

Russia and Rolls-Royce – The First 25 Years

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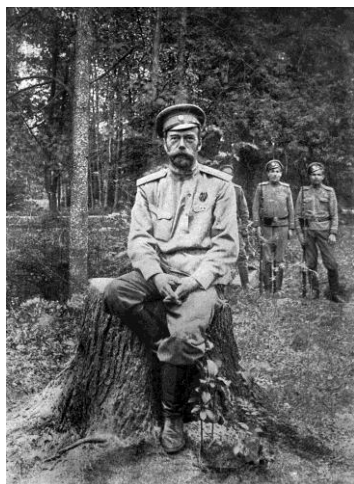
*The Czar's 1913 Silver Ghost
(2283) Kellner Limousine*



*Vladimir Ilyich Lenin's 1920 Silver Ghost
(16X) Mann Egerton Tourer*



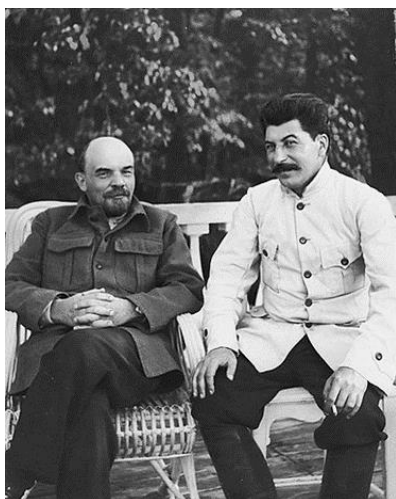
John Stuttard and Maxim Kartashev



Czarist Russia was known for its architecture, fine art, literature and music. With this appreciation of quality and the wealth of the nobility and business, it was not long before Rolls-Royce found a niche market in the years before the First World War. After being introduced to the marque in 1913, the Czar became a loyal customer. His 1913 Silver Ghost Kellner-bodied Limousine became a favourite mode of transport. In total, 42 Rolls-Royce motor cars were delivered before the 1917 Revolution which ended the Romanov dynasty.



A further 24 Rolls-Royce chassis had Russian connections. The War gave rise to cancellations or appropriation and, interestingly, the British Armoured Car Division took converted Rolls-Royce chassis to fight alongside Russians in the Caucasus and Romania.



But the Revolution did not end Russia's appreciation of the marque. Trotsky and Lenin commandeered the Czarist cars and at least a further 46 Rolls-Royce motor cars were ordered by the Soviet Government until diplomatic relations soured. In 1933 the Politburo ordered that the import of Rolls-Royce cars and spare parts should cease. Despite this, it was not until 1947 that the last Rolls-Royce was taken out of Russian Government service.



Russia and Rolls-Royce – The First 25 Years was first published in August 2021 after a year's study by Russian and British researchers and historians. It was the first comprehensive record describing the history of Russia's love affair and involvement with the Rolls-Royce marque. This reprint, published in December 2021, includes descriptions of an additional 11 cars which have come to the authors' attention. In 110 pages, with over 220 illustrations there are descriptions of over 110 Rolls-Royce motor cars and their owners, whose fate was influenced and determined by the 1917 Revolution and its aftermath. Many of the photos have been published for the first time in this book.

The survival rate of the cars has not been high. Just five out of over 88 Rolls-Royce motor cars which were delivered to Russia can be found today in Moscow and St Petersburg. Three of these were Silver Ghosts used by Lenin and are in museums – at his former estate at Gorky, at the Historical Museum in Red Square and in the State museum of the history of Saint Petersburg. A sixth is a 1915 Silver Ghost Barker Tourer which was delivered to Petrograd and then, in 1918, it was 'found' on the Finnish side of the border after Finland's Independence in December 1917. It was used as a staff car by a German general, Rüdiger von der Goltz, whose division was assisting the Finnish 'white' army in the civil war against 'the reds'. Then it became the staff car of Marshal Mannerheim, the famous Finnish wartime leader who was later to become President of Finland. That car can be seen today in the Military Museum of Finland in Helsinki. A further five cars with Russian connections can be found in other countries.

This book is a collector's item which will be acquired by those interested in the early history of Rolls-Royce and for those who are fascinated by the regard in which both the Czarist and Soviet Governments had in the marque during the period 1910 to 1926.

Copies of *Russia and Rolls-Royce – The First 25 Years* (in hard cover with 113 pages and over 220 illustrations: ISBN 978-1739870263) can be obtained from Amazon (<https://www.amazon.co.uk/> at a cost of £25. Net proceeds (from donations or the sale of this book) will accrue to The Sir Henry Royce Memorial Foundation, a charity which was established to protect the archival material relating to Rolls-Royce Limited and to provide research and education about the Rolls-Royce legacy.