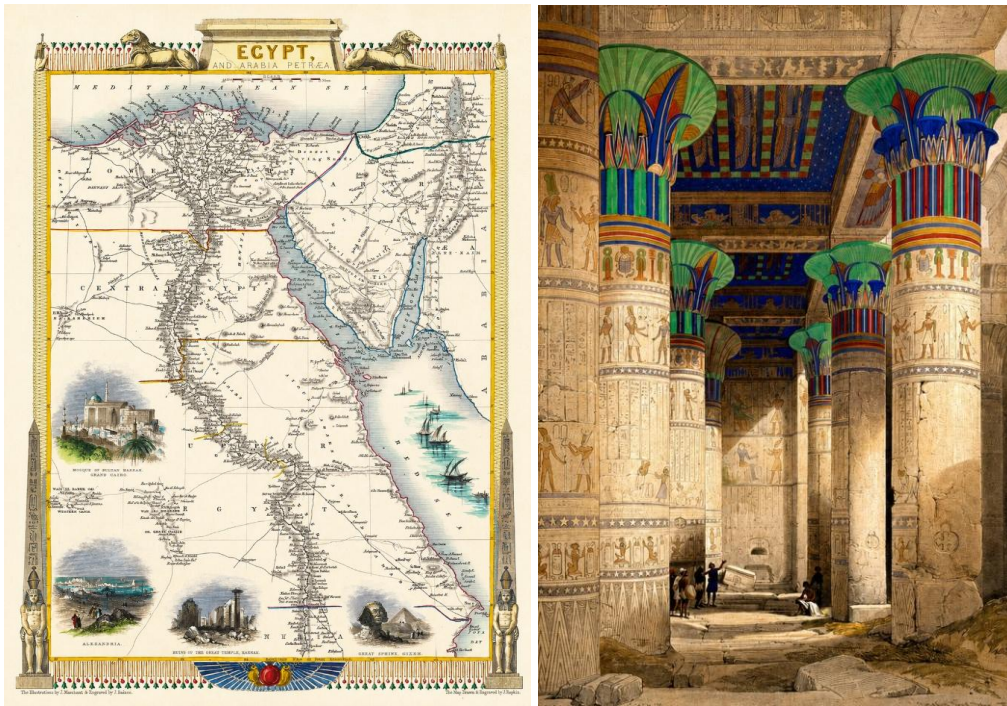


Rolls-Royce in Egypt



John Stuttard

The book is the result of nine months' collaborative effort by some of the world's well known researchers and authors of Rolls-Royce motor cars (André Blaize, Tom Clarke, John Fasal, Steve Hubbard, Wayne Kennerley and Steve Stuckey) who have assisted the author, Sir John Stuttard, create another Rolls-Royce publication for The 20-Ghost Club, which Roger Thiedeman has proofed.



Egypt is known for its ancient civilisation with famous 4,500 year old structures, including the only surviving Ancient Wonder of the World – The Great Pyramid of Khufu at Giza, guarded by the Sphinx with its inscrutable smile. 500 miles south of Cairo lies Luxor which is sometimes referred to as the world's largest open-air museum, home to the Temple of Karnak and the tombs of the Valley of the Kings, including that of Tutankhamun. It is a great, inspiring and educational place to visit, perhaps with transport through a relaxing cruise on the Nile.

It came as something of a surprise to find that no fewer than 112 pre-WWII Rolls-Royce motor cars have spent time in Egypt. The explanation for this stems from four different sources:

- Starting in 1915, 21 RNAS armoured cars with Rolls-Royce chassis were deployed to Egypt after proving poorly suited for the muddy trenches of the Western Front. One squadron, financed by the Duke of Westminster, was successful in action in Libya and in the Western Desert against the Senussis who had sided with the Ottoman Empire. Other armoured cars were effective supporting TE Lawrence in the Hejaz region, resulting in the Allies, under Allenby, together with Prince Feisal, capturing Jerusalem and Damascus, so winning the war in the Sinai and Palestine
- The heads of state of Egypt and the Sudan, known successively as Khedives, Sultans and Kings together acquired 21 stately and luxuriously bodied Limousines and Landaulets between 1912 and 1939
- Many families from the UK, and Coptic Christians and Jews from Syria and Lebanon, created successful businesses in Egypt and became Rolls-Royce owners as the country prospered under British oversight from the 1880s onwards
- Adventurous travellers drove their reliable Rolls-Royce cars to Egypt, demonstrating the quality and endurance of the marque as they journeyed across the deserts of North Africa and then travelled south to East Africa and the Cape.

This book describes the modern political and commercial history of Egypt, with the Suez Canal and its pivotal position between Africa and the Middle East. It describes the development of motorised transport in Egypt and detailed histories of each of the 112 Rolls-Royce motor cars, including the First World War armoured cars, with almost 500 illustrations covering 279 pages. The successes of the Duke of Westminster with his own squadron fighting the Senussi and of TE Lawrence in the Hejaz region battling the Ottoman Army are described in detail in the Introduction. The book is a collector's item of academic quality and great historical interest.



The Suez Canal was opened in 1869



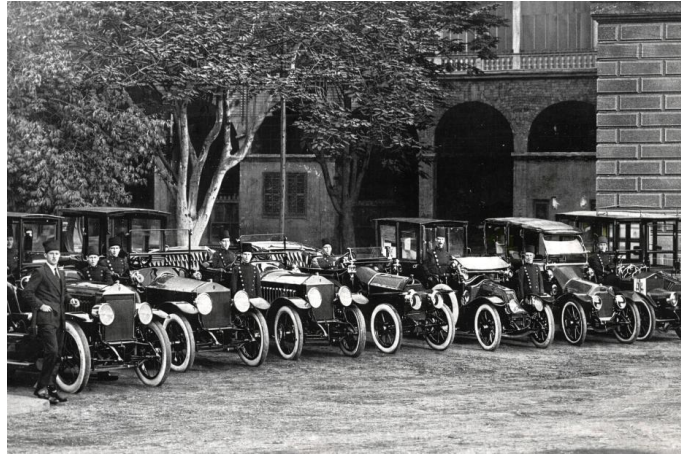
The Duke of Westminster's campaign against the Senussi was a great success, but with the occasional mishap

There are chapters dedicated to armoured cars, as well as the Duke of Westminster's rescue of British hostages and the success of Lawrence of Arabia capturing Aqaba and the Hejaz region, encouraged by General, later Field Marshal, Viscount Allenby.



With Lawrence in the Hejaz

The book relates the story of the British oversight of the Egyptian Government, the problems with and the excesses of some of the heads of state, together with the end of British rule and the Egyptian Revolution of 1952 followed by the Suez Crisis of 1956. Through the ownership of the 112 Rolls-Royce chassis, tales of success, hardship, even murder at the Savoy Hotel in London (for which the murderer was acquitted), are related, so providing a fascinating read.



The Khedive's stable of Rolls-Royce motor cars, 1917



King Farouk's first marriage (to Queen Farida) in 1938. Phantom II on right



Adventurous overlanders; left: Tel Aviv to Cairo; right: London to Cape Town

Copies can be ordered by emailing johnstuttard@btinternet.com – giving your name and postal address - with funds simultaneously paid to one of the club's banks shown below. The price of the book is £65 plus postage, which has shot up in the last few months for parcels sent from the UK. Including postage, the price per copy is as follows, per destination: UK: £71; Europe: €90; ROW: US\$120. Please e-mail rslwilks@gmail.com, when you have transferred funds.

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