

FAMOUS DRIVERS OF MG CARS

No. 5.—ALBERT W. DENLY

"THE LITTLE GIANT"

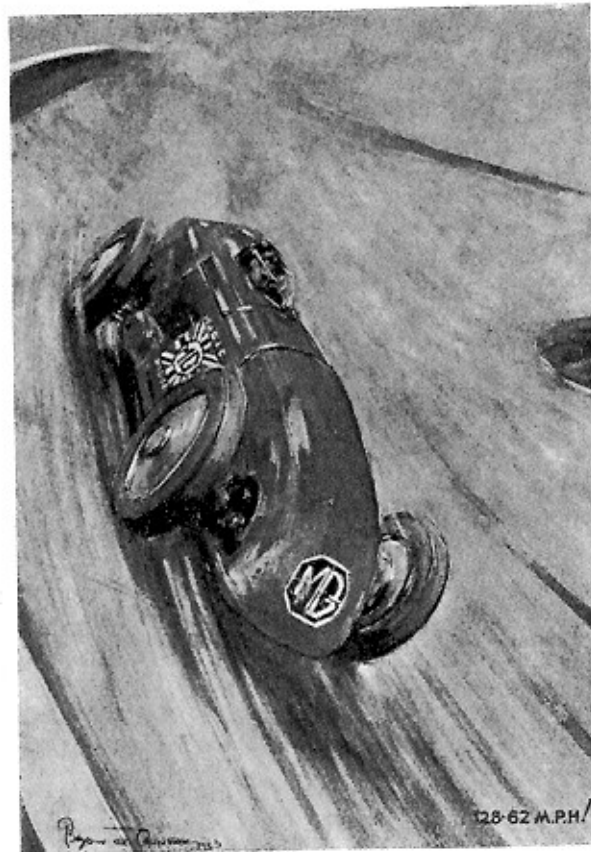
AT this period, when official lists of records are being published, it seems most appropriate to feature Albert Denly in "The Famous M.G. Drivers" series, for he has the distinction of having put up the fastest speed in the world with a 750 c.c. car (the Magic Midget) at 128.62 m.p.h., and excepting the Class "H" standing kilometre and mile records, Denly, in company with Capt. G. E. T. Eyston, has taken part in capturing all the existing International 750 c.c. records, which are held by M.G., besides some world's records and others under the following various Class headings:

World's records.

2,000 kilos. at 116.08 m.p.h. Delage.
1,000 miles at 116.36 m.p.h. "
With Eyston, Kaye Don and others.

Class "C." 3,000-5,000 c.c.

500 kilos. at 117.80 m.p.h. Delage.
1,000 kilos at 117.01 m.p.h. "



A coloured edition of the above picture, by Bryan de Grineau, was the M.G. Car Company's 1933 Christmas card. A limited number of coloured prints of this fine impression of Denly at the wheel of Eyston's Magic Midget, on his famous Montlbery record-breaking run, are available, mounted for framing, at 2/6 each, to readers of The M.G. Magazine. Early application should be made to avoid disappointment

2,000 kilos at 116.08 m.p.h. Delage.
200 miles at 117.59 m.p.h. "
500 miles at 116.73 m.p.h. "
1,000 miles at 116.36 m.p.h. "
With Eyston, Kaye Don and others.

Class "E." 1,500-2,000 c.c.

1,000 kilos at 101.55 m.p.h. Hotchkiss.

500 miles at 101.13 m.p.h. "
6 hours at 101.50 m.p.h. "

With Eyston and Vasselle.
3 days at 62.67 m.p.h. Singer.

With Eyston, Eldridge and others.

Class "F." 1,100-1,500 c.c.

2,000 kilos at 91.68 m.p.h. Riley.
3,000 kilos at 82.54 m.p.h. "

12 hours at 92.82 m.p.h. "
With Eyston and McClure.

Class "G." 750-1,100 c.c.

500 kilos at 104.09 m.p.h. Riley.
1,000 kilos at 99.26 m.p.h. "

200 miles at 104.20 m.p.h. "
500 miles at 98.18 m.p.h. "

3 hours at 104.09 m.p.h. "

6 hours at 99.07 m.p.h. "

With Eyston.

Denly, more familiarly "Bert" (or "The Little Giant"), started racing with motor cycles in 1923, and with D. R. O'Donovan won the first 200 miles race at Brooklands on a 500 c.c. Norton, and from then onwards was most successful in racing and record breaking attempts.

In 1927, Denly joined Mr. R. N. M. Spring's racing camp. His outstanding achievement during that year was putting the motor cycle speed up to over 100 miles for the hour for the first time.

In 1929, Denly joined the A.J.S. company and assisted in breaking 117 world's records in the year! and put the motor cycle speed up to 118 miles an hour with a 500 c.c. machine, at Arpajon.

The last motor cycle 200 miles race at Brooklands in 1930 was also won by Denly at a speed



of over 100 miles an hour. Then came his first experience of handling a racing motor car, when he carried out tyre tests on a Bugatti with Captain Eyston, and since 1930 Denly has partnered Captain Eyston on the majority of his record breaking attempts with M.G. Midgets and the Magna which captured six long-distance records, the Riley Nine, Delage, Singer, Hotchkiss and Alfa-Romeo.

During 1932 Denly, with Eyston and Wisdom, lowered the 24 hours record in the 750 c.c. class with a standard J.3 supercharged M.G. Midget, and in December of that year he and Eyston set up 14 class records with the Magic Midget.

Denly again with Eyston took part in the 1932 B.R.D.C. 500 miles race and shared the wheel of the "Magic Midget" which led the race for 128 laps, averaging over a hundred miles an hour. Early in 1933 he formed part of the racing *equipe* that went to Italy with the three M.G. Magnettes which won the 1,100 c.c. class and team prize in the "Mille Miglia." Later in 1933 it was decided to rebuild the Magic Midget with a view to raising the ultimate speeds for the 750 c.c. flying mile and kilometre records, which stood at 120.56 m.p.h. This necessitated improving the streamlining and, in order to achieve this, a smaller body was desirable.

It was then found that George Eyston was too big for the car, and it was decided to alter one specially for Denly, who is considerably smaller than Captain Eyston, being only a little over five feet; and with the advantage of the much smaller body, coupled with Denly's clever driving of the little car, resulted in putting the speed up to 128.62 m.p.h.

This article is only a brief outline of Denly's racing achievements, since it is almost impossible to get him to talk about his successes, and to use his own phrase he hates "blowing his own trumpet."