

# The 18th Earl of Pembroke

Lord Pembroke inherited Wilton House Estate as 18th Earl of Pembroke and 15th Earl of Montgomery by the age of 24.

Before he inherited he worked for Conran and Partners, an Architecture and Interior Design firm in London. Lord Pembroke is now involved full-time in managing Wilton House and the Estate.

In 2010 Lord Pembroke married Victoria Bullough and together have four children; Alexandra, Reginald, Louis, and Beatrice.

Lord Pembroke has developed his interest in classic cars since he was a young boy and over the years has gathered an extensive collection from around the world. He also frequently participates in Motorsports.



Keep up to date with Lord Pembroke's car collection on Instagram:

@wilton\_classic\_supercar



# The Wilton Classic Car Collection

Most of the black and white photographs on the walls depict Lord Pembroke's maternal great Grandfather, Arthur Tate, grandson of Sir Henry Tate from the sugar trade and galleries.

Arthur Tate set numerous speed records at Brooklands with his brother who also had an early Mercedes.

The car he is sitting in (on the right as you go down the stairs) is his 1908 GP Mercedes - recently discovered by Lord Pembroke to still be in existence and owned by an American collector called George F. Winguard.

Arthur Tate's GP Mercedes is now considered as one of the most original surviving, early Grand Prix cars in the world. It still occasionally comes to the UK, and was last clocked going up the hill at Goodwood at nearly 100mph, on wooden spoken wheels. It has a 13.5 litre, 4 cylinder engine.

The photo on the West wall is of Lord Pembroke racing a friend's Jaguar D Type at the Le Mans 24 hour support race in 2012.

The team racing photo, with racing car in the background is from when Lord Pembroke and his team won the Spa Francorchamps 25hr International VW Funcup Petrol Class in 2011.

The close up of the dashboard was taken by Lord Pembroke's passenger whilst attempting to reach the Veyron's top speed on an empty stretch of German Autobahn.



# The Wilton Wake-Up

Wilton Wake Up gives car enthusiasts the opportunity to display their own wheels, look at other cars, and talk to fellow petrol heads.

The events are held once a month from April to August. Gates open at 8am when full English breakfasts, bacon butties, and hot drinks will be available to buy in the Cafe until 10:30am. Proceedings will finish by 10:45am.

The Wilton Wake up raised in support of Stars Appeal £11,370.39 in 2022.



The Wilton Wake Up is in aid of Stars Charity Appeal.



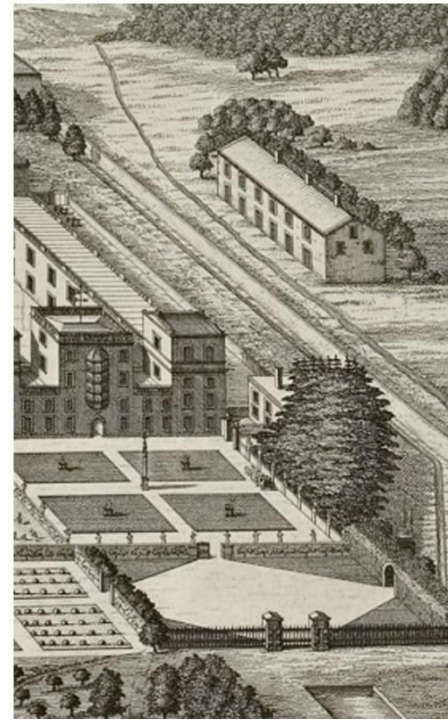
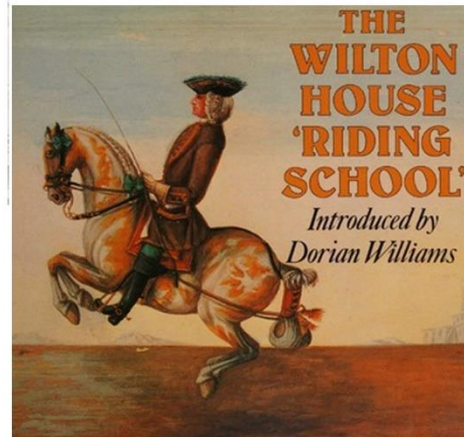
# The Old Riding School

Lord Pembroke's car collection is displayed in the 10th Earl's Riding School.

It was built according to designs acquired in Paris from the French architect Vallin Delamotte, though simplified in execution, in 1755.

The North wall retains the original spectators' gallery.

The Old Riding School is located in the North Forecourt of Wilton House.



The verses on the North wall celebrating the *maneged* horse were written by the 10th Earl of Pembroke. He Described himself '*being, I fear, as horse mad as my father was tennisly so*'.

The Old Riding School is one of only three Georgian riding schools to survive in England.

Within the Old Riding School, a 20 minute film shows a dramatised account of the history of the house and the Herbert family and the Earls of Pembroke.

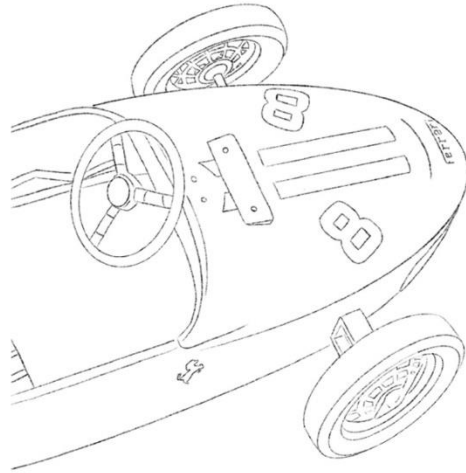


## Pedal Cars

These pedal cars were purchased by Lord Pembroke at the Beaulieu Auto Jumble in 2012.

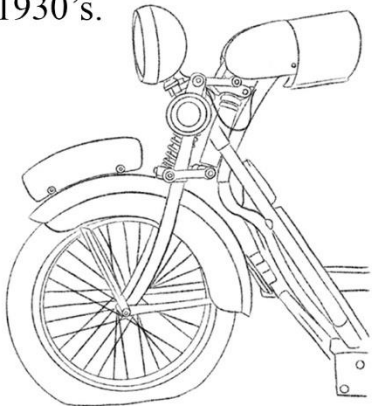


1961 Ferrari 156 Sharknose Pedal Car and 1966 Austin Junior 40 (J40)



## 1930's Motorcar

At a time when we are still trying to put electric cars on the road it is nice to look at this invalid car from the 1930's.



It was run with two 6-volt batteries, and was on the road, as you can see from it's Bournemouth registration number, and holder for a tax disc.

In case of trouble a little tool box is tucked away beneath the driver's feet, and a cover could be clipped over in case on inclement weather.

With a top speed of over 10mph, this was designed to run on the road, and was used by the 15th Earl and Countess in the 1950s.

## The Russian Sleigh Catherine Woronzow, 11th Countess

The horse-drawn Russian sleigh belonged to Catherine Woronzow, Countess of Pembroke during the late 18th early 19th century.

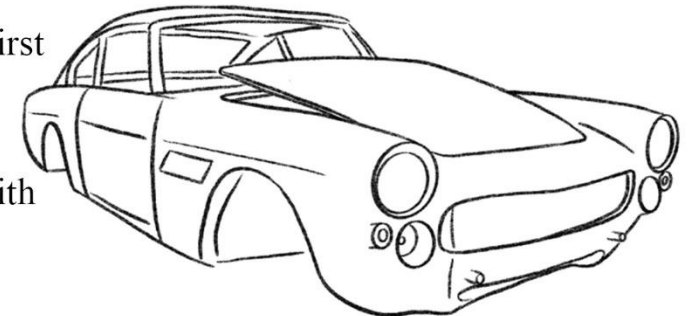


## 1956 Ferrari 250GTE Body

This Ferrari body was purchased in 2012 as an '*objet d'art*' rather than for restoration.

This was Ferrari's first four seat model.

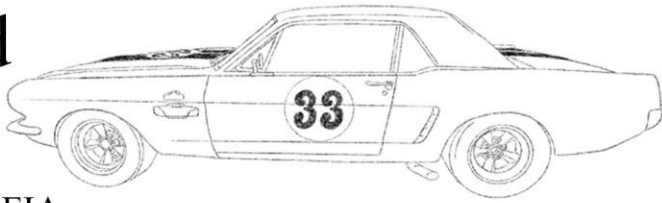
Speeds of 130mph could be attained with little trouble in the Ferrari 250GTE.



The sleigh and harness are decorated with coronets, wyverns, and other family motifs. It is lined with black and red livery and original oil cloth upholstery.

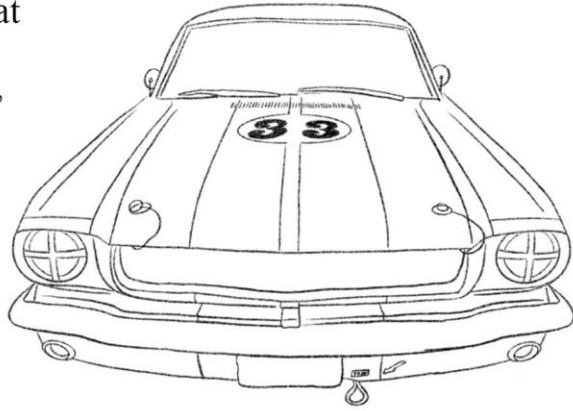


# 1965 Ford Mustang



This is a 1965 Ford FIA Mustang Race Car. The 1965 Mustang was introduced at the World's Fair in April 1964 - available in coupe, convertible, and fastback

The Ford Mustang Convertible was featured in the James Bond movie 'Goldfinger' in 1964.





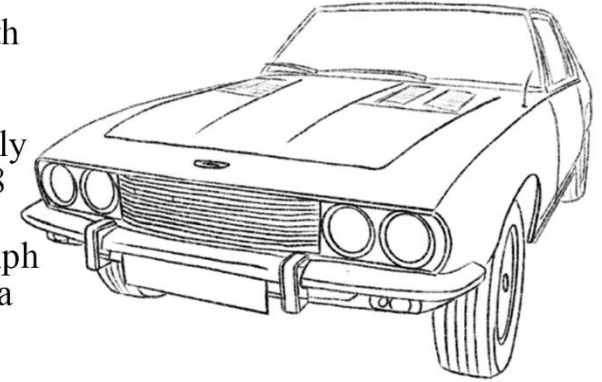
## Interceptor II

This Jensen Interceptor II was produced from 1969-1971.

It's a rear-wheel drive front-engined two-door grand tourer fastback with four seats.

With 325bhp, the naturally aspirated 6.3 litre 16v V8 petrol engine accelerates this Interceptor II to 62mph in 6.7 seconds and on to a maximum speed of 140mph.

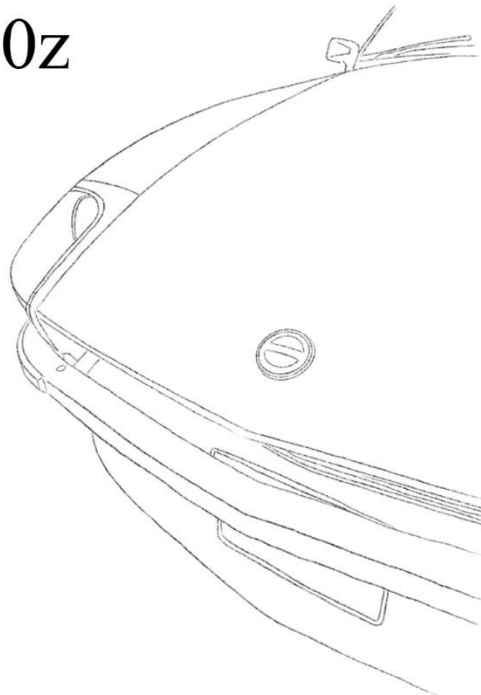
Having a kerb weight of 1588kg, it achieves 13.0mpg on average and can travel 260 miles before requiring a refill of its 91 litre capacity fuel tank.



## 1972 Datsun 240z

The Datsun was Lord Pembroke's first classic car, a car he purchased when he was 25.

This was a car designed to compete with the European sport car of the era. Its design was influenced by many of the successful sports cars of the time. It has a 2.4 litre straight six engine producing around 150bhp.

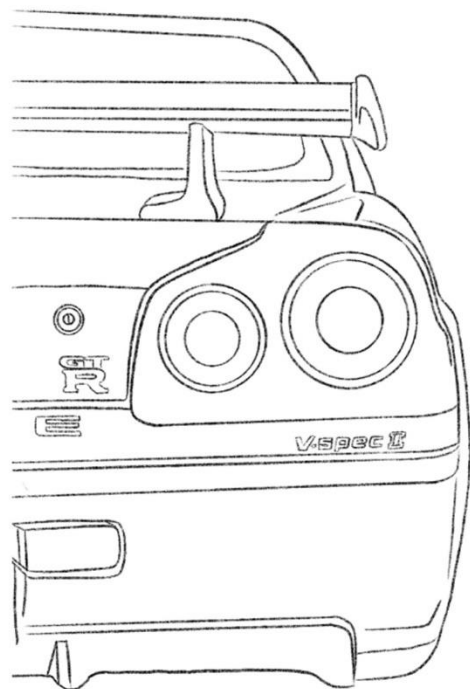


# 2001 Nissan Skyline R34 GT-R VSpec II

The GT-R became the flagship of Nissan Performance over its lifespan, showcasing many advanced technologies including four wheel steering, four wheel drive and an LCD multifunction display on the centre of the dashboard, which shows seven different live readings of engine and vehicle statistics.

The car was made famous in the Fast and Furious movie franchise as well as being THE car to own and tune, not only virtually on Playstation's renowned game 'Gran Turismo', but also in the real world where the standard 2.6L twin turbo engine, restricted to 256bhp in Japan, could be tuned to over 1000bhp in some extreme cases!

This is Lord Pembroke's second R34 Skyline, which he imported from Japan after his first, a silver R34 Skyline, was stolen in London.

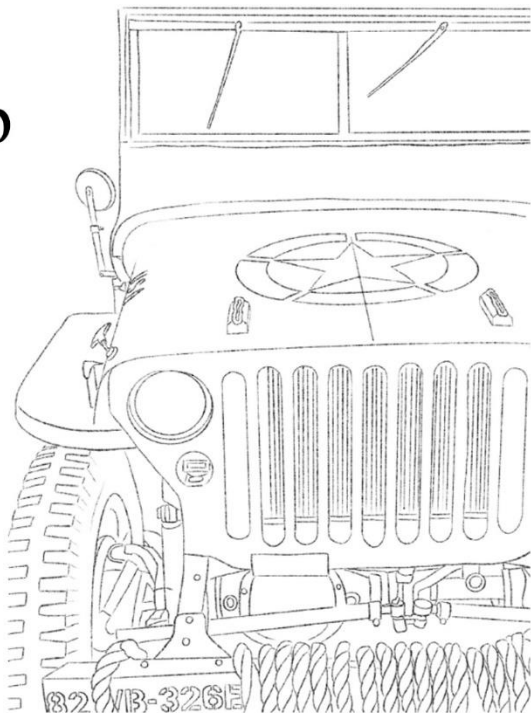




## 1964 Willy's Hotchkiss Jeep

The Hotchkiss M201 was the standard light utility vehicle used by the French army from shortly after The Second World War until it began retiring them from French service in the 1980s.

It started as a World War II Jeep built under license and, in many respects, was changed little for the next forty years.



## 2003 Honda S2000

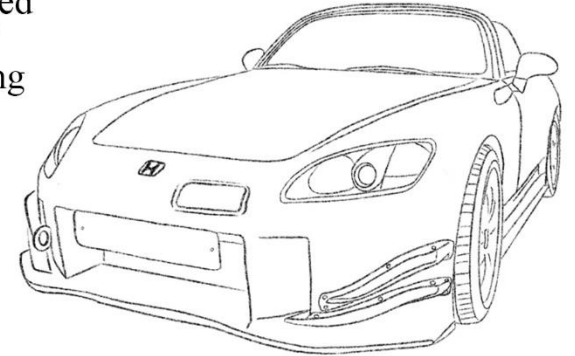
This was one of Lord Pembroke's first cars.

Can you guess the circuit maps on the side of the car?

It is not entirely standard.



He had it specially modified to be used as a 'track day' car with upgrades including performance brakes, suspension, exhaust, and wheels, as well as undertaking a program of lightening the car.



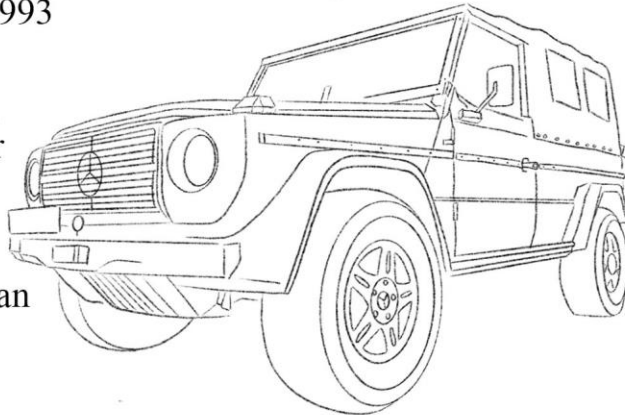




## Mercedes G Wagon 290 GD

The Mercedes G-Wagon you see before you is a variant of the W461 G-Class that was introduced for the 1993 model year.

The diesel-powered variant was built for fleet and military use and was available in SUV, pickup, and panel van body styles.



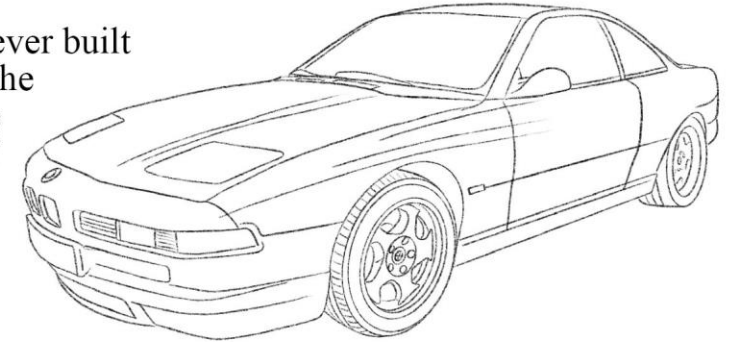
The civilian variant was produced 2019, built in limited numbers and for a limited period of time.

## 1995 BMW 850 CSI

The 850CSi still turns heads nearly 30 years following its introduction, and the car is swiftly becoming a collectible with a sizeable cult following.

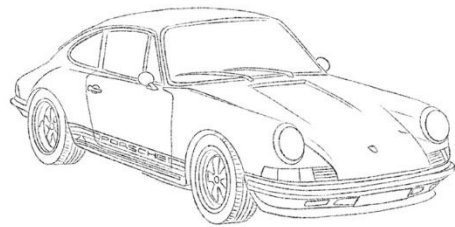
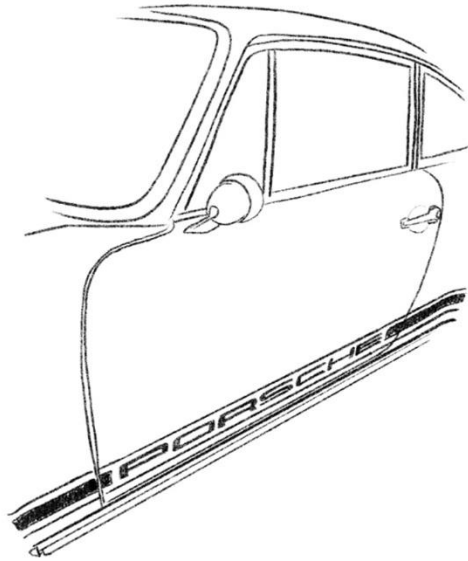
This vehicle was so advanced for its time that until recent years many many factories couldn't or didn't offer options that were standard on all 850s.

BMW simply never built one better than the 850CSi - it's the total package of exclusivity, luxury, and performance.



# 1989 Porsche 911 Rennsport

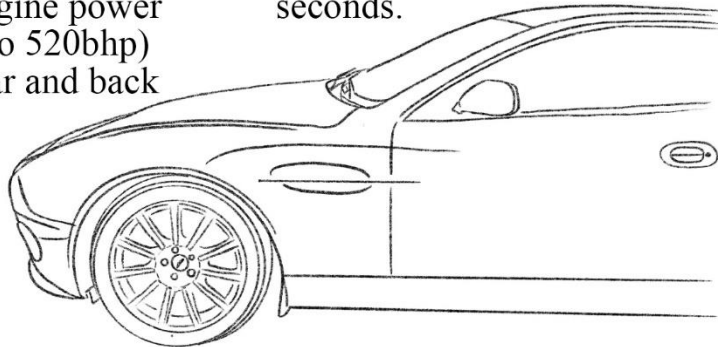
This is a conversion of a 1989 car to classic 1973 spec. It retains the more powerful engine and wider body of the latter car but combined with the more refined look of earlier cars. Lady Pembroke designed the look of the car which was converted by Rennsport Ltd. in Morton-on-Marsh in 2019.





## 2007 Aston Martin Vanquish V12 S

Building on the sales success of the original Vanquish (2001), the Vanquish S features an increased in engine power (from 460bhp to 520bhp) and revised gear and back axle ratios.



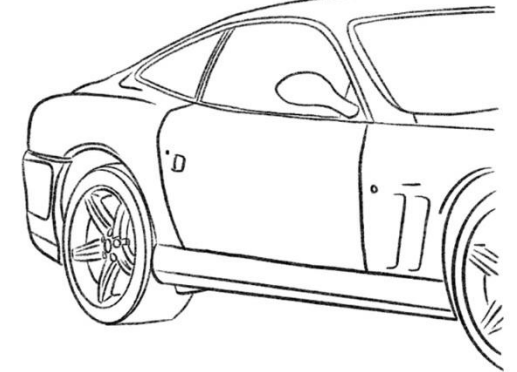
This Aston Martins' top speed was quoted as being in excess of 200mph and achieves 0-60mph in 4.8 seconds.

## 2003 Ferrari 575m Maranello

Serving as a successor to the radical 550 Maranello, the 575m was unveiled alongside the new F2002 F1 contender.

The 'm' suffix stands for modificato (modified in Italian), which stresses how many areas on the car had been rethought. While many of the original styling characteristics have been retained. Ferrari have substantially re-engineered the engine, transmission, and driveline for the new car.

The engine, with a numerical code of 575, is an enlarged version of the V12 found in the original 550. Maranello is the town in Italy where Ferrari HQ is located.



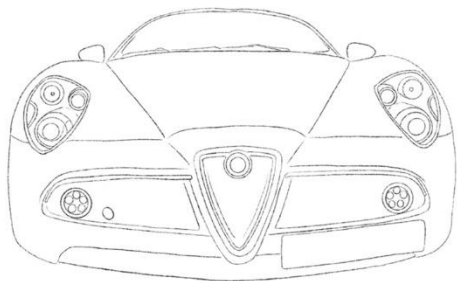
# 2009 Alfa Romeo 8C Competizione

This green car is a very limited run sports car made between 2007 and 2010. Alfa Romeo produced 500 Coupes and 500 Convertibles only with around 40 in the UK, all left-hand drive.

8C means 8 cylinders - it has a Ferrari eight cylinder 4.7 litre V8 up front.

Small, rare, and very fast (180mph).

An 8C Competizione was featured on the main sculpture at the 2010 Goodwood Festival of Speed.

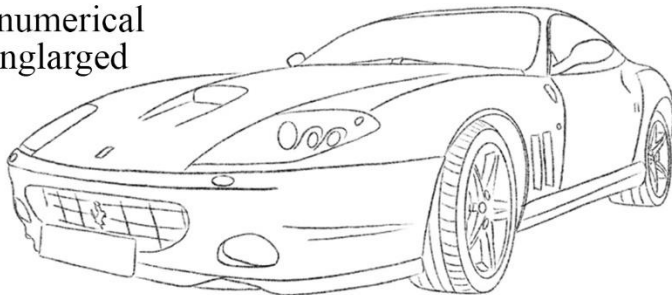




## 2005 Ferrari 575 Maranello

This is a particularly rare example being only one of a small handful of manual examples of the standard automatic car.

The engine, with a numerical code of 575, is an enlarged version of the V12 found in the original Ferrari 550 Maranello.



This Ferrari can achieve 0-60mph in 4.1 seconds and has a top speed of 193mph.

## 2003 BMW M3 CSL

The silver CSL (Coupe Sport Leichtbau, meaning 'Coupe Sport Lightweight' in German) is one of Lord Pembroke's favourite cars to drive day to day.

It is an extremely rare car and was a limited edition lightweight version of the M3 that was produced in 2004, with production totalling to 1,383 units.

It drives at a top speed of 155mph and achieves 0-60mph in 4.1 seconds.



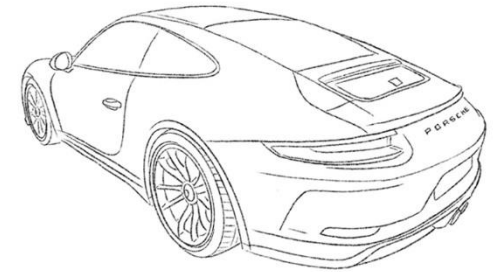


## 2018 Porsche GT3 'Touring'

Part of the reason that Porsche is such a successful brand with such a loyal, almost cult-like, following is that they listen to their customers extremely well.

The GT3 Touring packs the same 4.0L flat-six from the GT3 revving all the way to a biblical 9,000rpm and shooting the touring from 0-60mph in just 3.9s. This is one of only 47 right-hand drive cars.

After the limited production run of the 911 R finished Porsche realised the appetite for a wingless manual GT3 was massive, plus there were plenty of customers who were very unhappy about not getting a Porsche 911 slot.



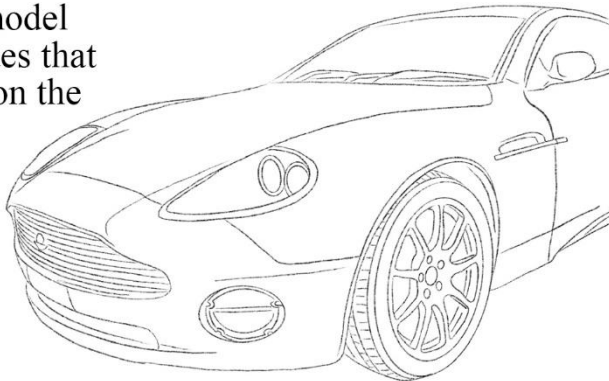
## 2004 Aston Martin Vanquish

This Aston Martin is a model made famous as the car driven by James Bond in the 2002 film 'Die Another Day'.

The Vanquish is a car beloved by modern day enthusiasts and heritage owners.

This very late 2004 model features many upgrades that were soon to feature on the 'Vanquish S' model.

It has a 6 litre V12 engine producing 450bhp with a top speed of 190mph.

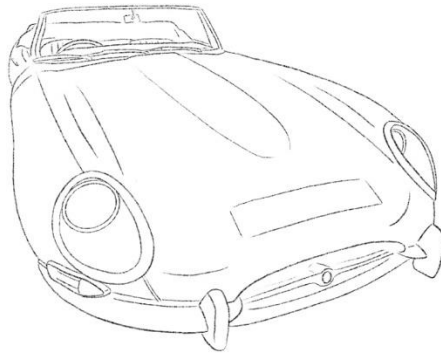


# 1966 Jaguar E-Type

This is a British sports car that was manufactured by Jaguar Cars Ltd. between 1961 and 1975. Its combination of beauty, high performance, and competitive pricing established the model as an icon of the motoring world.

The E-Type's 150mph top speed, sub-7-second 0-60mph acceleration, monocoque construction, disc brakes, rack-and-pinion steering, and independent front and rear suspension distinguished the car and spurred industry-wide changes.

The E-Type was based on Jaguar's D-Type racing car, which had won the 24hr of Le Mans three consecutive years beginning 1955, and employed the early 1960s racing design principles with a front sub-frame carrying the engine, front suspensions, and front bodywork bolted directly to the body tub. No ladder-frame chassis was needed - the first cars only weighed 1315kg.



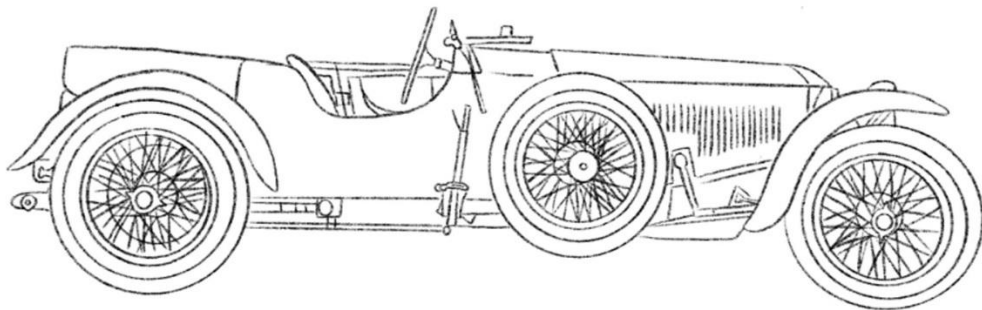
# 1932 Invicta S-Type 'Low Chassis' Competition Tourer

Known in period as 'The White Invicta' and latterly 'Shelsley' after her wins at the Shelsley Walsh hill climb.

One of the two 'White Invictas' driven by Raymond Mays, this car, chassis No. S 119, is undoubtedly one of the most successful competition-historied examples of the desirable S-Type 'Low Chassis' Invicta extant. It broke both the International Sports Car class record at Shelsley Walsh and Brooklands Mountain Circuit class lap record during the 1932 season.

It comes from single family ownership spanning over fifty years and is presented in remarkably original condition. It retains the special competition 4 1/2L six-cylinder Meadows engine (7517) that was fitted to this car from new at May's premises at Bourne, Lincolnshire.

All of the major running gear is original to chassis No. S 119 as is the Carbodies 2/4-seater body and a good proportion of the upholstery.





# The First White Invicta

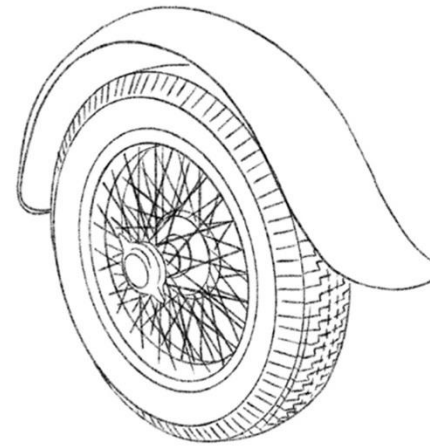
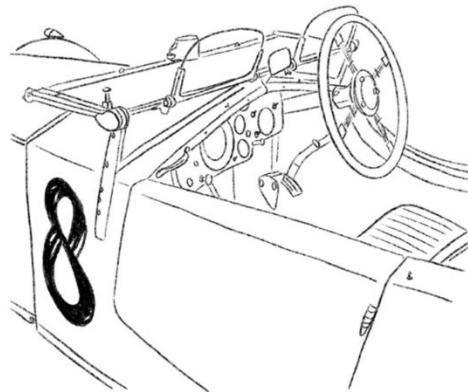
Along with Derek Green, Duncan McGregor (the long-term owner of the car) had discovered the full history of the two White Invictas that Mays campaigned during the 1931 and 1932 seasons and wrote two articles entitled 'The White Invictas Part 1 -1931, and Part 2 - 1932'.

In brief terms, the first White Invicta, chassis No. S 35 had been purchased from Noel Macklin and of Invicta by Raymond Mays on behalf of the India Tyre and Rubber Co. of Inchinnan, Scotland. Along with Mays' incredibly potent supercharged Villiers Vauxhall, the Invicta was to be used to demonstrate the qualities of India Tyres to any sceptics.

Registered PL 5676 in February 1931, S 35 was originally fitted with engine 7410 and was to be taken on a six-week tour of distributors of India Tyres.

Macklin was excited by the marketing opportunities that the tyre testing would provide and therefore offered to supply spare parts free of charge. The engine suppliers, Meadows of Wolverhampton, were also keen to use the opportunity to promote their products and agreed to supply a special competition engine for use in motorsport events later on in the season.

The six-week tour of the distributors was a success with the India Tyre management team giving talks to the distributors followed up by Mays describing his experiences with the company and giving spirited exhibition drives to those either bold or inebriated enough to volunteer.



At the end of the tour Mays concluded that he was impressed with the car and pleased to have use of it for the 1931 season. A promised, Meadows had produced the special competition engine (No. 7517) and sent it, along with one of their best men, Mr. Buckle, to Mays' workshops at Bourne to be fitted. Running on Methanol through two bronze Amal carburettors the engine produced 158bhp and apparently suffered very few problems. To this end Mays apparently employed Mr Buckle to work on the ever-troublesome Villiers engine throughout the season.

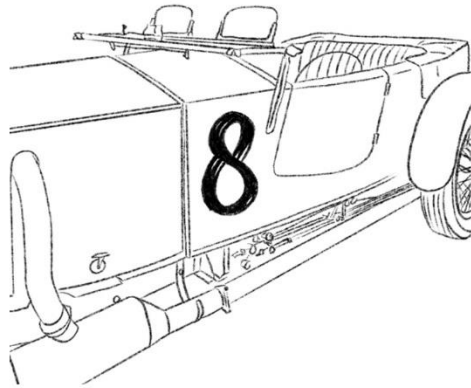


# The Second White Invicta

*Chassis No. S 119 (this car)*

In 'Split Seconds' Raymond Mays' autobiography he states that *'the India Tyre Co. were pleased with our efforts and allowed me to keep the Invicta for the 1932 season'*. This statement was actually incorrect and caused a great deal of confusion in the Invicta world for many years. In Part 2 of Duncan McGregor's articles on the White Invictas he explains how an article by Richard Chapman in Veteran and Vintage magazine of March 1969 cleared up the confusion.

Chapman, along with John Turner, had worked for Mays during the 1932 season, and explained that the Invicta used for the '32 season was an entirely new car. Finished in Mays chosen colour scheme of white with blue upholstery, chassis no. S 119, as offered for sale here, was bodied by Carbodies and registered TL 2327.



Whilst, it was an entirely different car, Mays had managed to retain the special competition Meadows engine and remarkably the history file contains images of the chassis of 'S 119' being drilled and this engine being fitted at Bourne in 1932. Chapman also explains in detail how 'S 119' was lightened in every way possible to enhance the performance whilst keeping within the regulations.

Using the Villiers in the racing car classes and the Invicta for the sports car classes Mays enjoyed a hugely successful season and once again it is Duncan McGregor who perhaps best describes Mays' season with 'S 119', thus we quote him here:

*'The first event of the 1932 season was the BARC Whitsun Brooklands meeting on 16th May. The Invicta was entered in the Nottingham Senior and Lightning Mountain Handicaps and thanks to the previous year's success with S35, was on scratch cars such as Earl Howe's blown G.P Bugatti and Whitney Straight's blown 2.6 litre Maserati, which seems a bit harsh in retrospect.'*

*In the first race he unplaced and managed 4th in the second with a fastest lap at 69.74mph which was a new class C (3 litre - 5 litre) lap record although the smaller, blown cars were quicker.*

*At the Shelsley meeting on 25th June, the Villiers archieved 2nd FTD to Howe's Bugatti and the Invicta won both sports and racing sections of the 4 litre class at 47.4 seconds. This again won the British Championship Cup, and was nearly 7 seconds ahead of the runner-up, and only 2.0 seconds slower than Howe's blown 7 litre Mercedes which won the unlimited classes.*



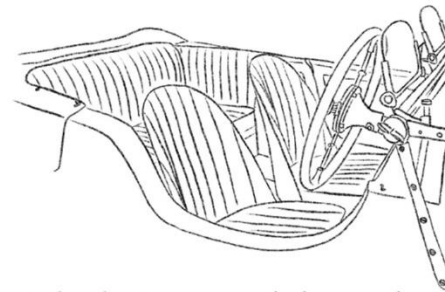
The August Bank Holiday Brooklands meeting on 1st August suffered showers and in the August Senior Mountain Handicap there were several spins and Dr. Roth's Talbot demolished a great many markers, but, according to Boddy 'Mays brought the Invicta through steadily and skilfully from scratch' failing to catch Tom Delaney's blown Lea Francis, to which he had given 70 seconds start, by only 0.2 seconds. He improved on this in the lightning Mountain Handicap coming through again from scratch to win at 69.5mph with a fastest lap at 71.39mph, then the fastest lap ever by a British sports car, although May's class C record had been taken by George Eyston in Kay Don's 4.9 litre blown Bugatti.

By this time the consistent success and reliability of the White Invictas had become a matter of general comment such as the following letter to the Autocar: -

'As a keen follower of motor-racing, I should like to comment on the extraordinary performance of Raymond Mays' white Invicta. I have seen this car perform at Brooklands and Shelsley Walsh, and think it only fair to make individual mention of the noticeable speed and reliability of this car.

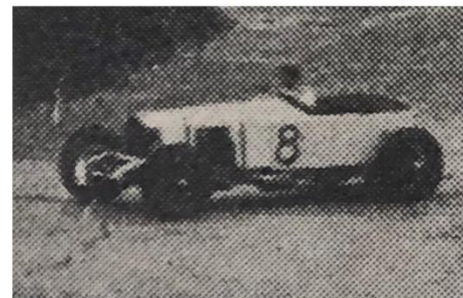
If Invictas can perform as well as Raymond Mays' car, surely a team of this make would do well in all the road races.

The Shelsley meeting on 3rd September was a great day for Invicta, for in the absence of the Villiers, Mays compensated finally beating Howe's Mercedes to take the outright sports car record at 45.6 seconds as well as his now customary class wins and British Championship Cup.



The last competitive outing for Mays in the white Invicta was at the BARC Austum Brooklands meeting on 10th September when he was among those invited to enter the 15 lap mountain Champtionship Scratch Race for the 12 fastest Mountain Circuit cars of the year. In the absence of Norman Black's ex-Birkin/Straight Maserati, he managed 2nd place, not surprisingly, well behind Malcom Campbell's blown 4 litre Sunbeam Tiger, but displayed remarkable consistency in doing no fewer than three of the laps on exactly the same time, and lapped Dudley Froy who was in Kay Petre's black Invicta...'

A remarkable season for Mays, who, with 'S 119' had successfully proven that the S-Type Invicta was not only an extremely good looking and stylish British sports-tourer, but that, in modified form, could be a formidable competitor to the best supercharged Grand Prix cars Europe had to offer. Raymond Mays went on to found E.R.A. (English Racing Automobiles) in turn producing the most successful British voiturette racing car of the pre, and immediate post-war period before establishing B.R.M. (British Racing Motors) just after The Second World War - ultimately winning the Formula One Constructors' World Championship in 1962.



According to Mays he sold the car to Humphrey Cook at the end of the 1932 season, but that Cook suffered a minor shunt on Park Lane, so promptly sold the car the following day. It then passed through at least three different owners before it was purchased by Stanley Porter of Belfast in 1950. Porter competed in hill climbs aboard 'S 119' and enjoyed some notable successes.

In 1955 ownership passed to Mr John Brown, of Co. Down. At some stage between 1955 and the early 1960s the Invicta was taken to the former British Colony of Aden in the Middle East (now in the southern part of the Republic of Yemen) either with a serving soldier or resident there.



The last name to appear on the original buff logbook is Ian Delaford who was friends with McGregor both studying Civil Engineering at Kingston College. Whilst on holiday with his family in Aden, Delaford was shown the white painted Invicta and showed McGregor pictures. By this stage the Invicta had been registered with a local plate (ADN 3631) and was therefore difficult to identify. Between the friends they worked out a plan to get the car back to the UK, funded by Delaford's grandmother.



The car was shipped from the Middle East and photographs on file show the car being towed along the dock by a Willys/Ford Jeep. Duncan and McGregor owned a half share in the car

The Invicta was in rather poor condition but remained highly original and complete. The car remained in the McGregors' stable and in the early 1980s Duncan McGregor and his partner purchased Delaford's share.

Between the late 1980s and early 2000s McGregor and his stepson restored 'S 119' carefully recording the restoration, including the special engine internals. A stickler for originality and preservation, Duncan McGregora was well ahead of his time in many ways. To this end, anything that could be retained as original, was.

The original competition engine was rebuilt using as many of the special features as possible, the original body was retained and, where possible, the original upholstery left in situ. Upon completion of the project, McGregor and his family used the car for numerous events.

As a result of Duncan McGregor's sympathetic restoration and the family's careful maintenance thereafter, this superb example of the S-Type Invicta remains one of the most original competition-historied sports cars of the period.

