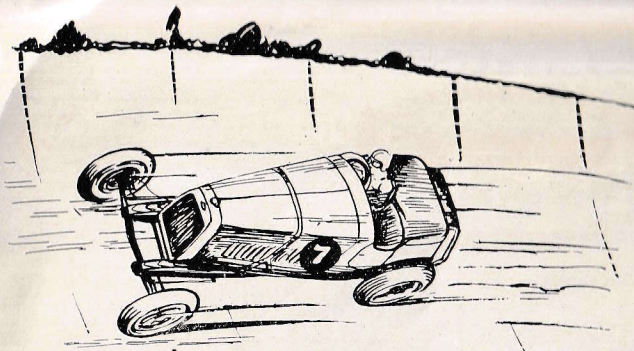


Cars—

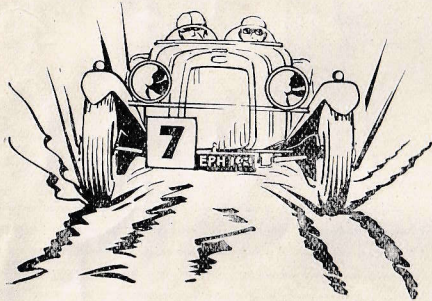
H.R.G. ENGINEERING COMPANY LTD.
OAKCROFT ROAD, KINGSTON-BY-PASS, TOLWORTH, SURREY

Telephone : ELMbridge 4489

Telegrams : ELMbridge 4489



By Enthusiasts . . .



For Enthusiasts.

FOREWORD

Designed by automobile engineers of wide experience . . . built with individual care by master craftsmen . . . the H.R.G. Car will satisfy the most exacting needs of the enthusiastic sporting motorist.

The H.R.G. moreover, fulfils a special need . . . There are cars on the market today of high performance but selling at a high price ; there are also good sports cars that can be purchased cheaply—but the performance of these is naturally limited. The H.R.G. fills the gap between, for it provides

really high performance yet it sells at a moderate figure.

The H.R.G. Car, a product of H. R. Godfrey, the pioneer sportsman and designer, is of straightforward, robust construction. Its unique characteristics have been achieved by employing a very high power to weight ratio. With unladen weight of only 14 cwt. (under Grand Prix weight) its acceleration is brilliant. Owing to scientific and practical weight distribution, its road-holding, cornering and braking capacity cannot be surpassed . . . even at speeds in excess of 85 miles per hour—of which the car is capable.

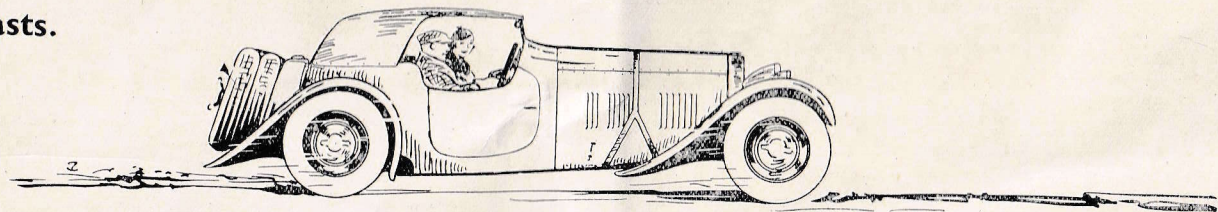
The H.R.G. is, without exception, the safest fast car made.

THREEFOLD PERFORMANCE

Without modifications, the H.R.G. will serve three distinct purposes—trials and competition work ; road and track racing ; comfortable, fast touring. Thus, in effect, the H.R.G. offers the advantages of three cars in one.

An H.R.G. owner, for example, may enter his car for a Brooklands event, then drive it in a reliability trial, yet still use it as a practical means of fast transport.

For the real sporting motorist, the value and economy of this threefold performance need hardly be emphasised.



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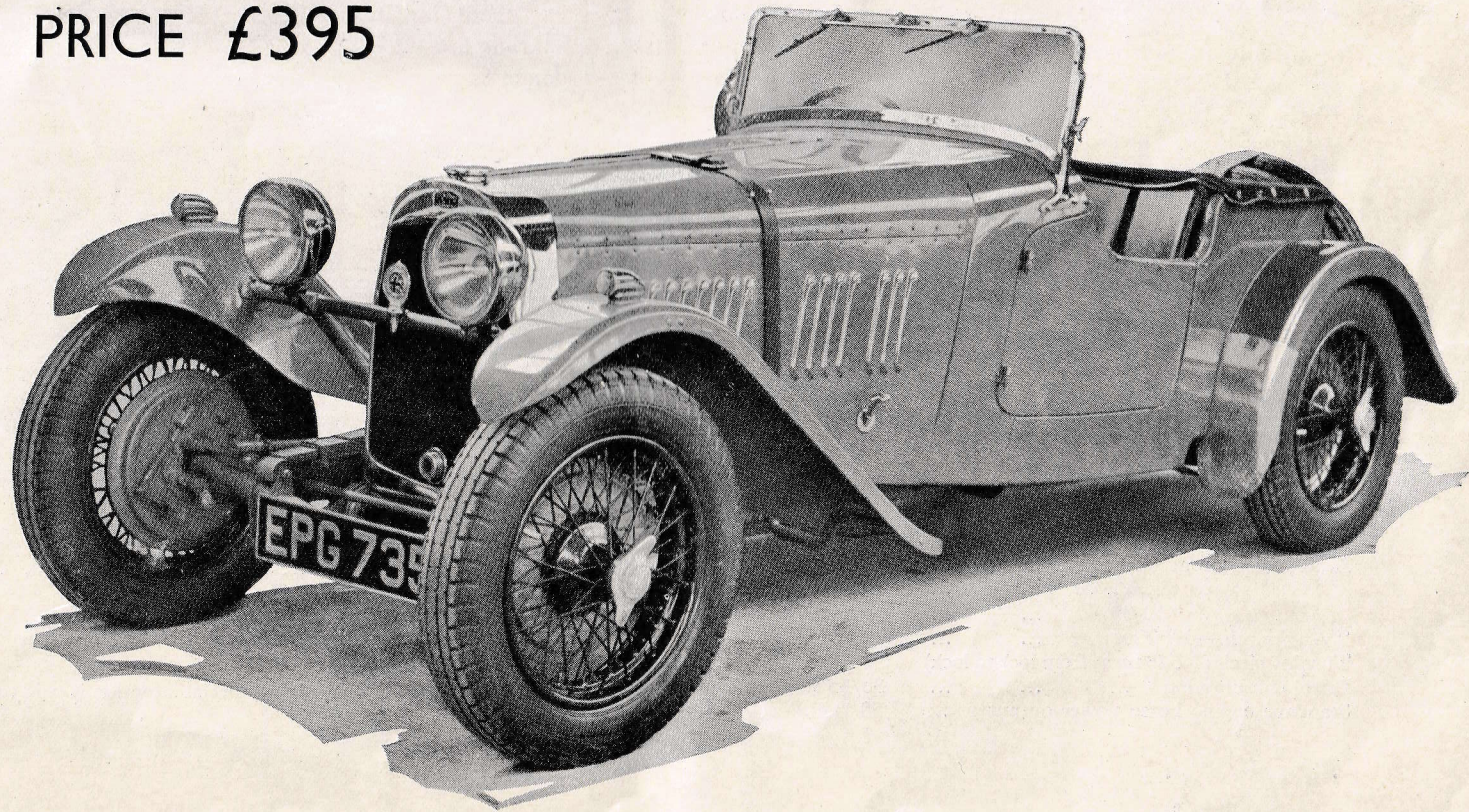
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THE 1½ LITRE 2-SEATER



PRICE £395



SPECIFICATION (CONTINUED)

WHEELS.

Dunlop racing type wire wheels with Rudge type long hubs and knock-off caps. Tyres: Dunlop tyres 17 by 4.75.

ELECTRICAL.

12 volt Separate starter and dynamo. Two head lamps. Side lamps on wings. Tail and stop-light. Two dash lamps giving direct illumination. Lucas double windscreen wiper.

INSTRUMENTS.

5-in. Jaeger Speedometer. 5-in. Jaeger Rev. Counter and Clock combined, oil pressure gauge, oil temperature gauge, radiator thermometer and ammeter.

SHOCK ABSORBERS.

Large friction Duplex all round, rear built into design. Front combined with radius rods and have long oil-less bearings to withstand thrust due to Braking torque.

SILENCER.

Burgess, giving very effective silencing without back-pressure.

BODY.

Two-seater with large luggage space for emergency third passenger. Fold-flat safety glass windscreen allowing bonnet to be opened with screen down. Full all-weather equipment. Seating is adjustable for length and back squab for angle. Two Moseley Float-on-Air seat cushions. Real leather upholstery.

CONSUMPTION.

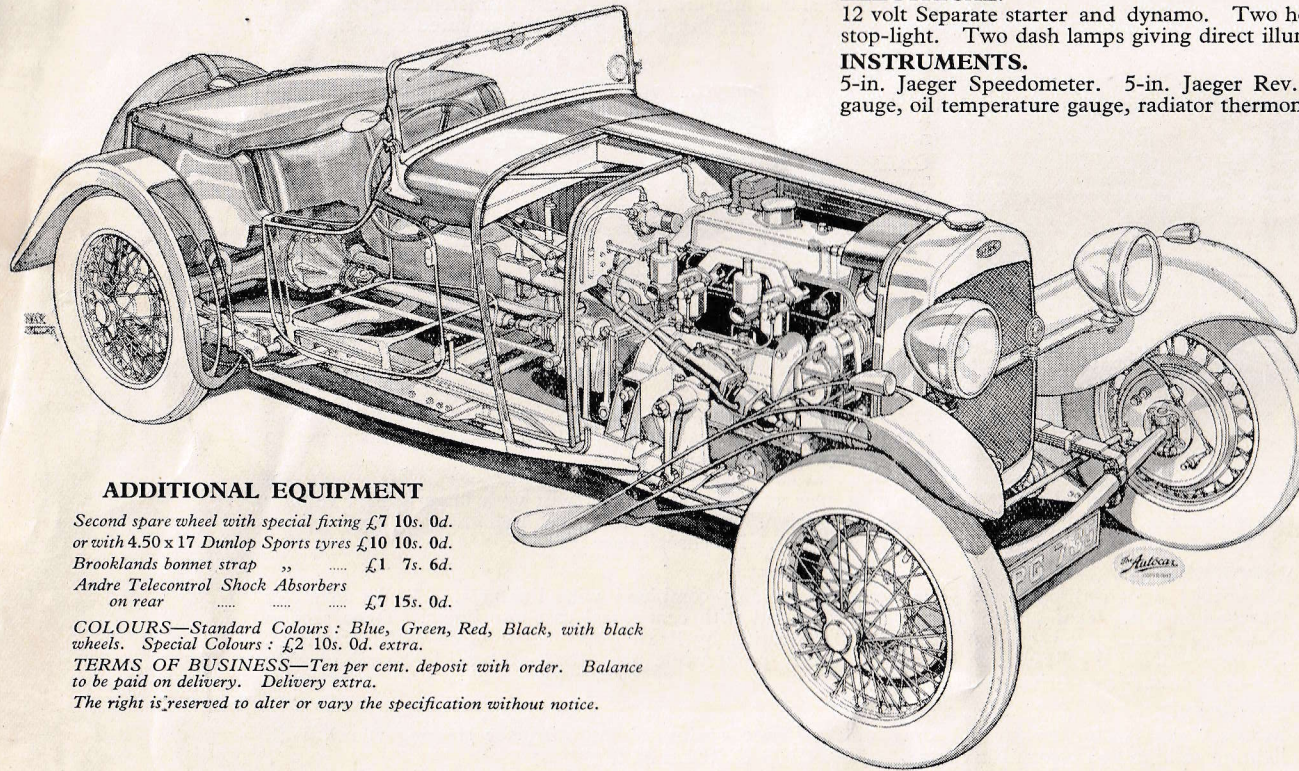
30/35 m.p.g.

PRICE.

£395 ex Works.

DIMENSIONS.

Overall length	.....	12 ft.
Overall width	.....	4 ft. 7 ins.
Width of body (inside)	.....	40 ins.
Height of top of radiator	.....	37 ins.
Height of top of windscreen	.....	50 ins.



ADDITIONAL EQUIPMENT

Second spare wheel with special fixing £7 10s. 0d.

or with 4.50 x 17 Dunlop Sports tyres £10 10s. 0d.

Brooklands bonnet strap " " £1 7s. 6d.

Andre Telecontrol Shock Absorbers
on rear " " £7 15s. 0d.

COLOURS—Standard Colours: Blue, Green, Red, Black, with black wheels. Special Colours: £2 10s. 0d. extra.

TERMS OF BUSINESS—Ten per cent. deposit with order. Balance to be paid on delivery. Delivery extra.

The right is reserved to alter or vary the specification without notice.



PRESS & OWNERS' OPINIONS

"The H.R.G. is one of the coming makes in trials and Rallies" (*Autocar*, 22.1.37). "A roadworthy and finely braked car" (*Light Car*, 22.1.37). "The acceleration is not merely good, but positively brilliant" (*Light Car*, 22.1.37). "This is a thrilling vehicle to handle" (*Light Car*, 22.1.37). "Essentially a vehicle in which frills and baubles have no place" (*Light Car*, 22.1.37). "The braking is extremely good." (*Glasgow Herald*, 24.11.36). "The engine has a pleasant unhurried feeling when cruising in the upper sixties" (*Light Car*, 22.1.37). "Miles reeled off at an amazing rate, not only over brief stretches but hour after hour. Given reasonable conditions and some wide, straight roads now and then, 60 in the hour is within the compass of the car." "On corners it is startling, in that it will scoot round them on a dead level, and never yield an inch of side-slip or swing." (*Both J.C.C. Gazette*, November, 1936).

"The car will cruise comfortably at 70-75 m.p.h. on top, on half throttle . . . and the makers acceleration figures of 0-50 in 11 seconds and 0-60 in 13 2/5 secs. are by no means exaggerated. Road-holding is something quite unique in my experience and I doubt whether any other car built today could be driven as fast as the H.R.G. . . . petrol consumption is well over 30 m.p.g."

(signed) H. P. P., Jan. 5th, 1936

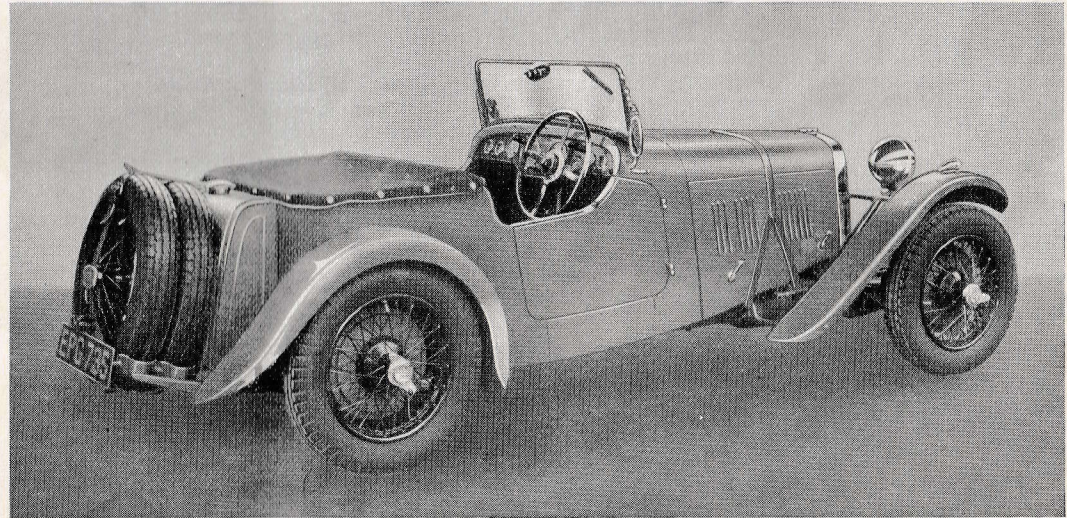
"On the actual Rally itself, the engine performed like an angel from start to finish it was the greatest pleasure to drive.

"She quite held her own with the bigger cars for speed and had most of them licked on the corners . . . we had covered the 140 miles in 2 hrs. 25 minutes, which was pretty good under the prevailing appalling conditions, an average of about 59 m.p.h. . . ."

from a Monte Carlo competitor,

Jan., 1936.

(signed F. A. S.)



"The Autocar" Photo

