



Cars—

The Sportsman's Ideal

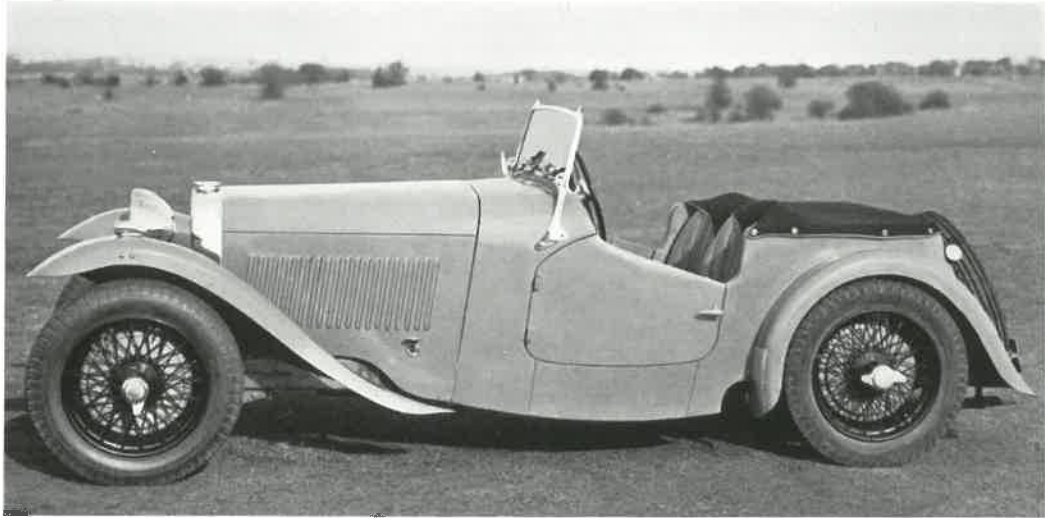


“ 1100 ” MODEL. SPORTS 2-SEATER

£785.

Purchase Tax £218 . 16 . 1

Total £1003 . 16 . 1



BRIEF SPECIFICATION

ENGINE. Four cylinder, 60 mm. bore by 95 mm. stroke, 1074 cc., R.A.C. rating 8.93 h.p. Compression ratio $7\frac{1}{2}$ -1, O.H. camshaft, large diameter dynamically balanced crankshaft running in three main bearings, pressure fed lubrication with submerged oil pump. Specialoid pistons. Engine mounted semi-flexibly at three points.

COOLING. By pump, fan assisted. Radiator is set well back and has over $2\frac{1}{2}$ gallons capacity.

CARBURETTORS AND FUEL FEED. Two S.U. carburettors fed by mechanical petrol pump from 9 gallon rear tank inside the body.

IGNITION. 12 volt sports coil and distributor.

CLUTCH AND GEARBOX. In unit with engine, Borg and Beck heavy duty clutch, four-speed synchromesh gearbox of very light construction with all ground gears giving ratios : Top 4.55-1 (alternative 4-1) ; Third 6.67-1 ; Second 10.32-1 ; First 16.34-1 ; Reverse 16.34-1. Remote control lever very conveniently placed.

TRANSMISSION. Propeller shaft is the latest type, Hardy Spicer needle roller bearing of ample proportions. Back axle is spiral bevel, threequarter floating, having a ratio of 4.5-1, half shafts of exceptional strength.

CHASSIS. Very deep channel section, underslung at rear and braced against twist with large central tubular cross member. Front suspension of special design, rear suspension semi-elliptic. All springs are laminated, of exceptional width, and flat under load. No shackles are used.

SHOCK ABSORBERS. Front, integrally built duplex friction. Rear, piston type hydraulic and friction combined.

BRAKES. Of special design throughout giving exceptional rigidity combined with lightness. Large diameter Electron drums with central cooling fin, fitted with centrifuged iron liners. Deep section Electron brake shoes are mounted on separate fulcrums. Operation by latest type heavy cased Bowdenex cables. All four brakes individually adjustable with master adjustment in cockpit of car within easy reach of the driver.

STEERING. Marles, with fore and aft drag link, large diameter sprung steering wheel. Turning circle 30 ft.

ELECTRICAL. 12 volt, with separate C.V.C. dynamo and starter. Twin 6 volt batteries are mounted in the scuttle. Large diameter headlamps, sidelamps mounted on front wings. Dual blade windscreen wiper, combined tail and stop light.

WHEELS AND TYRES. Long hub racing type wire wheels with knock-off caps, fitted with 5.50 by 16 Dunlop tyres.

INSTRUMENTS. Jaeger magnetic type, including a 5 in. speedometer, 4 in. revolution counter, oil and petrol gauges, ammeter, oil thermometer, inlet vacuum gauge and separate radiator thermometer. Indirect illumination from rear of dash. Extra dashlamp for map reading, etc.

BODY. Two-seater, with ample luggage accommodation in rear behind front seats in which can be accommodated an additional emergency passenger. Comprehensive all-weather equipment, real leather upholstery, adjustable seats, fold flat windscreen.

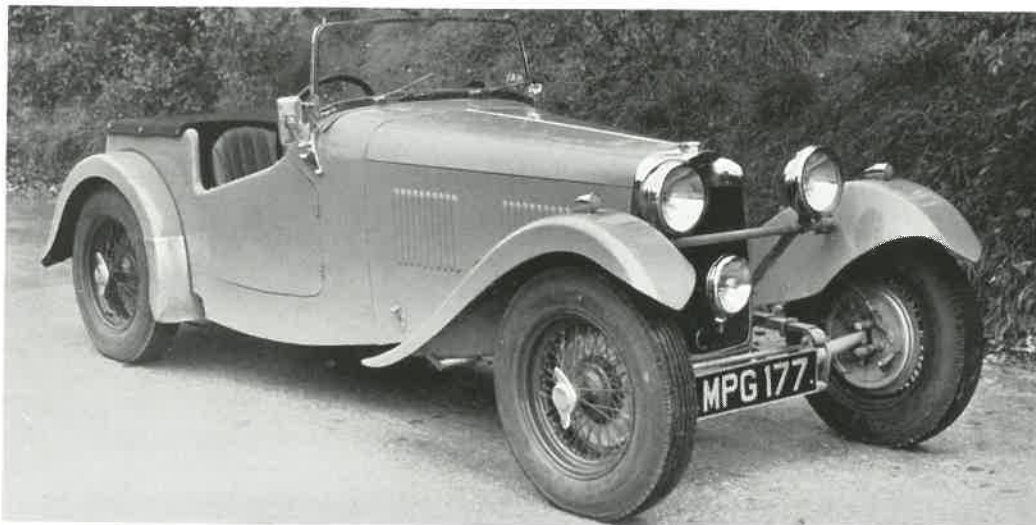
DIMENSIONS. Wheelbase, 8 ft. $3\frac{1}{2}$ in. Track : front 4 ft., rear 3 ft. 9 ins. Overall length, 11 ft. $10\frac{1}{2}$ ins. Overall width, 4 ft. 7 ins. Width of body inside 40 ins. Heights : radiator, 37 ins., top of windscreen, 50 ins. Weight complete, unladen, $13\frac{1}{2}$ cwt. Turning circle, 30 ft. Petrol consumption, $35/40$ m.p.g. Maximum speed, 80 m.p.h.





" 1500 " MODEL. SPORTS 2-SEATER

£850. Purchase Tax £236 . 17 . 3 Total £1086 . 17 . 3



BRIEF SPECIFICATION

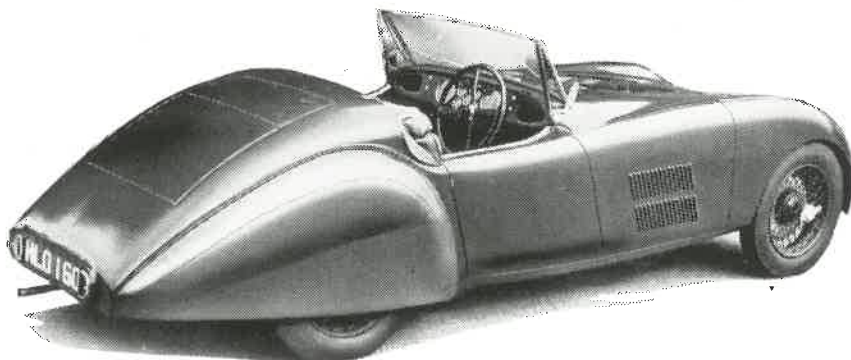
- ENGINE.** Four cylinder, 68 mm. bore by 103 mm. stroke, 1496 cc., R.A.C. rating 11.4 h.p. 65 b.h.p. O.H. camshaft, detachable cylinder head. Large diameter counterbalanced crankshaft running in three large main bearings, engine mounted semi-flexibly at three points. 7-1 compression ratio, special high duty pistons and valves.
- COOLING.** By positively driven water pump ; the radiator, which is set well back, has a capacity of over 2½ gallons of water.
- CARBURETTERS AND FUEL FEED.** Twin S.U. semi-downdraught carburetters fed by electric petrol pump from 9 gallon rear tank inside the body.
- IGNITION.** 12 volt sports coil and distributor.
- CLUTCH AND GEARBOX.** In unit with engine, Borg and Beck heavy duty clutch, four-speed synchromesh gearbox of very light construction with all ground gears giving ratios : Top 4-1 (alternative 4.55-1) ; Third 5.86-1 ; Second 9.06-1 ; First 14.37-1 ; Reverse 14.37-1. Remote control lever very conveniently placed.
- TRANSMISSION.** Propeller shaft is the latest type Hardy Spicer needle roller bearing, of ample proportions. Back axle is spiral bevel, threequarter floating, half shafts of exceptional strength.
- CHASSIS.** Very deep channel section, underslung at rear and braced against twist with large central tubular cross member. Front suspension of special design, rear suspension semi-elliptic. All springs are laminated, of exceptional width, and flat under load. No shackles are used.
- SHOCK ABSORBERS.** Front, integrally built duplex friction. Rear, piston type hydraulic and friction combined.
- BRAKES.** Of special design throughout giving exceptional rigidity combined with lightness. Large diameter Electron drums with central cooling fin, fitted with centricast iron liners. Deep section Electron brake shoes are mounted on separate fulcrums. Operation by latest type heavy cased Bowdenex cables. All four brakes individually adjustable with master adjustment in cockpit of car within easy reach of the driver.
- STEERING.** Marles, with fore and aft drag link, large diameter sprung steering wheel. Turning circle 32 ft.
- ELECTRICAL.** 12 volt. with separate C.V.C. dynamo and starter. Twin 6 volt batteries are mounted in the scuttle. Large diameter headlamps, sidelamps mounted on front wings. Tail and stop light combined, two dash lamps giving direct illumination, dual windscreen wiper, Lucas pass light.
- WHEEL AND TYRES.** Long hub racing type wire wheels with knock-off caps, fitted with 5.50 by 16 Dunlop tyres.
- INSTRUMENTS.** Jaeger chronometric instruments are fitted as follows : 5 in. speedometer, and combined electric clock and revolution counter, oil and water thermometers, oil pressure gauge, petrol gauge, inlet vacuum gauge and ammeter.
- BODY.** Two-seater, with ample luggage accommodation in rear behind front seats in which can be accommodated an additional emergency passenger. Comprehensive all-weather equipment, real leather upholstery, adjustable seats, fold flat safety glass windscreen. Provision is made on the engine for a water heated footwarmer for cold climates and ample room for a car radio to be installed.
- DIMENSIONS.** Wheelbase, 8 ft. 7 ins. Track : front, 4 ft., rear, 3 ft. 9 ins. Overall length, 12 ft. Overall width, 4 ft. 7 ins. Width of body inside 40 ins. Height : radiator, 37 ins., top of windscreen, 50 ins. Turning circle, 32 ft. Weight complete unladen, 14 cwts. Petrol consumption, 30/35 m.p.g. Maximum guaranteed speed, 90 m.p.h.





“AERODYNAMIC” MODEL

£975. Purchase Tax £271 . 13 . 4 Total £1,246 . 13 . 4



BRIEF SPECIFICATION

ENGINE. Four cylinder monoblock casting, 68 mm. bore by 103 mm. stroke, 1496 cc., R.A.C. rating 11.4 h.p. Compression ratio 7-1. Detachable cylinder head carries overhead camshaft mounted in three bearings and driven by duplex roller chain with tensioner. Bronze valve guides for exhaust valves and special high duty inlet and exhaust valves. Crankshaft is dynamically balanced and counterweighted, running in three large diameter main bearings. Specialoid pistons. Engine unit semi-flexibly mounted at three points.

COOLING. The engine is cooled by water pump and an easily detachable fan is fitted for tropical use, the radiator with a capacity of 2½ gallons gives ample cooling.

CARBURETTERS AND FUEL FEED. Twin S.U. semi-down-draught carburetters are mounted on a special manifold designed to give the maximum volumetric efficiency and an inlet manifold vacuum gauge is fitted on the fascia board with which the carburetters can be accurately matched and maximum efficiency of the engine maintained as well as maximum economy. An 11 gallon petrol tank is fitted, petrol being fed to the carburetters by twin electric pumps. Two gallons reserve petrol for emergency purposes operated by a switch on dashboard.

IGNITION. Special sports coil and distributor with automatic advance.

CLUTCH AND GEARBOX. In unit with engine, the clutch is a heavy duty Borg and Beck dry plate, in conjunction with a synchromesh “all ground” gearbox with remote control lever centrally placed giving the ratios : Top 4-1 (alternative 4.55-1) ; Third 5.86-1 ; Second 9.06-1 ; First 14.37-1 ; Reverse 14.37-1. Clutch control pedal is adjustable for length if required.

TRANSMISSION. Propeller shaft is the latest type Hardy Spicer needle roller bearing of ample proportions. Rear axle is threequarter floating type having a ratio of 4-1 or 4.55-1 with half shafts of exceptional strength.

CHASSIS. Very deep channel section, underslung at rear and braced against twist with large central tubular cross member. Front suspension of special design, rear suspension semi-elliptic. All springs are laminated, of exceptional width, and flat under load. No shackles are used.

SHOCK ABSORBERS. Front, integrally built duplex friction. Rear, piston type hydraulic and friction combined.

BRAKES. Of special design throughout giving exceptional rigidity combined with lightness. Large diameter Electron drums with central cooling fin, fitted with centricast iron liners. Deep section Electron brake shoes are mounted on separate fulcrums. Operation by latest type heavy cased Bowdenex cables. All four brakes individually adjustable with master adjustment in cockpit of car within easy reach of the driver.

STEERING. Marles, with fore and aft drag link, large diameter sprung steering wheel, adjustable for rake.

ELECTRICAL. 12 volt lighting and starting, C.V.C. dynamo, twin 6 volt batteries mounted in easily accessible position in scuttle. Latest pattern semi-sealed Lucas flush fitting headlamps with prefocused bulbs and combined pilot light. Built-in rear number plate combining twin tail, reverse and stop light, windscreen wiper latest concealed rack type which is completely silent and does not obstruct forward vision at all.

WHEELS AND TYRES. Long hub racing type wire wheels with knock-off caps, fitted with 5.50 by 16 Dunlop tyres.

INSTRUMENTS. Jaeger chronometric 5 in. (127 mm.) speedometer and 5 in. (127 mm.) revolution counter, also combining an electric clock. Separate oil pressure, oil temperature, water temperature, petrol, ammeter and inlet manifold vacuum gauges. Combined ignition, side and tail, and head-lamp switch with foot operated dip switch. Horn button and dashboard lighting, reverse light operated from switch.

BODY. Scientifically designed aerodynamic form of the latest type, fitted with adjustable seats, with ample luggage space. A completely weatherproof folding hood, wind-up windows and a safety glass windscreen which is readily removable and can be replaced with aero-screens if required.

DIMENSIONS. Wheelbase, 8 ft. 7 ins. Track : front, 4 ft., rear, 3 ft. 9 in. Overall length, 13 ft. 6 ins. Overall width, 4 ft. 10 in. Width of body inside 47 ins. Height : top of windscreen, 49½ ins. Turning circle, 32 ft. Ground clearance, 7 ins. Weight of chassis unladen, 11½ cwts. Weight of car complete, 16 cwts. Petrol consumption, 30/33 m.p.g. Maximum speed obtainable, 100 m.p.h.





EXTRACT OF POST-WAR SUCCESSES OF H.R.G. CARS

1946

ULSTER A.C. CIRCUIT OF IRELAND TRIAL	Castlereagh Trophy.
WEST OF ENGLAND M.C. TRIAL	Best Performance 1500 cc.
COLMORE CAR TRIAL	Only 1st Class Award.
N.W.L.M.C. LAWRENCE CUP TRIAL	Ripley Cup.
PRESCOTT HILL CLIMB	Fastest Sports Car of the Day.
	Silver Cup Award.
BRISTOL HILL CLIMB	Fastest Sports Car of the Day.
	Etc., Etc.

1947

LANDS END TRIAL	4 1st Class Awards.
ROY FEDDON TROPHY TRIAL	Best Performance under 2500 cc.
PRESCOTT HILL CLIMB	Fastest Unsupercharged Sports Car.
BO'NESS HILL CLIMB	Fastest Unsupercharged 1500 cc.
CZECHOSLOVAKIA LIBEREI CIRCUIT RACE	1st 1500 cc. Class.
	Fastest Lap of the Day.
MANX CUP, ISLE OF MAN	Team Prize (1500 cc.'s).
	Etc., Etc.

1948

BELGIAN GRAND PRIX DE FRONTIERES	2nd under 2 litre Class.
	Fastest lap of the Day.
PRESCOTT HILL CLIMB	1st 1500 cc. Class.
CHILTERN HILL TROPHY	Chiltern Cup.
BELGIAN 24-HOUR RACE	King of the Belgians Cup (Team Award).
INTERNATIONAL ALPINE RALLY	Alpine Cup.
	Foreign Team Award.
	One Make Team Cup.
	Ventoux Hill Climb Cup.
	1st 1100 cc. Class.
	1st 1100 cc. Special Test.
	1st 1500 cc. Special Test.
	Etc., Etc.

In the INTERNATIONAL ALPINE RALLY, the five H.R.G. cars obtained more awards than any other make, all cars being standard and all drivers amateur private owners.

In the 24-HOUR RACE AT SPA the Coupe de Roi (Team Prize) was won by amateur-owner drivers.

In the 12-HOUR RACE AT MONTLHERY, out of the five finishers in the winning British team, four were H.R.G.'s, again all amateur private owners.



By Enthusiasts

H.R.G. ENGINEERING CO., LTD.

OAKCROFT ROAD, KINGSTON BY-PASS

TOLWORTH, SURREY

ELMBRIDGE 4489

For Enthusiasts