

## The HRG Engineering Co. Ltd - 1935 to 1966

### Summary History Timeline

Year	<i>cars built</i>	<i>Some notable milestones, events and results...</i>
1935	1	A partnership is formed between Ron Godfrey, Ted Halford & Guy Robins to build a new sports car The <i>prototype</i> H.R.G car is built, at temporary premises in Norbiton, in Surrey, and announced to the motoring press at Brooklands
1936	5	The H.R.G Engineering Co. Ltd is formed, acquires a plot of land and builds a new factory building at Oakcroft Road in Tolworth, Surrey The very first batch of production H.R.G cars are built - known as the H.R.G " <i>1 1/2 Litre</i> " model (fitted with Meadows 4ED engine) The first H.R.G demonstrator is road tested by various the press. The H.R.G marque wins its first award, in competition at Brooklands Grace Leather joins the company, eventually spending her whole career at H.R.G and becoming a Director in the 1950s
1937	11	An HRG wins its class in the JCC Brooklands Rally, Scott & Halford come 2nd in class at the Le Mans 24-hour race H.R.G cars compete in the Monte Carlo Rally, The Donington 12-Hour Sports Car Race (4th & 5th overall) and at the Nürburgring Anthony Curtis joins H.R.G as their company secretary and salesman A wider chassis model is introduced. An HRG wins a premier award on the Exeter Trial.
1938	10	Lord Deramore borrows the HRG demonstrator and wins his class on the 1938 Paris-Nice Trial Clark & Chambers are 2nd in class at the Le Mans 24 hour race, HRGs compete in the Tourist Trophy B.Bira borrows the works demonstrator and wins the 1500cc class in the Catalogued Sports Car Race at Brooklands The " <i>Coupe</i> ", " <i>Le Mans</i> " and " <i>1100</i> " models are introduced, a 1500cc Singer (based) engine is also trialled as a replacement for the 4ED
1939	8	Clark & Chambers 1st in class at the Le Mans 24-hour race, an H.R.G also wins its class on the RAC Rally Ted Halford leaves H.R.G First production car fitted with a 1500cc Singer (based) H.R.G engine
1940	1	The " <i>Aerodynamic</i> " model is designed and a <i>prototype</i> is introduced and announced The company prepares for the coming world war....
1941-1945	-	Car production ceases, H.R.G are involved in the war effort manufacturing parts for Vickers, Bristol, Armstrong Whitworth and Air Ministry orders
1946	18	New updated H.R.G " <i>1100</i> ", " <i>1500</i> " & " <i>Aerodynamic</i> " models announced soon after World War 2 ends Production resumes and several cars are exported under the Government "export or die" policy of the era H.R.Gs win The Ulster Circuit of Ireland Trial, Lawrence Cup Trial and are the fastest sports car at Prescott Hill-Climb
1947	68	Lord Selsdon becomes a Director and the majority shareholder, 1947 sees the largest production of H.R.G cars in a single year H.R.Gs win 4 premier awards on the Land's End Trial, H.R.Gs were the fastest un-supercharged sports car at Bo'ness and at Prescott H.R.G cars take part in the very first post-war race meetings at Gransden Lodge, Chimay (in Belgium) and the Isle-of-Man (winning Team Prize)
1948	45	H.R.Gs compete at the very first events at the newly formed circuits of Goodwood and Silverstone and, again, at Chimay and the Isle-of-Man Clark & Chambers trial pit-to-car PYE radio systems in the Clark & Scott H.R.G team - <i>The first time ever employed in motor racing</i> Clark & Scott win The Coupe du Roi team prize at the Spa-Francorchamps 24-hour race An H.R.G team compete in the 12-hour race at Monthery, nr Paris, and win the Team Prize. H.R.G also wins an Alpine Cup & Team Prize in the Alpine Rally
1949	28	Peter Clark and his team of three HRG Le Mans <i>prototypes</i> wins the 1500cc class and are 8th overall in the Le Mans 24-hour race They win the class again 2 weeks later at Spa-Francorchamps as well as the Team Prize H.R.G 1st, 2nd & 4th in the 1500cc class at the Daily Express Trophy production sports car race at Silverstone Eric Thompson wins 2 races at Goodwood in his Le Mans <i>lightweight</i> , having recently returned from Le Mans and Spa 8 premier awards are won in the MCC Land's End Trial and a 3rd place in the Alpine Trial
1950	12	Guy Robins leaves H.R.G and Stuart Proctor joins H.R.G as a new Director

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		H.R.G wins the 1500cc class in the Daily Express Trophy production sports car race at Silverstone
1951	8	H.R.G comes 1st & 2nd in class and wins an Alpine Cup in the Alpine Rally. H.R.G 1st & 2nd in class in the RAC Rally H.R.Gs win 2nd & 3rd at the Daily Express Trophy meeting at Silverstone. H.R.G 2nd in class on the Paris-St Raphael Rally Hydraulic brake system developed for the existing cars by Stuart Proctor
1952	6	H.R.G cars continue to compete and win at Silverstone, in the Jersey road races and at Crystal Palace and in the Goodwood 9 hours 3 more H.R.Gs compete in the Alpine Trial, one is 3rd in class
1953	4	The SM 1500cc (based) Singer engine starts to be fitted to "1500" model The long-stroke twin-cam H.R.G cylinder head is designed and developed for the older, Singer 12 (based), engine by Stuart Proctor The engine runs in the Goodwood 9 hour race in David Blakely's HRG Le Mans <i>lightweight</i>
1954	4	A short-stroke twin-cam H.R.G engine is developed by Stuart Proctor, based on the Singer SM engine, in conjunction with The Singer Motor Co. The H.R.G "Twin Cam" car model is introduced, with fully independent suspension and disc brakes
1955	3	A "Twin-cam" model takes part in the Goodwood 9 hour race
1956	7	The last H.R.G "1500" model leaves the works. All the last 12 "1500"s have Singer SM (based) engines and are exported to the US
1957-59	-	Car production ceases and H.R.G concentrates on maintaining cars and development engineering of aftermarket tuning parts for other makes Along with VW Derrington, H.R.G design, manufacture and sell the H.R.G-Derrington cross-flow cylinder head for the BMC "B" series engine
1958	-	Ron Godfrey retires from H.R.G
1960	-	The H.R.G Association was formed for H.R.G owners, with the support of the company
1963	1	Lord Selsdon dies, aged 49, as his son takes his position on the board. A new <i>prototype</i> car is designed and made but not taken forward
1966	1	A further new <i>prototype</i> car is made but the Directors, who are all near retirement, decide to close H.R.G Engineering and the company is wound up All staff are found employment within other local businesses and most of the machine tools & equipment are sold to Brabham All remaining car spares, drawings, manufacturing jigs & tools are sold to the nearby Ripley Garage business
1968	-	The H.R.G Association eventually acquires the remaining HRG spares, jigs & tools from Ripley Garage H R Godfrey dies, aged 81
	<u>241</u>	<i>Is the total production of all H.R.G cars</i>