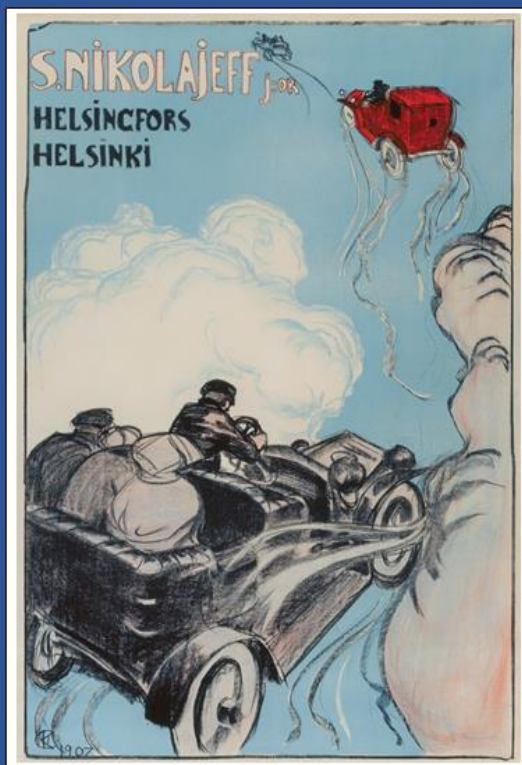


Pre-War Rolls-Royce Motor Cars with a Finnish connection

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John Stuttard

This book describes the history of Rolls-Royce in Finland and the 27 pre-War cars which have Finnish connections. The original owners are listed, with details of their business success and wealth, providing a social history of the country after its independence from Russia in 1917. These include Aulis Pakula, Arthur Amberla, Allan Hjelt, Alfred Nybom, Leopold Lerche, Johan Weckman, W Gutzeit & Co, Rafael von Frenckell and Martti IImanen. Present owners are recorded where these cars have survived. In 72 pages, the book contains around 100 colour and period black and white illustrations.

After the Bolshevik Revolution in Russia in October 1917, Finland broke free from the Russian Empire and achieved its independence on 6th December 1917. Finland's trade with Russia, particularly of forest industry and related products, was disrupted and their companies sought other markets. England was a major economy and had a large demand for paper and packaging. The Finns came to London and their businesses thrived. They then emulated the wealthy and the successful by purchasing 'The Best car in the World'. In the early 1920s many Rolls-Royce Silver Ghosts were sold to Finnish owners.

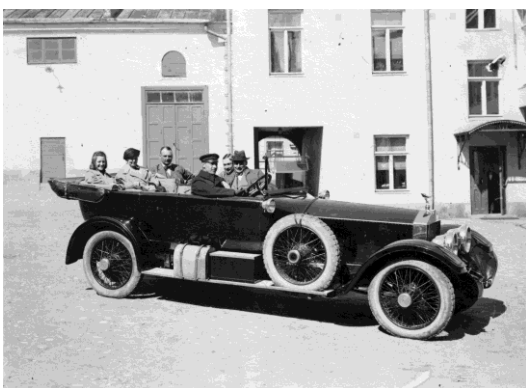
The oldest Rolls-Royce to arrive in Finland was a 1912 Silver Ghost delivered to Baron Hjalmar Constantin Linder of Svartå Slott, through agents, S Nikolajeff Jr, who operated the largest motor car dealership in Helsinki in the first 30th century.



The famous Finnish wartime leader and President, Marshal Mannerheim, used a 1915 Rolls-Royce as his staff car, which had been delivered to the Czarist Army and, fortunately, came to be in Finland after independence in 1917. It was used by the Prussian General Graf Rüdiger von der Goltz during the Civil War in 1918 in which the ‘whites’ were victorious. This is pictured below left (in 1918) and, on the right, (in 1924) after the Paris Olympics, conveying Paavo Nurmi (nine times Olympic gold medallist and three silver medals) as part of the welcoming party in Esplanadi, Helsinki. The car can be seen today at the Sotamuseo, the Military Museum of Finland on Suomenlinna Fortress Island, Helsinki.



Three cars were ordered in 1920, of exactly the same design, for the wealthy Rosenlew family with tourer coachwork by Hooper & Co, the English king’s favourite designer.



One of these, shown left below, has survived and is owned by a descendant of the family, Bernt Ehrnrooth and his wife, Monika. Others include (right below) the car purchased by the famous chocolatier Karl Fazer, now owned by Mikael and Maria Planting (Maria is Karl Fazer's great-granddaughter).



Cars from the collection of Ilkka Brotherus are described in the book, including the Phantom III once owned by Charlie Chaplin (pictured below left) and a recently acquired 1936 (25/30) car once owned by the Finnish industrialist, Walter Gräsback, who was chairman of Petsamo Nickel, the nickel mining area in north-east Finland, and also chairman of the War Compensation Committee in 1944.



This book describes these special cars and their successful and wealthy owners. It provides a unique insight into Finland's history and its engagement with 'The Best Car in the World'.

Copies of *Pre-War Rolls-Royce Motor Cars with a Finnish connection* can be obtained from The 20-Ghost Club's Treasurer, Philip Hall (pah.rr@btinternet.com). Prices (including postage) vary, depending on the country to which books should be sent and are shown below:

- UK £23
- Europe €30
- ROW US\$44 or £30.

Payments can be made by PayPal: pay20g@outlook.com or alternatively into one of the club's bank accounts. Philip Hall will provide details if you e-mail him.